## Marine (1896) Department.

**G.O., No.** 98 Mar

**DATED** 17/12/96

[Contains G.O. No. 277 Railway d/ 19-4-1895 and
G.O. No. 83. Marine d/ 15-3-1895]

[Despatch Abstract.]

Land on the foreshore at Cocanada — Letter from the Presidency Port officer regarding the acquisition of certain — by the East Coast Ry.) transferred to the Public Works Dept Ry Branch

[ G/9 ]
8,000—

3

Current No. 429 Marine Department.

From The P. W. Deptt.

No. 300 D-

Dated 6th } July 1895.
Received 7th }
Enclosures C.no 357 retd.

SUBJECT.

Intimating that the Collr. of Godavari has been advised not to take further steps pending the settlement of the question in regard to the land at the Port of Cocanada.

Endt. No. 1340 d/ 11-6-95

Retransmitted to the P. W. D. with the request that a report may be obtained from the Manager East Coast Railway, in regard to the land at Cocanada actually required by the Railway.

[ G/9 ]
2000—15-3·

Current No. 791

Marine DEPARTMENT·

From The P. W. D. Ry. Branch.

Further corresp. no 826

No. 1125 D.

Dated 4th } October 1895
Received 5th }

Enclosures 4 & C no 357 with enclos. 2 & 429 ret.d

SUBJECT.

Forwarding copies of communication regarding land belonging to the Godavari Conservancy Bd. taken up for East Coast Railway at Cocanada.

Endt. No. 2434 d/11-10-95

Forwarded to the Presidency Port officer for remarks.

[ G/9 ]
2,000—12-3-95.

7

Current No. 820

Marine DEPARTMENT.

From The P. W. Deptt.
Ry. branch

No. 2992 C.

Dated 16th } October 1895
Received 18th }

Enclosures one.

SUBJECT.

Transferring letter from the Manager East Coast Ry. requesting reply to his letter No. 7154 d/ 31-8-95 re Cocanada port.

Endt. No. 2523 d/23-10-95

Forwarded to the P.P.O in contn. of Endt. No. 2434 Marine d/ 11th Octr. 1895 to which an early reply is awaited.

9

Copy of letter from the Collector of Godavari to the Secretary to Government, P.W.D. Railway Branch, Cir: No. 479/Eng dated 13th April 1895.

I have the honor to submit for approval and publication in the Fort St George Gazette, a draft declaration under Section 6 of Act X of 1870, for the acquisition of six acres sixteen cents of land required for the extension of Railway godown near the Cocanada Port.

2. The Municipality of Cocanada to which the land belongs, has no objection to part with it.

No. 277 R of 19' April 1895.

" 17.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Collector of Godavari Cir. H.E. No. 479/Eng dated 13' April 1895 re. land required for the extension of the Ry: godowns near the Cocanada Port.

The notification as amended by Government is approved and will be published in the *Fort St. George Gazette*.

Sd. A.W.G.S.
17.4.95

To
The Manager E. C. Ry
" Collector of Godavari.
Notification to Press.

SCHEDULE.

| Description of land wet or dry, inam or poramboke, with survey or paimash number. | Name of owner or occupier. | Boundaries of the land required, to be taken up. | Extent to be taken up. |
|---|---|---|---|
| | | *Nellore District, Nellore Taluk, Rebala Village.* | ACS. |
| Dry, koru, No. 1 .. | Mallavarapu Ramiah, purchaser of the land. | North, boundary line of Iskapollem. East, No. 2. South, boundary of Chellayapollem. West, boundary line of Iskapollem and Chellayapollem. | 0·36 |
| Do. No. 13 .. | Do. .. | North, No. 14. East, No. 15. South, boundary of Chellayapollem. West, No. 12. | 1·4 |
| | | Total .. | 1·40 |

T. W. S. SMYTH,
*Under Secy. to Government, P.W.D., Irrigation Branch.*

*Fort St. George, April* 19, 1895.

