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M.R.O. 1—77,008—8-5-37.

(1) Number of pages 38

(2) Date of repair 07. 5. 47

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Marine **DEPARTMENT.**

G.O. No. 426	Press / Mis.
Dated 4 – 12 – 1893.	

Not to be folded or roughly handled

4TH DECEMBER 1893, No. 426, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From H. A. STREET, Esq., Commander, R.I.M., Acting Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 12th October 1893, No. 695—336-G.

In paragraph 6 of G.O., No. 183, Marine, dated 5th June 1893, it is stated that the question of deputing an officer to Mangalore to report on the measures for improving the port would be considered on the receipt of an application to that effect from the Landing and Shipping Dues Committee. I have now the honour to acquaint you, for the information of the Government, that I have recently received a letter from Mr. Power, the Acting Collector of South Canara, in which he states that the Landing and Shipping Dues Committee beg that "an Engineer may be appointed to make a complete enquiry into the whole question" of improving the backwater at Mangalore. Mr. Power further states that, pending this enquiry, "the committee is not disposed to have dredging operations carried out by the *Wenlock*."

2. In letter, No. 2021, dated 16th May 1892, from Mr. Brodie, then Acting Collector of South Canara, to my address, printed with G.O., No. 229, Marine, dated 28th June 1892, the question of improving the backwater by means of dredging appears to have been favorably viewed by the Landing and Shipping Dues Committee, and the recent "change of front" is apparently due to the difficulty the committee think they would experience in providing funds to meet dredging expenses if carried out by means of the *Wenlock*; for Mr. Power, in his letter under reference, writes that "the proposal to employ the dredger *Wenlock* at the port of Mangalore was duly laid before a meeting of the Landing and Shipping Dues Committee, but was negatived by it, as the committee is unable to provide the funds necessary for working the dredger and for construction of the necessary punts, and does not consider dredging operations necessary at present."

3. There was a balance to the credit of the Landing and Shipping Dues Fund of Rs. 7,484-11-10 on the 30th September 1893, and the average monthly receipts amount to Rs. 150. The cost of maintaining the *Wenlock* may be put down at Rupees 2,500 per mensem while working, but this does not include the cost of discharging into punts and clearing the punts by hand-labour.

4. There are no suitable punts at Mangalore, and the Landing and Shipping Dues Committee were informed that vessels would have to be specially built for the purpose in case that they were desirous of utilizing the silt. This matter was brought to the notice of the Port officer as far back as October 1892, and he was directed to place himself in communication with the Landing and Shipping Dues Committee on the subject, so the committee have had ample time to consider the question, especially as references from this office have been frequently made to the Port officer regarding the matter, and it is a pity that they could not have made up their minds before this as to whether they could provide the necessary funds for meeting the dredging expenses or not. In fact, it was not until I had addressed the Collector on the subject, both by letter on the 13th of August last and by telegram on the 18th of last month, that I succeeded in getting any definite idea as to what the committee's intentions were on the matter.

5. The question of improving Mangalore backwater formed the subject of a special report on the subject by Colonel J. Beatty, R.E., Superintending Engineer, IV Circle—*vide* Proceedings, No. 1432 W., Public Works, dated 26th May 1887—and

the Government in their order on the same decided not to take any immediate action thereon. Of course, since Colonel Beatty examined the backwater, many changes in its state have occurred, and his proposal could not well be acted on now without another inspection of the place.

6. It is clear that, to effect any improvement in the present state of the backwater, the Landing and Shipping Dues Committee must be prepared to meet a fair proportion of the expense. The balance to the credit of South Canara Port funds on the 31st March 1893 amounted to Rs. 41,816–14–0, but a portion of this sum will be required to meet the cost of erecting a lighthouse at Coondapoor and other necessary works at that port and Malpé.

I append Mr. Power's letter in original (to be returned) for perusal.

Enclosure.

From G. F. T. POWER, Esq., Acting Collector of South Canara, to the Presidency Port Officer, Madras, dated Mangalore, 3rd October 1893, No. 3790.

With reference to your letter, No. 695—125, of the 13th July last, I have the honour to state that the proposal to employ the dredger *Wenlock* at the port of Mangalore was duly laid before a meeting of the Landing and Shipping Dues Committee, but was negatived by it, as the committee is unable to provide the funds necessary for working the dredger and for construction of the requisite punts, and does not consider dredging operations necessary at present.

