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Mar DEPARTMENT.
G.O., DATED 28 Jan 1895
No. 37

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[Despatch Abstract.]

Viz aqaputain

Approving proposals
for the redemption of
the foreclose at —

Reserve

6/1/95

Subject
for the 20th

FURTHER PAPER, No. 422

OF 1895

173:12-5-94
178:18-6-95

ENCLOSURES.

CURRENT No.

Collection letter
of 25/12/94 } a
10

STATEMENT WITH DITO.

ORDER, &c., OF GOVERNMENT—A.

PAPERS KEPT OUT OF FILE FOR DESPATCH IN ORIGINAL
(not paged).

NUMBER OF COPIES REQUIRED. { Order complete. 45
Letter only.
Order complete with Letter.

N.B.—

- A = Print in full.
- B = Not to be printed.
- P = Print abstract only.
- Q = Print heading only.
- R = Print, but not for monthly volume.

Govt. of {1895} Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 28th January 1895, No. 37.

JANUARY.

Vizagapatam.

Approving proposals for the reclamation of
the foreshore at —.

45L
A letter - see attention on page 2 also - 1 letter
28TH JANUARY 1895, No. 37, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From F. D'A. O. WOLFE-MURRAY, Esq., Acting Collector of the Vizagapatam District, to the Chief Secretary to Government (through the Presidency Port Officer), dated 25th December 1894, R.C. No. 4258.

In his report on the inspection of the ports and light-houses in the Madras Presidency, Captain Street, the Acting Presidency Port Officer, remarked that the reclamation of the foreshore at Vizagapatam should be taken in hand as soon as funds for the purpose could be made available and that sheds should be built as soon as possible for the reception of cargo brought down by the railway for shipment, and the Government directed that a full report should be submitted on the subject—*vide* G.O., No. 173, Marine, dated 12th May 1894. A report was accordingly prepared by the Port Officer, Vizagapatam, and submitted to the Presidency Port Officer with my endorsement, R. C. No. 4258, of 1894, dated 11th December 1894, urging the necessity for the reclamation of the foreshore, and I believe the latter officer has already submitted it to Government with his strong support.

2. A deputation, as per list enclosed, of the leading European and Native merchants of Vizagapatam waited on me on the 19th instant and requested that the reclamation scheme might be taken up in combination with another scheme under contemplation by the railway authorities in regard to the port and its improvements. They are all quite in favour of the scheme and desired that it should be taken up at once, so that it might be ready for the approaching jaggery season.

3. The railway authorities contemplate reclaiming the foreshore from near the Government cranes to the Turner Pantoon bridge as shown in the plan and building godowns for the reception of cargo and making some other minor improvements at a cost of Rs. 1,01,884. As to the first item they desire to be helped with a grant from the Landing and Shipping fees as the improvements are mainly for the benefit of the port on the distinct understanding however that the land, when reclaimed, becomes the property of the port, notwithstanding that railway money is to be spent for the purpose. They undertake to carry out the work through their departmental engineers. The advantage of this joint action is obvious, as it would cost far more if action were taken separately, and the Port, of course, possesses no such engineering skill to carry out its part of the work. The necessity for these improvements is fully borne out by Captain Street as shown above. As the landing place and the railway terminus are now situated at some distance from each other, the shippers are put to considerable unnecessary expense and inconvenience by having to get their cargo carried from place to place. These will be avoided by the proposed improvements as the waggons can be emptied easily into the boats themselves and *vice versa*, thus affording much greater facilities for the landing and shipping of cargo at this port. A great saving will be effected to the merchants in cooly-hire alone, to say nothing of the better quality of jaggery owing to its being free from sand. The saving will be about 9 pies on each bag shipped, and I understand that about 10 lakhs of bags are shipped here every year.

4. The railway authorities build the godowns or sheds at their own cost and will eventually gladly make them over to the Landing and Shipping Fees Committee on payment of their cost as funds admit, and will then, when that cost is paid, have no further claim to them or the ground on which they stand.