Under section 6, Act I of 1894, the Right Honourable the Governor in Council hereby declares that the land mentioned in the following schedule and measuring 6·16 acres, be the same a little more or less, is needed for a public purpose, to wit, for the extension of Railway godowns near the Cocanada port; and, under sections 3 and 7 of the same Act, the Head-quarters Deputy Collector, Godavari, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land:—

SCHEDULE.

| Description of land, wet or dry, inam or poramboke, with survey or paimash number. | Name of owner or occupier. | Boundaries of the land required to be taken up. | Extent to be taken up. |
|---|---|---|---|
| | | *Godavari District, Cocanada Division, Suryaraopeta Village.* | ACS. |
| Municipal road and its margins in para. No. 9, plot 1. | Cocanada Municipality .. | North, portion already occupied by Railway Department. East, plot No. 2 now to be acquired. South, Salt Creek. West, Municipal road. | ·52 |
| Do. No. 2. | Do. .. | North, portion already occupied by Railway Department. East, plot No. 3 now to be acquired. South, Salt Creek. West, plot No. 1 now to be acquired. | ·74 |
| Do. No. 3. | Do. .. | North, portion already occupied by Railway Department. East, plot No. 4 now to be acquired. South, Salt Creek. West, plot No. 2 now to be acquired. | ·42 |
| Do. No. 4. | Do. .. | North, portion already occupied by Railway Department. East, plot No. 5 now to be acquired. South, Salt Creek. West, plot No. 3 now to be acquired. | ·99 |
| Do. No. 5. | Do. .. | North, portion already occupied by Railway Department. East, plot No. 6 now to be acquired. South, Salt Creek. West, plot No. 4 now to be acquired. | 2·57 |
| Do. No. 6. | Do. .. | North, portion already occupied by Railway Department. East, remaining portion of para No. 9. South, Salt Creek. West, plot No. 5 now to be acquired. | ·92 |
| | | Total .. | 6·16 |

*Fort St. George, April* 19, 1895.

Under section 6, Act I of 1894, the Right Honourable the Governor in Council hereby declares that the land mentioned in the following schedule and measuring 1·38 acres, be the same a little more or less, is needed for a public purpose, to wit, for digging a channel to the tank of Kulukuluri Ramaraju, the water-supply of which has been cut off by the East Coast Railway line; and, under sections 4 and 7 of the same Act, the Principal Assistant Collector, Vizagapatam, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land.

SCHEDULE.

| Description of land, wet or dry, inam or poramboke, with survey or paimash number. | Name of owner or occupier. | Boundaries of the land required to be taken up. | Extent to be taken up. |
|---|---|---|---|
| *Vizagapatam District, Vizianagram Taluk, Garide Agraharam Village.* | | | |
| Dry .. .. | Kurella Ramalingaswami Garu. | North, dry land of P. L. Narasayyagar. East, land occupied by the Railway department. South, dry land of the owner. West, dry land of P. L. Narasayyagaru. | ACS.<br>0·2 |
| Do. .. .. | PusapatiLakshmi Narasayya Garu. | North, dry land of K. Ramalingaswami. East, land occupied by the Railway department. South, dry land of the owner. West, dry land of K. Ramalingaswami. | 0·32½ |
| Do. .. .. | Kurella Ramalingaswami Garu. | North, dry land of P. L. Narasayyagar. East, land occupied by the Railway department. South, dry land of the owner. West, dry land of P. L. Narasayya Garu. | 0·11½ |
| Do. .. .. | Pusapati Lakshmi Narasayya Garu. | North, dry land of Sambhari Suryaprakasamgar. East, land occupied by the Railway department. South, dry land of K. Ramalingaswami. West, dry land of P. L. Narasayya Garu. | 0·65 |
| Do. .. .. | Sambhari Suryaprakasam Garu. | North, dry land of K. Ramalingaswami. East, land occupied by the Railway department. South, dry land of P. L. Narasayya Garu. West, dry land of Sambhari Suryaprakasam Garu. | 0·2 |
| Do. .. .. | Kurella Ramalingaswami Garu. | North, dry land of K. Ramalingaswami. East, land occupied by the Railway department. South, dry land of Sambhari Suryaprakasam. West, dry land of K. Ramalingaswami Garu. | 0·25 |
| | | Total .. | 1·38 |