2. As you are aware, the funds at the disposal of the committee are very limited, and no appreciable addition can be expected to them unless the rates at which they are now levied are raised, which is considered unadvisable under the present circumstances.

3. The greater and more pressing need in connection with the harbour at present is a thorough survey of it by a qualified Engineer in order to ascertain what should precisely be done in order to improve the facilities for landing and shipping and for vessels of larger draught being brought into the backwater. The committee is unanimously of opinion that it is not in a position, without more complete and accurate information than it now possesses, to spend the funds entrusted to it to advantage, and that therefore Government should be moved to appoint a competent Engineer to thoroughly investigate the question. It is considered that it would be possible by training the northern (or Gurupur) river to divert the current to the east shore of the backwater so as to scour away the silt which at present prevents the vessels which enter the harbour from lying close up to the bunder, and therefore considerably impedes the landing and shipping of cargo. It is also considered that it would be possible by training the southern (or Netrávati) river to secure a deeper entrance across the bar at the mouth of that river, so as to enable vessels of larger draught to enter the harbour than is now possible. But how these rivers are to be trained, and how much the training of them would cost, are questions which only a competent Engineer can answer, and therefore the committee hopes that you will be so good as to advise Government to appoint such an Engineer to make a complete enquiry into the whole question. It will probably take the Engineer three or four months or perhaps more to complete his enquiry, and, if necessary, the cost of his and his establishment's salary could be provided by the committee.

4. The expansion of the trade of Mangalore, which will almost certainly follow the construction of the proposed railway from Mysore, makes this question of special importance at the present moment.

5. I do not think it is necessary that we should ask you to go to the trouble of visiting Mangalore at present. You are already acquainted with the conformation of the harbour and with its present condition, and it seems that nothing more of any use can be known until the Engineer we ask for completes the suggested enquiry into the whole question of possible improvements.

3

No. 1914.

Memorandum.

Referred to the Public Works Department for remarks, and for copies of the reports submitted by the Superintending Engineer in accordance with paragraph 2 of G.O., dated 26th May 1887, No. 1432 W. As far as can be ascertained from the indexes available at Ootacamund, the report for 1888 only was received by this Department.

(Signed) J. F. PRICE,
Chief Secretary.

26th October 1893.
To the Public Works Department.

Memorandum, in the Public Works Department, dated 16th November 1893, No. 3810-C.

Read—

Note by the Chief Engineer, Public Works Department, dated 13th November 1893.

The undersigned does not know of any officer of the Madras, Public Works Department whom it would be desirable to employ upon the special duty of reporting on the improvement of the backwater at Mangalore, and would suggest that inquiry be made of the Government of India as to whether it can nominate an officer for the purpose.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

No. 3810-C.

Memorandum.

The Chief Engineer's note above recorded is forwarded to the Marine Department with reference to its memorandum, No. 1914, dated 26th October 1893.

2. The latest report on the Mangalore harbour, submitted by the Superintending Engineer, IV Circle, with reference to paragraph 2 of G.O., No. 1432 W., dated 26th May 1887, was one for the year 1888–89, and a copy * of it is forwarded herewith to the Marine Department. Since then the order appears to have been lost sight of, and the attention of the Superintending Engineer will now be drawn to the matter. A report for the previous year was communicated to the Marine Department with G.O., dated 18th April 1888, No. 1167 W.

* From the Executive Engineer, West Coast Division, No. 21, dated 17th January 1889.
Endorsement by the Superintending Engineer, IV Circle, No. 28-E.W., dated 22nd January 1889.
From the Presidency Port Officer, No. 37-P., dated 12th February 1889.
G.O., dated 21st February 1889, No. 527 W.

3. A copy of the report recently received in the Railway branch is also forwarded.

Madras,
16th November 1893.
To the Marine Department.

(Signed) J. PENNYCUICK, Col., R.E.,
Secretary to Government, P.W.D.

Enclosures.

G.O., dated 21st February 1889, No. 527 W., Public Works.

Read—the following papers :—

From the Executive Engineer, West Coast Division, dated 17th January 1889, No. 21.

With reference to G.O., No. 1432 W., dated 26th May 1887, I have the honour to submit the following report on the state of the Mangalore harbour for 1888–89 :—

(1) The backwater from the Marine yard to the Custom-house has undergone little or no change since the report sent in for 1887–88.

(2) It is navigable as hitherto for small native craft not exceeding 10 tons burthen.