5. A plan and an estimate have been prepared in consultation with the Engineer-in-Chief, East Coast Railway, and they are enclosed for the information of Government. The reclamation alone is estimated to cost Rs. 41,784, half of which is to be

borne by the Landing and Shipping Fees Committee and the other half by the railway. The committee can well afford to meet this expenditure. It has now Rs. 15,000 to its credit with a monthly income of fees ranging from Rs. 700 to Rs. 1,000. It therefore expects to lay by a considerable sum of money by the time the Rs. 15,000 are expended.

6. If the trade at Vizagapatam is to be encouraged, arrangements should be made to reduce the distance between the railway terminus and the boats so as to diminish the costs as much as possible and to afford much greater facilities for shipment of goods. I have myself seen the place several times and consider that the reclamation of the foreshore as marked in the plan is absolutely necessary and should be commenced at once; it will also be advantageous from a marine point of view as it will cause a stronger scour of tide to run up and down the channel. The merchants are also anxious that the work should be pushed on with all possible expedition. I have the honour therefore to recommend that the project be approved and sanctioned and the orders of Government communicated to me by wire so that there may be no delay in commencing the work which the railway authorities are very anxious to commence so as to have all ready for next season.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 8th January 1895, No. 1497-3-G.

With reference to paragraph 8 of G.O., Marine, No. 173, dated 12th May 1894, I received from the Collector of Vizagapatam the accompanying endorsement No. 4258, dated 11th December 1894, on copy of a letter which had already been forwarded to me by the Vizagapatam Port Officer. From this, and from a letter since received from the Collector to the address of Government, and herewith transmitted with its enclosures, it will be seen that the proposed reclamation of the foreshore at Vizagapatam is unanimously considered a matter of urgent necessity in view of the facilities which it will afford for the shipment of goods. With this view I concur and submit the matter for the favorable consideration of Government.

2. The estimated cost of the proposed reclamation is Rs. 41,784, one-half of which the Collector recommends to be met by a grant from the Vizagapatam Landing and Shipping Dues fund. In connection with this I beg to state, for the information of Government, that the balance to the credit of this fund on 30th November 1894 was Rs. 15,143 so that the 15,000 rupees asked for by the Collector can be allotted at once and the balance from time to time as fees are realised.

ORDER—dated 28th January 1895, No. 37, Marine.

The following telegram has been despatched to the Collector, Vizagapatam:—

31-1 Your 4258, 25th December. Proposals reclamation foreshore approved. Order follows."

2. The Government trusts that the work will be carried out as expeditiously as possible. The Collector will take an agreement from the railway authorities to prevent any question arising after the completion of the work.

3. It is understood that the amount to be contributed from Landing and Shipping Dues is Rs. 20,892, of which over Rs. 15,000 is immediately available.

(True Extract.)

Chief Secretary.

To the Collector of Vizagapatam,
with three plans and an estimate.
" Presidency Port Officer, with one enclosure.
" Financial Department.

Exd. S. J. Pereira.

attended the meeting held on the 17th December 1894.

1. A. Macmillan Esq.
2. E. Ditzgerald.
3. M.Ry. Poliseti Baparayya Setti Esq.
4. " Chintakayala Lakshminarayana Esq.
5. " Garuda Pattabhiramayya Esq.
6. Abdul Satar Sahel Bahadur.
7. M.Ry. Kedariseti Kamaraju Esq.
8. " Poketi Adinarayana Esq.
9. " Kolluru Ramanna Esq.
10. " Kandula Butchi Venkanna Setti Esq.
11. " Maddi Venkataramayya Esq.
12. " Kalagarla Sarayya Esq.
13. " Vinayakata Appalanarasimulu Setti Esq.
14. " Venkatgala Butchayya Esq.
15. " Motamarri Butchi Sanyasi Setti Esq.
16. " Maddi Janakiramayya Esq.