---

Under section 6, Act I of 1894, the Right Honourable the Governor in Council hereby declares that the land mentioned in the following schedule and measuring 12·96 acres, be the same a little more or less, is needed for a public purpose, to wit, for the extension of the Cocanada Town Railway Station; and, under sections 3 and 7 of the same Act, the Head-quarters Deputy Collector, Godavari, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land :—

SCHEDULE.

| Description of land, wet or dry, inam or poramboke, with survey or paimash number. | Name of owner or occupier. | Boundaries of the land required to be taken up. | Extent to be taken up. |
|---|---|---|---|
| *Godavari District, Cocanada Division, Suriarowpeta Village.* | | | |
| Zemindari jeroyati, dry, No. 122 .. | Rajah of Pithapuram .. | North, rail road. East and south, dwelling sites. West, jeroyati. | ACS.<br>·49 |
| Do. No. 122. | Do. .. | North and east, jeroyati. South, rail road. West, Nukalamma's temple and school building. | 1·5 |
| Do. No. 125. | Do. .. | North, rail road. East, jeroyati. South, sites in New Ramarow Peta. West, jeroyati. | ·07 |
| Do. No. 119. | Do. .. | North and east, jeroyati. South, rail road. West, jeroyati. | 3·3 |
| Do. No. 119. | Do. .. | Do. do. .. | 2 |
| Do. No. 118 .. | Do. .. | North, east, south and west, jeroyati .. .. | ·49 |
| Do. No. 92. | Do. .. | North, jeroyati. East, boundary of Prince of Wales' Choultry. South and west, jeroyati. | ·25 |
| Do. No. 92. | Do. .. | North, jeroyati. East, boundary of Prince of Wales' Choultry. South, rail road. West, jeroyati. | ·65 |
| Dwelling site (Haveli) | Do. .. | North, rail road. East, subsequent inam. South, Haveli land. West, dwelling sites. | 2·4 |
| Do. .. | Do. .. | North, rail road. East, Haveli land. South, sites in the New Ramarow Peta. West, jeroyati. | ·98 |
| Subsequent inam, No. 91. | Vijjapureddi Seshamma .. | North, rail road. East, path leading to the subsequent inam. South, portion of subsequent inam. West, Haveli land. | ·83 |
| | | Total .. | 12·96 |

---

Telegram State Deferred.

To
Madras
Presidency
Port officer

From
Cocanada
Vice Chairman
Godavari District
Port Conservancy Board

Fort St George Gazette of 23d April g
up to the Railway all the land along a
northern side river vested in the Board
the board most strongly protest
against surrendering this land if
it is alienated it will be impossible
for the board to carry out the powers
entrusted to them under the Indian
Ports Act Section 30 board have
always been opposed to giving up
this land letter follows.

27 April/95.

Godavari District Port Conservancy
Board, Cocanada 2d May/95

No. 258.

From
The Vice Chairman
Godavari Dt Port Conservancy Bd
Cocanada.

To.
The Presidency Port officer
Madras.

Sir,

In continuation

dated 28th ultimo, I have the honor to request you will be good enough to bring the following to the notice of Government with a view to a modification of their order in the Fort Saint George Gazette dated 23d April giving up all the land hitherto vested in the Board to the East Coast Railway. The Board can only imagine that the Government was under a misapprehension of the term "salt creek" when they transferred the land to the Railway. The salt creek referred to is actually the main channel wherein the whole of the commerce of the port is carried, and to transfer the land to the water's edge as in the terms of the G.O. is to deprive the Board of control over a very large area of the shores of the port. Had the East Coast Ry been content with being bounded by the northside of the Municipal Road instead of the Cocanada river which they term the Salt creek, the Board would have acquiesced although they have always been averse to the alienation of the land vested in them. Nearly the whole of the land from the Lighthouse eastward has been reclaimed from the sea at

various

various times by the Marine Department at a vast expense, and this has by the recent order been transferred absolutely to the East Coast Railway without any mention of compensation. The Board moreover wish to point out to Government that no view of the extension of the Groynes it is imperative that they should retain the land on the southside of the Municipal road as they would otherwise have no ground whereon to stack and measure the stone, and it would entail a very great expenditure in Cooly hire were it laid any where ~~at~~ else than where it is at present being placed for the work now under progress. In support of my remarks I beg to refer you to para 6 of the minutes of the meeting of the Conservancy Board held on April 29th 1891, to para I of the minutes of May 20th 1891, again to para I of the minutes of June 17' 1891 -