(3) Large native vessels lie at anchor near the southern boundary pillar. The small steamers, which used to ply between Bombay and this port before the monsoon, of 166 tons register and about 250 burthen with draught of from 9 to 11 feet, have not commenced to ply this season, though expected.

(4) There is a general complaint from the native merchants that the part of the backwater opposite the existing Custom-house is not made passable for large craft by dredging a passage through the barrier of sand formed at the junction of the Netrávati with the Gurupur river opposite the Marine yard. The existing passages—one near the sea-shore and the other close to the Marine yard—are too shallow for cargo-boats at low tide.

(5) The mouth is as wide and almost in the same position as last year and also has more or less the same depths on the bar, the channel running in a north-westerly direction.

(6) The least depth on the bar is at present found to be 10¼ feet L.W. reduced to datum, quite sufficient for the class of vessels mentioned above.

(7) The Gurupur mouth remains closed and the sandspit widens, and as the Ullal mouth has shown no indications of working northwards, there is no obvious symptom of its opening again. The Ullal mouth may be considered permanent for possibly some years.

(8) The total rainfall for 1888 has been 123·53 inches, the basin has deepened, the course of the Netrávati current moved a little towards the south.

(9) There have been no accidents on the bar.

(10) A new survey has been made by the Port officer, but the soundings have not been added.

Endorsement by the Superintending Engineer, IV Circle, dated 22nd January 1889, No. 28-E.W.

Submitted to the Chief Engineer, Public Works Department, with reference to paragraph 2 of G.O., No. 1432 W., of 26th May 1887.

2. Not having seen the harbour, the undersigned is not in a position to comment on the Executive Engineer's report.

From the Presidency Port Officer, No. 37-P., dated 12th February 1889.

With reference to the report of Colonel Fraser, R.E., the Executive Engineer, West Coast Division, on the state of the Mangalore harbour, which you have forwarded to me for remarks under endorsement, dated 29th January 1889, No. 422-C., I have the honour to state that I agree with the views expressed by Colonel Fraser in paragraphs 1, 2, 3, 5, 6 and 7 of this report.

2. With respect to the complaint referred to in paragraph 4, and the desire "of the native merchants to have the part of the backwater opposite to the existing Custom-house made passable for large craft by dredging," I would bring to notice that at a meeting of the merchants held at the Custom-house during the recent visit of Colonel Fraser and myself to Mangalore, and at which we were both present, the matter was brought forward by one native only and did not meet with our approval; nor did the majority of the merchants seem to favour the proposal. A scheme for connecting the Custom-house jetty with the Marine yard by means of a quay is now under consideration, and will be submitted to Government in due course. The object of this quay is to enable the landing and shipping work to be carried on at the Marine yard, where there is deep water.

Order—dated 21st February 1889, No. 527 W., Public Works.

The Presidency Port Officer's letter communicated to the Superintending Engineer, IV Circle.

2. No action appears necessary at present.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, IV Circle.

From the Acting Presidency Port Officer, Madras, to the Chief Secretary to Government, dated 4th July 1893, No. 1665-G.—225.

With respect to Marine Department reference, No. 1159, of 30th June 1893, on Current No. 526 of 1893, I have the honour to acquaint you, for the information of the Government, that at the port of Mangalore landing and shipping operations are only practicable during the fine-weather season, and that the port is virtually closed to business of that nature between the middle of May and the middle of September in each year.

2. The usual anchorage for vessels is about a mile or a mile-and-a-half off the entrance to the backwater in about 4 to 6 fathoms of water.

3. The bar is passable when the sea is smooth, and then only to vessels of light draft such as native craft and small-sized steamers drawing under 10 feet of water. The accommodation inside of the backwater is limited, and not more than one small-sized steamer could be moored inside at present.

4. The port is well supplied with cargo-boats, and during the fine-weather season it is rarely that any difficulty in communicating with vessels anchored in the roads is experienced.

5. Owing to the shallowness of the backwater, considerable delay occurs at times during the dry season in loading and unloading cargo-boats in the vicinity of the Custom-house, but this will be overcome probably should dredging operations be commenced next year.

ORDER—dated 4th December 1893, No. 426, Marine.

Now that there is a prospect of a railway being constructed to Mangalore, the improvement of the backwater at that port has become a question of some urgency. It would be very advisable to obtain the opinion of an expert on the subject. Such an officer, it is observed, is not available in the Public Works Department, and the Chief Engineer recommends that enquiry be made whether the Government of India can nominate a qualified officer for the duty.