W. Macmillan

For a/c Collector

W. Macmillan

Enclosure nos

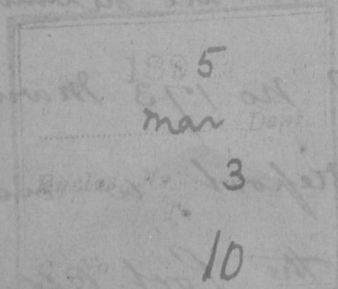
In letter from the Collector of Vizagapatam to the Chief Secretary to Government Marine Department
No. 4258 of 25th December 1894

Marine



Subject

List of European and native
merchants who attended the meeting
held on the 19th December 1894.



No. 4258

VIZAGAPATAM Collectors Office,
Dated 25th December 1894

From J. D. A. O. Wolfe Murray Esq.
W. A. Winkler Esq.

Sy Collector
Vizagapatam District.

To

The Honorable J. F. Price,

CHIEF SECRETARY TO GOVERNMENT,

Marine DEPARTMENT,

MADRAS.

Through the Presidency Port Office.

SIR,

In his report on the inspection of the
ports and light houses in the Madras
Presidency, Captain Street, the Dy Presidency
Port Office, remarked that the Reclamation
of the foreshore at Vizagapatam should
be taken in hand as soon as funds
for the purpose could be made available
and that sheds should be built as
soon as possible for the reception of
Cargo brought down by the Railway
for shipment and the Government directed
that a full Report should be submitted
on the subject, vide G. O. No 173 Marine
dated 12th May 1894. A Report was
accordingly prepared by the Port Office
Vizagapatam

Dec 37 9 28/1

Enclosures

at Officers with my endorsement No. 4258
dated 11th December 1894, urging the necessity
for the reclamation of the foreshore and
I believe the latter Officer has already
submitted it to Government with his
strong support.

2. A deputation, as per list enclosed,
of the leading European and Native
merchants of Vizagapatnam waited on me
on the 19th instant and requested
that the reclamation scheme might be
taken up in combination with another
scheme under contemplation by the Railway
authorities in regard to the Port and
its improvements. They are all quite
in favor of the scheme and desired
that it should be taken up at once
so that it might be ready for the
approaching jag gery season.

3. The Railway authorities contemplate
reclaiming the foreshore from near the
Government cranes to the Turner Pantheon
Bridge

26. No. 6258

godowns for reception of cargo and
making some other minor improvements
at a cost of Rs 1,01,884. As to the first
item they desire to be helped with a grant
from the Landing and Shipping Fees as the
improvements are mainly for the benefit
of the Port on the distinct understanding
however that the land when reclaimed
becomes the property of the Port, notwith-
standing that Railway money is to be
spent for the purpose. They undertake
to carry out the work through their
Departmental engineers. The advantage
of this joint action is obvious as it
would cost far more if action were
taken separately, and the Port of course
possesses no such engineering skill to
carry out its part of the work. The
necessity for these improvements is fully
borne out by Captain Street as shown
above. As the landing place and the
Railway terminus are now situated at

Vizagapatnam

Port Offices with my endorsement No Re 4258
1894
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I believe the latter Officer has already
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reclaiming the foreshore from near the
Government cranes to the Turner Pantoon
Bridge

26. 10. 1894

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of the Port on the distinct understanding
however that the land when reclaimed
becomes the property of the Port, notwith-
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spent for the purpose. They undertake
to carry out the work through their
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would cost far more if action were
taken separately, and the Port of course
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carry out its part of the work. The
necessity for these improvements is fully
borne out by Captain Street as shown
above. As the landing place and the
Railway terminus are now situated at
some

some distance with others the Shippers
are put to considerable unnecessary expense
and inconvenience by having to get their
cargo carried from place to place.
These will be avoided by the proposed
improvements as the waggons can be
emptied easily into the boats themselves
and vice versa thus affording much
greater facilities for the landing and
shipping of cargo at this Port. A great
saving will be effected to the Merchants
in cooly hire alone, to say nothing
of the better quality of jaggery owing
to its being free from sand. The saving
will be about 7 pice on each bag
shipped and I understand that about 10
lacks of bags are shipped here every year.