The matter was again before the Conservancy Board at their meeting held on 7' March 1894. and in permitting the Railway to occupy land it was distinctly stipulated that they did not give up "their rights to the land in question". In April 1894 it was found necessary to request the Railway to have the revetment restored to its original condition as they were encroaching into the river, and later on through the sand ballast washing into the river much damage was done. If the railway is to have the whole of the river side the Board will not be able to protect the stores of the port and as it is in contemplation to build jetties for loading the navigable channel of the river will be considerably lessened, causing danger of obstructions. The Conservancy Board therefore submit that as Conservators of the Port, the land lying alongside the navigable channel should in no wise be alienated from their control, and that as regards the land further east and north substantial compensation should be allowed.

I have &c.

Sg. J. Innes

Vice Chairman

Godavari Dt. Board

---

Extract from the minutes of a meeting of the Godavari Dt. Ports Conservancy Board held on the 29' April 1891

× × ×

× × × ×

6. Read letter from the Special Deputy Collector to the chairman dated 29' March 1891 No: 74. enclosing plan of land required within Port limits for Railway stations.

The Board requires the land opposite the jetty which was raised at its expense, and fifty yards from high water mark for general Port purposes. None of this can be made over. In the Board's opinion none of this is really necessarily required by the Railway there being plenty of other vacant land available.

× × × ×

× × ×

Sg. W. A. Stappell

Chairman

---

Extracts from the minutes of a meeting of the Godavari Dt. Ports Conservancy Board held on 20' May 1891.

× ×

× ×

1. Read letter from the special Deputy Collector Godavari Dt no: 48 dated 7' May 1891 requesting to know the resolution passed relative to the transfer of the small bungalow and outhouses and the removal of the huts (Port Lascars) also his original letter no: 67 d/ 23d March/91 on the subject resolved that the Special Deputy Collector be informed that it is absolutely necessary that the Port subordinates should reside near their work and that a site to the north of the Railway station yard would be unsuitable for them. The Bungalow and outhouses therefore cannot be removed. The lighthouse is probably going to be brought into use again as a harbour light.

x x x x

x x x

Sd. Chr. Simson

(True Extract)

Sd. J. P. James
ag Dy Conservator

Cocanada
3d May 1891.

Extract from the minutes of a

meeting

---

meeting of the Godavari Dt Ports Conservancy Board held on 17' June 1891.

x x x

1. Read letter from the Presidency Port Officer Madras, dated 27' May 1891. No: 956/714 P. to the Port Officer Cocanada asking to obtain the views of the Conservancy Board on the points referred to by the Municipal Chairman Cocanada relative to the occupation of lands within Port limits.

The Board is not aware of any improvements having been effected by the Municipal Council to the banks of the Salt creek, beyond certain revetments which were constructed for the purpose of maintaining the adjoining municipal roads. Improvements beyond the banks were, it is believed made solely by the Marine Department before any Harbour Board existed, and consisted of raising the land with mud dredged from the river. The land so improved was afterwards obtained by the Municipality from Government and part of it was sold in plots for the benefit of the Municipality. The land not hitherto made over to the Municipal Council is the property of the Ports Conservancy Board, which has moreover compensated the Municipal Council for the acquisition of their wharf by a money payment, a fact not mentioned in the Council's letter of the 20th February 1891.