2. The Government accepts this recommendation, to which effect will be given in the Public Works Department. Information should be obtained as to the probable expenditure involved.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer,
with 1 enclosure returned.
" Public Works Department.
" Collector of South Canara.

Exd. A. Raitt.

9

Govt. of {1893} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 4th December 1893, No. 426.

DECEMBER.

Port of Mangalore.

Considering it advisable to obtain the opinion of an expert on the subject of improving the back water at the —; accepting the Chief Engineer's recommendation that inquiry be made whether the Government of India can nominate a qualified officer for the duty; and directing that effect be given to it in the Public Works Department and information obtained as to the probable expenditure involved.

Proof for G.O.

~~TH~~ 4 December ~~November~~ 1893, No. 426, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

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(Signed) J. F. PRICE,
Chief Secretary.

26th October 1893.

To the Public Works Department.

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Chief Engineer, P.W.D.

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3. A copy of the report recently received in the Railway branch is also forwarded.

MADRAS,
16th November 1893.

(Signed) J. PENNYCUICK, Col., R.E.,
Secretary to Government, P.W.D.

To the Marine Department.

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(8) The total rainfall for 1888 has been 123·53 inches, the basin has deepened, the course of the Netrávati current moved a little towards the south.

(9) There have been no accidents on the bar.

(10) A new survey has been made by the Port officer, but the soundings have not been added.

Endorsement by the Superintending Engineer, IV Circle, dated 22nd January 1889, No. 28-E.W.

Submitted to the Chief Engineer, Public Works Department, with reference to paragraph 2 of G.O., No. 1432 W., of 26th May 1887.

2. Not having seen the harbour, the undersigned is not in a position to comment on the Executive Engineer's report.

From the Presidency Port Officer, No. 37-P., dated 12th February 1889.

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Order—dated 21st February 1889, No. 527-W., Public Works.

The Presidency Port Officer's letter communicated to the Superintending Engineer, IV Circle.

2. No action appears necessary at present.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, IV Circle.

From the Acting Presidency Port Officer, Madras, to the Chief Secretary to Government, dated 4th July 1893, No. 1665-G.—225.

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2. The usual anchorage for vessels is about a mile or a mile-and-a-half off the entrance to the backwater in about 4 to 6 feet of water. fathoms

3. The bar is passable when the sea is smooth, and then only to vessels of light draft such as native craft and small-sized steamers drawing under 10 feet of water. The accommodation inside of the backwater is limited, and not more than one small-sized steamer could be moored inside at present.

4. The port is well supplied with cargo-boats, and during the fine-weather season it is rarely that any difficulty in communicating with vessels anchored in the roads is experienced.

5. Owing to the shallowness of the backwater, considerable delay occurs at times during the dry season in loading and unloading cargo-boats in the vicinity of the Custom-house, but this will be overcome probably should dredging operations be commenced next year.

Draft.

ORDER—dated 4th Decr ~~November~~ 1893, No. 426 Marine.

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W
3 D

2. The Government accepts this recommendation, to which effect will be given in the Public Works Department. Information should be obtained as to the probable expenditure involved.

(True Extract.)

~~J. F. PRICE,~~
~~*Chief Secretary.*~~
29/11/93

To the Presidency Port Officer. 6
" Public Works Department. 11
" Collector of South Canara. 8

with Enclos: retd

Desp 9-12/93
7813
27/11

Note. 20.4
Please see Sir Hen
Stokes' note attac

Mangalore

H.E. the Governor

To Secretary to Govt P.W.D.
[illegible] Committee[illegible]

C.1/12
R.4/12

RENT NO

No. 695/336 G

PRESIDENCY PORT OFFICE,
Madras, 12 October 1893.

Heading.

From
THE PRESIDE ORT OFFICER,
MADRAS,

To
THE CHIEF S ARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST GEORGE.

SIR,

In para 6 of G.O. No. 183 Marine dated 5th June 1893, it is stated that the quest n of deputing an Office to Mangalore to report on the measures for improving the port would be considered on the receip of an application to that effe from the anding and shippin Dues Com ittee. I have now the honor t acquaint you for th inform tion of the Governme that, I h ve recently receive a letter om Mr. Power,

A

Acting Collector of S nara, in which he states t the Landing and Shipping dues mittee beg that, "an Engine may be appointed to make complete enquiry into the wh question" of improving the ba water at Mangalore. Mr. Power further states, that pending is enquiry he Committee is not isposed to have dredging ope ations carried out by the " nlock".