4. The Railway authorities build the
godowns or sheds at their own cost and
will eventually gladly make them over
to the Landing and Shipping Dees Committee
on payment of their cost as funds admit,
and will then when that cost is paid, have
no

gumms clay ground on
which they stand.

2/41700
cost

5. A plan and an estimate have
been prepared in consultation with the
Engineer-in-Chief, East Coast Railway
and they are enclosed for the information
of Government. The Reclamation alone
is estimated to cost Rs 41,700, half
of which is to be borne by the Landing
and Shipping Dees Committee and the
other half by the Railway. The Committee
can well afford to meet this expenditure.
It has now Rs 15,000 to its credit
with a monthly income of fees ranging
from Rs 700 to Rs 1000. It therefore expects
to lay by a considerable sum of
money by the time the Rs 15,000 are
expended.

6. If the trade at Vizagapatnam is
to be encouraged, arrangements should
be made to reduce the distance between
the Railway, terminus and the boats
so as to diminish the costs as much
as

some distance with each other, the Shippers
 are put to considerable unnecessary expense
 and inconvenience by having to get their
 Cargo carried from place to place.
 These will be avoided by the proposed
 improvements as the waggons can be
 emptied easily into the boats themselves
 and vice versa thus affording much
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 in Coaly hire alone, to say nothing
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 shipped and I understand that about 10
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no

which they stand.

5. A plan and an estimate have been prepared in consultation with the Engineer-in-Chief, East Coast Railway and they are enclosed for the information of Government. The Reclamation alone is estimated to cost Rs 41,784, half of which is to be borne by the Landing and Shipping Fees Committee and the other half by the Railway. The Committee can well afford to meet this expenditure. It has now Rs 15,000 to its credit with a monthly income of fees ranging from Rs 700 to Rs 1000. It therefore expects to lay by a considerable sum of money by the time the Rs 15,000 are expended.

6. If the trade at Diggapattam is to be encouraged, arrangements should be made to reduce the distance between the Railway terminus and the boats so as to diminish the costs as much

as

as possible ^{to} a ^{more} greater
facilities for shipment of goods. I have
myself seen the place several times and
consider that the reclamation of the foreshore
as marked in the plan is absolutely
necessary and should be commenced
at once; it will also be advantageous
from a marine point of view as it
will cause a stronger scour of tide
to run up and down the channel. The
Merchants are also anxious that the
work should be pushed on with
all possible expedition. I have the
honor therefore to recommend that the
project be approved and sanctioned
and the orders of Government communicated
to the by wire so that there may be
no delay in commencing the work which
the Railway authorities are very anxious
to commence so as to have all ready
for next season. I have the honor to be

Sir,
Your Most Obedient Servant,

W. H. Murray

For as Col. 1880
no

W. H. Murray

DEPARTMENT.

FROM

THE COLLECTOR OF VIZAGAPATAM,

TO

The Chief Secretary to Government
Marine Department

Madras

(Through the Presidency Port Officer)

Dated 25th }
Received } December 1894.

Re. C. No. 4258
Dis.

ENCLOSURES. 3 (plans sent
separately)
Subject.

Recommending that the project
of reclamation of the foreshore as
marked in the accompanying
plan be approved and sanctioned
and orders communicated by
wire for commencing the work at
once as it is absolutely necessary
and also advantageous from a
marine point of view.

5
mar
4
10

No. 14979
3

Heading.

PRESIDENCY PORT OFFICE,

Madras, 8th January 1895.

From

Commander W. Powell, R.N.,
THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST GEORGE.