So far as the Board is aware the Municipal Council never had any right to or control over the sites in question, and their having derived benefit from them by using them free of expense for some years does not appear to the Board to entitle them to lay claim of ownership to such sites.

x x x x

Sd. C. W. Simson
Vice Chairman

(True Extract)

Sd. J. P. James
Ag. Dy. Conservator

Cocanada
3d May 1895

Extract from the minutes of a meeting of the Godavari Dt. Ports Conservancy Board held on the 7th March 1894.

x x x x

1. Read copy of letter dated 31st January 1894 from the Manager East Coast Railway addressed

to

to Collector regarding grounds required for a siding and shed near the lighthouse. Mr Pope having explained that the intention is to cross the road about 250 ft East of the Lighthouse and to run a line westwards for about 1250 ft along the river bank as well as to erect a shed about 600 ft in length on the space which would then be between the newly constructed line and the present road. The Board sanctions the occupation of the required land by the Railway free of rent without however, giving up any of their rights to the land in question.

x x x x

Sd. C. W. Simson
Vice Chairman

(True Extract)

Sd. J. P. James
Ag. Dy. Conservator

Cocanada
3d May 1895

(True Copies)

Sd. W. Powell
Commander R. I. M.
Presy Port Officer

Letter from the Presidency Port Officer Madras, to the Chief Secretary to Government, Marine Department. No: $\frac{1678}{168}$ G dated Madras 8th May 1895: –

I have the honor to enclose for the information and orders of Government, copies of the papers noted in the margin relative to certain lands at Cocanada hitherto vested in the Godavari Conservancy Board being given up to the East Coast Railway, vide notification at page 479 Part I of the Fort Saint George Gazette of 23d April 1895. For the several reasons given in the Vice Chairman's letter I agree with the Board that it should retain the control it has hitherto had on these lands. Under the new scheme of lighting the Coast which is under consideration, the old lighthouse at Cocanada will again

Telegram from the Vice Chairman Godavari Dt. Ports Conservancy Bd. dated 27' April 1895 ———
Letter from ——— do ———
dated 3d May 1895 No: 258 –

again be utilised so that the land adjoining it cannot be given up nor can the lascars' huts be removed. The "Salt creek" as it is termed in the notification is the waterway to the wharves and jetties at Cocanada wherefrom the commerce of the Port is carried on, and its banks and channels must of necessity remain in the control of the Conservancy Board.

---

Endorsement by the Marine Department No. 1199 dated 15th May 1895.

Referred to the Public Works Department (Railway Branch) with the request that pending the settlement of the question in regard to the land no further steps may be taken in reference to the notification at 479 of the Fort Saint George Gazette of the 23d April last.

---

27

Form No. 20.

TELEGRAM ~~Urgent~~ ~~Ordinary~~ Deferred

From F. R.

To Collector Godavari
Cocanada.

A/3. Referring No. 277 of 19th April 95. Marine Department requests pending settlement question regarding land no further steps be taken on notification, page 479 Fort St George Gazette, 23d April last.

By Fhw.

6/6

Tel despd 6/6.

Government of Madras.

1895.

**P. W. DEPARTMENT.**

CURRENT No. 4422

From

The Marine Department.

Enclos. 2

No. 1199

Dated 5-6-95.

Received 6-6-95

SUBJECT.

Lands at Cocanada belonging to the Godavary Conservancy Bd. taken up for the East Coast Railway:-

Referring for the necessary action letter from the Presidency Port Officer stating that the — should remain under the Control of the Conservancy Bd. + could not be transferred to the Railway.

DISPOSAL.

29

No. 305 D dated 6th June 1895

Returned to the Marine department with the intimation that the Collector of Godavari has been advised accordingly.

(Sd) F. R. Upcott

Joint Secy to Govt PWD

Disp 6/6

29—2,000—28-2-95.

No 305 D of 6th June 1895

P. W. D. Railway Branch
Ootacamund.

No: 305 D of 6th June 1895.

Returned to the Marine Department with the intimation that the Collector of Godavari has been advised accordingly.

Sd. F. R. Upcott.
R.

---

Endorsement by the Marine Department, No 1340 of 11th June 1895.