In letter No. 2021 da ed 16th May 92 from Mr. Brodie en Acting llector of South Canar to my ddress, printed wi G. O. No. 7 Marine dated 28 une 1892 question of impro ing the rwater by mean dredging rs to have been vorably iewed

viewe by the Landing and Shi ing dues Committee and the cent "change of front" is appar tly due to the difficulty the Commi ttee think they would experience in providing funds to meet d dging expenses if carried by means of the "Wenlock", or Mr. Power, in his letter un r reference, writes that, "the roposal to employ "the dredg "Wenlock" at the port "of Mang lore was duly laid "before a eeting of the Landing "and Shi ing dues Committee, "but was atived by it, as the "Committe s unable to provide "the fun necessary for working "the dred and for construction "of the ne ary plants, and

does

does not consider d ging
"operations necessary t present."

3. There was a balance to the
credit of the Landin and
Shipping Dues Fu , of Rs 7484-11-10
on the 30" September 183, and
the average mont receipts
amount to Rs 150 e cost of
maintaining the " lock" may
be put down at Rs 0 per mensem
while working, but this does
not include the cost discharging
into punts and cl ring the
punts by hand labor.

4. There are no s itable punts
at Mangalore, an the Landing
and Shipping Due Committee
were informed th t vessels
would have to be ecially
built for the pur e in case
that

that the e desirous of
utilizing silt. This matter
was brou t to the notice
of the Por Officer as far back
as October 1892, and he was
directed to place himself
in commu nication with the
Landing and Shipping Dues
Committe on the subject, So
the Committee have had ample
time to c nsider the question,
especially as references from
this office have been frequently
made to the Port Officer regarding
the matt r, and it is a pity
that they uld not have made
up their m nds before this as
to whether ey could provide
the neces y funds for meeting
the dredg g expenses or not.

In

In fact, it was not until I had addressed the Collector on the subject both by letter on the 13th of August last, and by telegram on the 18th of last month that I succeeded in getting any definite idea as to what the Committee's intentions were on the matter.

5. The question of improving Mangalore Backwater formed the subject of a special report on the subject by Colonel J Beatty R.E., Superintending Engineer. IVth Circle. Vide Proceedings No 1432W, Public Works, dated 26th May 1887, and the Government in their order on the same decided not to take any immediate action thereon. Of course, since Colonel Beatty

examined

examined the backwater many changes in its state have occurred, and his proposal could not well be acted on now without another inspection of the place.

6. It is clear, that to effect any improvements in the present state of the backwater the Landing and Shipping dues Committee must be prepared to meet a fair proportion of the expense. The balance to the credit of South Canara Port Funds on the 31st March 1893 amounted to Rs 41,816-14-0; but a portion of this sum will be required to meet the cost of erecting a lighthouse at Coondapur and other necessary

works

works at that port and Malpe

I append Mr. Power's letter[x] (x to be returned) in original, for perusal.

I have the honour to be,
Sir,
Your obedient servant,

H A Street
Commander, R. I. M.
Ag. Presidency Port Officer

8P

No. 3 10 C

Government Madras.

PUBLIC WORKS DEPARTMENT.

CURRENT No. 920

Print

MEMORANDUM.

Dated Madras, 16th November 1893.

Marine Department memo No 1914 of 26 October 1893.

Note by the Chief Engineer P. W. Department dated 13th November 1893:—

The undersigned does not know of any officer of the Madras P. W. Department, whom it would be desirable to employ upon the special duty of reporting on the improvement of the backwater at Mangalore, and would suggest that inquiry be made of the Government of India as to whether it can nominate an officer for the purpose.

The Chief Engineer's note above recorded is forwarded to the Marine Department with reference to its memo No 14 dated 26 October 1893.

2. The latest report on the Mangalore Harbour submitted by the Superintending

1—800—23-3-93.

Superintending Enginee Circle with reference to para 2 of No 1432 W of 26 May 1887 was one for e year 1888-89, and a copy^x of it is forwarded here=with to the Marine Department. Since then the order appears to have been lost sight of, and the atten on of the Superintending Engineer will now be drawn to the matter. A report for the previous year was mmunicated to the Marine Department with G.O. No 1167 W dated 18 April 1888.