SIR,

With reference to para 8 of G.O. Marine
No. 173, dated 12th May 1894, I received from
the Collector of Vizagapatam the ac-
companying endorsement No. 4258,
dated 11th December 1894 on copy of a
letter which had already been forwarded
to me by the Vizagapatam Port
Officer. From this, and from a letter
since received from the Collector
to the address of Government, and
herewith transmitted with its en-
closures, it will be seen that the
proposed reclamation of the
foreshore at Vizagapatam is
unanimously considered a
matter

matter of m.

in view

of the facilities which it will afford for the shipment of goods. With this view I concur and submit the matter for the favorable consideration of Government.

2. The estimated cost of the proposed reclamation is Rs 41,784 forty one thousand seven hundred and eighty four, one half of which the Collector recommends to be met by a grant from the Vixagapatam Landing and Shipping dues fund. In connection with this I beg to state for the information of Government that the balance to the credit of this fund on 30 November 1894 was Rs 15,143 fifteen thousand one hundred and forty three, so that the 15,000 fifteen thousand Rupees asked for by the collector can be allotted at once and the balance from time to time as fees are realised.

realised

mm/c

9078

I have the honor to be,
Sir,
Your most obedt. servant,
Walter Buxton
Commander, R.I.M.,
Residency Fort Officer

matter of my ^{in view}
of the facilities which it will afford
for the shipment of goods. With
this view I concur and submit
the matter for the favorable con-
sideration of Government.

2. The estimated cost of the
proposed reclamation is Rs 41,784
forty one thousand seven hundred
and eighty four, one half of which
the Collector recommends to be met
by a grant from the Vinagapattam
Landing and Shipping dues fund.
In connection with this I beg to
state for the information of
Government that the balance to
the credit of this fund on 30 November
1894 was Rs 15,143 Fifteen thousand
one hundred and forty three, so that
the 15,000 Fifteen thousand Rupees
asked for by the collector can be
allotted at once and the balance
from time to time as fees are
realised.

realised.

50
I have the honor to be,

Sir,

Your most obedt. servant,

Walter Bueck

Commander, R.S.M.,

Presidency Port Officer

mm

Marine (1894) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

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

No. 1497
3 4

Dated 8th } January 1894.
Received 9th }
Recd 10th }
Encls 4
+ 3 plans.
No.

Subject.

Submitting for considera-
tion the question of reclama-
tion of the foreshore at
Vizagapatam.

Marine current No. 10

I also know the place
& am entirely of opinion that
the work should be carried
out with the least possible
delay. I would... with sanction
as the C.M. asks.

X I am puzzled about the
provision of funds - Apparently
the Railway is to advance the
money for the works, & the Comtee
is to repay them by degrees until
at least they become proprietors
thereof. If India sanctions
this arrangement, well & good,
but I shall be surprised if it
does. If it doesn't, I should suppose
that Govt. Prov. should lend the
money - I am sure we can do so under
the Rules for loans to Mun. & other
local authorities, & there is still
time for us to amend our schedule
of proposed loans which has gone
up with the budget - I should think
that India would readily consent
to such an arrangement, which is
really essential to the development
of the Rly traffic.

As to the reclamation, which
is to cost Rs. 41784, the Comtee has
only Rs. 15000 odd in hand & it
will be years before the work is finished
if we are to wait for its completion
by means of the Comtee's monthly in-
plus funds - Not only because of the
need for the development of the port,
but because of the greatly increased
risk of injury to the works by floods
during the monsoon - It is in an incomplete
state, & it is most important that the
work, when once begun, shall be
completed as speedily as possible.
I would therefore lend the Comtee the

The reclamation of
the foreshore would no
doubt be an immense
improvement and
the Committee are
fortunate to get the
work done for them
as proposed. But they
are handing over the
whole of their credit
balance and mortgag-
ing their income for
some time. On the other
hand there is apparently
no guarantee from the
Railway authorities
in regard to the work
or the question of
claims after it is com-
pleted.