Retransmitted to the Public Works Deptt. with the request that a report may be obtained from the Manager East Coast Ry, in regard to the land at Cocanada actually required by the Railway.

Sd. F. Price
CS.

R, Form No. 14.

No. 372 D

Government of Madras.

**PUBLIC WORKS DEPARTMENT,**

RAILWAY BRANCH.

To

The Manager

East Coast Ry

13th June 1895.

Sir,

Reminder to the Manager E. C. Rys. $\frac{372}{1}$ D 29.7.95
$\frac{372}{2}$ D d 6.8.95

With reference to G.O. no: 277 R of 19 April 1895, and to the notifican published in part I page 479 of the Fort St George Gazette, d/ 23d April '95, directing the acquisition of 6.16 acres of lands for the extension of Railway godowns near the Cocanada Port, I am directed to inform yo that the Godavari Conservancy Board object to the whole of the land in question being taken up for the East Coast Ry on the grounds that the old light-house at Cocanada will again be utilized so that the adjoining land with the lascar's huts thereon will be required, also that the "salt creek" referred to in the notification is the waterway to the wharves & jetties at that port where rom, commerce is carried on its banks & channels, must t is stated by the Marine Deptt. remain in the control the Conservancy Board. I am herefore to request that you ill be good enough to report ow much of the land at canada is actually equired by the Ry.

The file of papers on this bject is forwarded for rusal and return with n reply.

F.R.W. R
12/6

---

35

Letter from the Collector of Godavari No: $\frac{1014}{\text{Eng}}$ of 95 dated 9th August 1895, with enclosure:-

In reference to your telegram dated 6th June 1895, ordering that no further steps should be taken on notification published in page 479 Fort Saint George Gazette, dated 23rd April last, I have the honor to state that prior to the receipt of your telegram, orders were issued by my Head Quarters Deputy Collector to the Cocanada Deputy Tahsildar to make over the land in question to the Railway Department, and they were actually made over to that Department on 6th June 1895.

2. Copy of the Railway Executive Engineer's letter no: 1516 dated 2nd July/95 to the Head Quarters Deputy Collector is herewith enclosed.

3. How far the Executive Engineer is justified in refusing to restore the land on learning that

Government

No. 1678 G / 321 dated 26th Novr. 1895. The proposal will be submitted to the Manager of the East Coast Railway, ~~and~~ who ~~they~~ will be asked if th[illegible] will not meet ~~their~~ his wishes. If so, the notification for the acquisition of the land will need modification.

D 6.12

N.B.B. 6/12/95

No. 37/Mar. 7th Decr. 1895

DESPATCHED
7 DEC. 95

To,
The Consg. Engr. for Rys
with file of papers in original to be returned.

INDEXED

16/12

7/12/12

---

97

## Memorandum.

Present:-

V.A.Brodie Esqr, C.S., Collector, Godavary and Chairman, Godavary District Ports Conservancy Board,

J.Innes Esqr, Vice Chairman,

A.Brereton Esqr, Engineer-in-Chief, East Coast Railway,

M.R.Ry- Rao Bhadur K.Rushon Singh Avergal, Hd.Quarters Dy:Colr. Cocanada.

Do. Seshachellapathiron Garu, Chairman, Municipal Council, Cocanada.

C.W.Wicks Esqr, Deputy Conservator of the Port.,

-----------

So long as the Railway undertakes not to interfere in any way with the fairway of the canal, the Port Conservancy Board appears to have no ground to oppose its proposal to take up the foreshore ~~of~~ for Railway purposes. Of course if it is ever proposed to erect jetties or a sea wall on the bank of the canal, the plans for the same must first be submitted to the Board and approved by it.

As regards the objection of the Municipal Council, it is clear that none of the land wanted by the Railway Company, belongs to it, except the existing roadway. If the Railway on its parts undertakes to construct and make over to the Council another road further to the north to be substituted for the existing one, the Chairman states that he does not see what objection ~~xx~~ the Council can have to make to the proposal and I concur with him.

(Sd) V.A.Brodie,
Collector & Chairman, Godavari D.P.C. Bd.

Cocanada,
11th January 1896.