Mar B 249
14-6-89

rom the Executive Engineer, West Coast Dn, No 21 of 7. 1. 89
nd^t by the Supdg. Engineer IV Circle No 28 EW of 22. 1. 89
From the Residency Port officer No $\frac{P}{37}$ of 12. 2. 89.
G.O. of 21 February 1889, No 527 W.

3. A copy of the report recently received in the Railway Branch is also forwa led.

Col. R.E.
Secretary to Govt
P.W.D.

To
The Marine Dep tment

Marine

1893.

Public Works Department.

G.O. 183 d 5-6-93 Mc
„ „ 68 d 11-2-93 Omp
„ „ 39-40 d 27-1-93 „
„ „ 296 d 17-8-92 „
„ „ 229-30 d 28-6-92 „
„ „ 60-61 d 14-4-87 Mc
„ „ 227 d 31-5-88 Rev
„ „ 249 d 14-6-87 Rev
„ „ 337 d 14-9-93 Rev

No. 3810 C

Dated 16-11-1893

Despatched

Received

Enc. 2

R/S 18/11

SUBJECT.

Forwarding note by the Chief Engineer P. W. Dept regarding the improvement of the Mangalore Harbour.

17 NOV 93

Letter from the acting Presidency Port officer Madras, to the Chief Secretary to Government, Marine department, No $\frac{1665 G}{225}$, dt 4 July 1893.

With respect to marine department reference No 1159 of 30th June 1893 on current No 526 of 1893, I have the honor to acquaint you, for the information of the Government, that at the port of Mangalore landing and shipping operations are only practicable during the fine weather season, and that the port is virtually closed to business of that nature between the middle of May and the middle of September in each year.

2. The usual anchorage for vessels is about a mile or a mile and a half off the entrance to the backwater in about 4 to 6 fathoms feet of water.

3. The bar is passable when the sea is smooth, and then only to vessels of light draft such as native craft and small sized steamers drawing under 10 feet of water. The accommodation inside of the backwater is limited and not more than one small sized steamer could be moored inside at present

present.

4. The port is well supplied with cargo boats, and during the fine weather season it is rarely that any difficulty in communicating with vessels anchored in the roads is experienced.

5. Owing to the shallowness of the backwater considerable delay occurs at times during the dry season in loading and unloading cargo boats in the vicinity of the Custom House but this will be overcome probably should dredging operation be commenced next year.

(True Copy)

R.W. [illegible]
Head Clerk
P.W. Secretariat

3 mar 2

920

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Print

31

READ the following

Letter from the Executive Engineer, West Coast Division, No. 21 of 17th January 1889.

With reference to G.O. No. 1432 W dated 26 May 1887, I have the honor to submit the following report on the state of the Mangalore Harbour for 1888-89:—

1. The backwater from the Marine yard to the Custom House has undergone little or no change since the report sent in for 1887-88.

2. It is navigable as hitherto for small native craft not exceeding 10 tons burthen.

3. Large native vessels lie at anchor near the Southern boundary pillar. The small steamers which used to ply between Bombay and this port, before the monsoon, of 166 tons Register and about 250 burthen with draught of from 9 to 11 feet have not commenced to ply this season though expected.

4. There is a general complaint from the native merchants that the part of the backwater opposite the existing Custom House is not made passable for large craft by dredging a

(2,000—11-10-93.)

a passage through the rrier of sand formed at the Junction o the Nethravaty with the Gurpur river opposite the marine yard. The existing passages, one near the sea shore and the other close to the Marine yard, are too shallow for cargo boa at low tide.

5. The mouth is as wide and almost in the same position as last year and also has more or less the same depths on the bar, the channel running in a north westerly direction.

6. The least depth on the bar is at present found to be 10 1/4 ft L.W. reduced to datum, quite sufficient for the class of vessels mentioned above.

7. The Gurpur mouth remains closed and the sandspit widens, and as the Ullal mouth has shewn no indications of working northwards, there is no obvious symptom of its opening again. The Ullal mouth may be considered permanent for possibly some years.

8. The total rainfall for 1888 has been 123.53 inches, the basin has deepened the course of the Netravaty current moved a ttle towards the south.

9. There ve been no accidents on the ba

10.