Orders are requested
whether the rates entered
in the estimate should
be checked by P. W. D.
There is apparently no
charge for establishment.

J.B.
15/1

J.P.G.

All are agreed that the proposed
reclamation is essential to the prosperity
of the Port & of the Railway - I submit
that the work may be approved - &
the Railway estimate accepted -

The Govt. should be told to see
that the agreement with the Railway
authorities is drawn up in proper
form -

16/1

I went to see this place when at
Vizag the other day - and there
is no question as to its great
importance - not only for the port
but also for the railway.

The work sh^d. be approved - & information
to this effect sh^d. be sent as soon
as possible - as every day lost is
unfortunate.

The Govt. sh^d. see that the
agreement with the Railway is
in order - and I think we may
trust the Railway to do the work
as cheaply & efficiently as possible -
as it will be carried out under
professional supervision. They do not
charge for establishment. It is a
gift to the Shipping & Dock Com^{ee}.
who ought to gain largely by the
work. notwithstanding the
immediate drain on their resources.

18 Jan

* needful funds.

I believe by the way that I
am wrong in supposing that Port
to be built in the above two ways -
Other port funds have many invested
which can be sold out & sent,
as a great amount
so that we need not go to India
at all for more money.

The discussion of the points
from X downwards should
not delay issue of orders to
go on with the work

RS

22/1/95

~~It is the Government~~
Hon^r. H.W. Bliss C.S. &c.

16/1/1911
19/1/1911

I see - I made a
mistake

RS

23/1/95

to the Hon^r.
Mr Bliss.

The following tele-
gram has been despatched
to the Collr. Vizag:-

"Your 4258 25th
Dec. Proposals reclam-
ation foreshore approv-
ed. Order follows."

With ref. to that
portion of the H.W. note
that refers to funds,
it is submitted that
all the Docks Comtee will
have to pay for a long
time is Rs. $\frac{41782}{2}$ or
Rs. 20,892. Of this
Rs. 15,000 is immediately
available, and the monthly
income is 750/- to 1000/-.
It is anticipated that
the balance of Rs. 5,892
will be ready by the
time it is wanted.

It will be seen from
para 4 of the Collr's letter
that the Railway will
build the godowns and

All are agreed that the proposed reclamation is essential to the prospects of the Port & of the Railway - I submit that the work may be approved - & the Railway estimate accepted -

But I should be told to see that the agreement with the Railway Authority is drawn up in proper form -

16/1

I went to see this place when at Vizag the other day - and there is no question as to its great importance - not only for the port but also for the railway.

The work sh^d. be approved - & information to this effect sh^d. be sent as soon as possible - as every day lost is unfortunate.

The Coll^r sh^d. see that the agreement with the Railway is in order - and I think we may trust the Railway to do the work as cheaply & efficiently as possible - as it will be carried out under professional supervision. They do not charge for establishment, wh. is a gift to the Shipping Dept^l. who ought to gain largely by the work, notwithstanding the immediate drain on their resources.

W
18 Jan

* needful funds.

I believe by the way that I am wrong in supposing that Port to be land in the above two cases. Other port funds have many invested which can be sold at a profit, so that we need not go to India at all for more money.

The discussion of the points from X downwards should not delay issue of orders to go on with the work

RS

22/1/95

~~The Governor~~

Hon^r. H. W. Bliss C. S. I.

sheds at their own expense and will "eventually" gladly make them over to us. It is submitted that the question of the provision of funds for their purchase need not be considered yet. If India will not let the Ry. spend its money on the sheds then it may be a question whether Marine should not take the matter up.

The matter calling for immediate attention is the reclamation and there seems no likelihood of that being delayed.

J.S.B.
22/1-

RS
22/1/95

Vizagapatnam Improvement

Hon^r. H. W. Bliss C. S. I.

Co. 28.1.95 Mar

C. 27/

37