Encls to
Mar 6/96
139.

---

GOVERNMENT OF MADRAS,
P. W. DEPT., RAILWAY BRANCH,

No. 442C

*Dated* Madras, the 27 January 1896.

## MEMORANDUM.

Letter from the Manager, East Coast Railway, No. 571/474 - dated 20th January 1896.

----------

In reply to your No. 3970 of 9th December 1895, I - have the honor to forward copy of a memorandum drawn up at a - meeting between representatives of the Cocanada Port Conservancy Board, Cocanada Municipality, and the Railway, showing -- the terms on which objection to the acquisition by the Railway of land on the foreshore at Cocanada will be withdrawn.

2. I have notified my acceptance of these terms, and I presume there will be no further difficulty about the land -- being handed over.

----------

Copy forwarded to the Marine Department, with reference to their G.O No. 371, Marine, dy 7.12.95 for favor of enquiry from the Port Officer, Madras, whether the Railway - may now retain possession of the land.

F. Upcott

Joint Secretary to Government, P.W.D.
Railway Branch.

Marine Current No. 61
139/96

Enc. No. 1

Rec: 27.1.96

---

Ent/B.

101

No. 98 Marine of 17th February 1896

Proceedings of the Madras Govt. Marine Department.

~~ENDORSEM~~ENT. Read the follg: —

Letter from the Presidency Port Officer, Madras, No. 1678/34 G., dated 10th February 1896.

Transferred to the P. W. Department, Railway Branch, with an intimation that steps may now be taken for placing the East Coast Railway in possession of the land in question on the terms stipulated by the Godavari District Ports Conservancy Board in the Chairman's Memorandum dated 11th January 1896.

15/2/96

W.
Marine.

15.2.96

8 17/2

The P. W. Department, Railway Branch,
~~with Ry. Endt. No. 442 G. d/~~
~~27th Jany. 1896 & file returned.~~

No 98 Marine d/ 17 Feby 18

220

28/2

# EAST COAST STATE RAILWAY.

## STANDARD 5' 6" GAUGE.

*Total mileage open for traffic 321 miles.*

INSPECTION report by Captain A. D. G. SHELLEY, Government Inspector of Railways, for the half-year ending 31st December 1894.

The inspection was carried out between 16th and 21st January 1895. The Assistant Manager of the East Coast Railway and the heads of the Traffic and Locomotive Departments accompanied the inspection party throughout. The Assistant Engineers were present over their respective lengths.

2. **General.**—The road was in good running order, but as the inspection was made from the rear of a slow running mixed train, the line was not severely tested. There was no noticeable difference in the maintenance of the different sections.

3. **Banks and Cuttings.**—The banks on the whole are low and apparently several have not finally settled. The black cotton soil banks at mileage 82 and between Pithapuram and Kottapalle are low and in places much cut up. At mileage 143/3 and between Waltair and Vizagapatam the banks are also considerably damaged. The drainage of the cuttings generally requires attention or the steel sleepers will soon be seriously rusted. The side drains are particularly inefficient at mileages 152/6, 255/12, south of Vizianagram, and between Kottavalasa and Alamanda. It would probably be economical to turf the sides of the worst cuttings, as at present I understand the side drains are filled up after every moderate fall of rain. Apparently but little has been done to the banks and cuttings since the last report.

4. **Bridges and Culverts.**—Except for the points noted below, and as regards painting the bridges and culverts are in good order.

*Eastern canal bridge, Bezvada.*—There is leakage from a water-pipe into the channels of the bottom booms. Extra wires have been put into the side fencing of the foot passenger sub-way to prevent accidents to children, and the bridge is now reasonably safe.

*Bridge at mileage* 8/8, 3 × 20 *feet girders.*—Some of the sleepers require squaring and either strapping or bolting at the ends.

*Bridge at mileage* 148/9, 3 × 60 *feet girders.*—The horizontal bracing is not in position throughout, and several rivets are out. The decking, which seems hardly necessary, requires tarring.

*Bridge at mileage* 187/14, 6 × 20 *feet spans.*—Several sleepers require squaring and a few should be bolted through or strapped at the ends.