10. A n survey has been mad by the Port fficer but the Soundings have not be added.

Endorsement thereon by the Superintending Engineer IV Circle No. 28 E.W. dated 22 January 1889:—

Submitted to the Chief Engineer P.W.D with reference to para 2 of G.O. No. 1432 W of 26 May 1887.

2. Not having seen the Harbour the undersigned is not in a position to comment on the Executive Engineer's report.

Letter from the Presidency Port officer No. P/37 d/12 February 1889:—

With reference to the report of Colonel Fraser R.E., the Executiv Engineer, West Coast Division, on the state of the Mangalore Harbour, which you have forwarded to me for remarks und endorsement 12th January 1889 No. 422 C, I have the honor to state that I agree with the views expressed by Colonel Fraser in paragraphs 1-2-3-5-6 and 7 of his report.

2. With respect to the complain referred to in para 4 and the desire of the native merchants to have the part of the backwater opposite to the existin Custom Hou made passable for large craft

raft by dredging," I would bring to notice that at a meeting of the merchants held at the Custom House during the recent visit of Colonel Fraser and myself to Mangalore, and at which we were both present, the matter was brought forward by one native only and did not meet with our approval; nor did the majority of the merchants seem to favor the proposal. A scheme for connecting the Custom house Jetty with the marine yard by means of a quay is now under consideration and will be submitted to Government in due course. The object of this quay is to enable the landing and shipping work to be carried on at the Marine yard where there is deep water.

Order thereon No. 527 W., 21 February 1889.

The Presidency Port officer's letter communicated to the Superintending Engineer IV Circle.

2. No action appears necessary at present.

(True Extract)

(Sd) H. R. Mead, Col. M.
Secretary to Govt
P.W.D.

To
The Supty Engr.
IV Circle.

(True copy)

Ri[illegible]
Head clerk
P.W. Secretariat

Marin 426 - 4/12/93

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Mar.
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920

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CURRENT NO. 820

Marine (1893) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 695/336 G

Dated 12th }
Received 14th } October 1893.
Regd. 16th }

No. Enc one

UNDER SECRETARY PUBLIC W. DEPT. 14 OCT 93

Subject.

Communicating the views of the Collector and the Shipping and Landing Dues Committee regarding the dredging by "Wenlock" at Mangalore.

r G.O. 3370 14-9-93 Mn
" 1830 5/6-9-93 Ac
" 229-30 28-6-92 orgl

vint

78

[illegible] Hon: Mr. Garstin [illegible]

Ref. No. 1914 W 28-10-93 23/10/90

Referred to the Public Works Dept for remarks, and for ^(any) the reports subd. by the Supg: Engr: in accordance with para: 2 of G.O. d/ 26.5.87, No. 1432 W. As far as can be ascertained from the indexes available at Ootacamund the report for 1888 only was recd: by this dept.

F.D.B. 18/10

24/10
30/10

To the P. W. D. with copy of note by the Hon: [illegible] & Haskett [illegible]

20/10/93

DESPATCHED 21 OCT 93

The above may go.

Now that there is some prospect of a railway to Mangalore the improvement of the backwater has become urgent, and I think it would be very advisable to get an Expert to report on the matter. I don't know whether the PWD can furnish a man whose opinion would be of any special value; but there may be some harbour Experts elsewhere in India and the Port Fund & landing dues can afford to pay for a report by a good man. The cost of the lighthouse at Kundapur, if a moderate structure is built will not be very great; & in fact I doubt whether one should be built at all. ^(The Mangalore question is much more important) At any rate the cost will be distributed over all west coast ports, & S. Canara port fund will not have to pay more than a fourth or a third, if so much.

A report on a [illegible] of Mangalore which I have not seen has I understand recently been furnished to the PWD [illegible]

Hes 21 Oct

20/10.
23 10.

37

1007
131 of 94

4/

ORDINARY, PRINTED.

Marine DEPARTMENT.

G.O., DATED 4-12-93

No. 426

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First copy sent to Press. 4-12-93

Returned for signature. 9/12

Despatched in print. 9-12

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2-6-10

18-5-15

4-7-17

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[Despatch Abstract.]

Port of Mangalor

Considering it advisable
to obtain the opinion
of an expert on the sub
ject of improving the
backwater at the
—— ; accepting the
Chief Engineer's re
mmendation that en
quiry be made whe
ther the Govt. of In
can nominate a
qualified officer fo
the duty & direct
that effect be g
to it in the [illegible]
& information ob
as to the probable
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