*Bridge at mileage* 259/11, 1 × 10 *feet span.*—The wing walls are cracked owing, it is said, to the masonry being raised without increasing the thickness.

*Bridge at mileage* 121/6, 3 × 20 *feet.*—Some of the sleepers are splitting at the ends.

*Bridge at mileage* 106/2, 2 × 12 *feet.*—Ballast walls require repair.

Nearly every girder bridge on the line wants painting, but the work is now in hand. Also most of the approaches are low and there is a jump on to the bridges.

5. **Ballast.**—The ballast used is red moorum, sand, or broken stone and is generally sufficient. At mile 47/5 it is short and more is required in several places between this point and Bhimadol.

6. **Rails and Sleepers.**—The 75 lb. rails appear to be standing the heavy engine weights satisfactorily, but it is too early to express any opinion as to their behaviour at present. The sleepers in the line are either wood or of the steel transverse type; so far I believe none of the latter have failed, but their life in the water-logged cuttings and station yards will probably be short.

7. **Level crossings.**—The level crossings are frequently made up with sand or loose stone ballast. The latter is particularly objectionable, and I think in every case a proper crossing of consolidated metal should be given.

8. **Land.**—Most of the railway land is suitably demarcated, but boundary stones have not yet been put down for the seven miles immediately to the north of Waltair, or between miles 254 and 260.

9. **Carriage-stock.**—The upkeep of the passenger stock is satisfactory, and the non-provision of latrine accommodation in the third-class carriages reserved for females has been remedied. The plan adopted on the Nizam's Railway of building out the carriage between the buffers to form a latrine is simple and effective.

10 **Wagon-stock.**—An increased loading up to the limit of 12 tons on a pair of wheel has recently been sanctioned by the Director-General of Railways for stock with journals 9″ × 4½,″ and is now in force.

11. **Locomotive-stock.**—The number of engines is quite insufficient for requirements, and to get along at all it has been necessary to hire one engine from the Great Indian Peninsula and obtain another from the Nizam's Guaranteed State Railway in temporary exchange for some ballast wagons. Twenty-six engines of the new Great Indian Peninsula type were indented for some months ago, and until they arrive the present stress will continue. The compound engines appear to be giving less trouble than formerly, probably because they are better understood by the drivers. Three crank axles have been removed from the engines in consequence of flaws appearing to a serious extent. These defects appear to be entirely due to bad welding, and though probably rough treatment has caused the flaws to open out under a small mileage, there can, I think, be no doubt that responsibility for failure rests with the makers. The removal of the axles also throws the attached wheels out of use, as the resources of the Locomotive department are too limited to enable them to remove and replace wheels forced on to axles under great pressure. Even if the manufacturers sent out new axles they would therefore be useless at present. The actual position and extent of the flaws above referred to has been separately reported on by the Locomotive Superintendent.

12. **Stations.**—A happy mean has not been followed in regard to the stations which are either elaborate and costly beyond all requirements, or exactly the opposite and are miserable shantees. I understand a more suitable type of old rails and masonry is in future to be adopted. The compounds have not yet been got into shape and will doubtless be made cleaner and tidier later on.

*Mustabad.*—The signal lever pits on the platform should be covered in at once. Materials for a permanent station are being collected.

*Ganavaram.*—The temporary station house has just been started, the masonry is nearly up to floor level, and the rail posts and trusses are up.

*Viravalli.*—This is a flag station located in a swamp and is cut off from the village it is intended to serve by a large tank. The proposal to move the station to a higher site nearer the village is sound.

*Bhimadol.*—The permanent station house is being erected. A new flag station to be called Pulla was opened on January 15th between this and Chebrol.

*Chebrol.*—The construction of the station on the original costly design has been stopped, and a structure on the Director-General of Railway's type is to be erected instead.

*Tadepalligudem and Nidadavol.*—Station houses on the new type are being built.

*Coconada Port.*—A considerable area of land along the bank of the fairway channel should be acquired by the railway. There is some difficulty with the Port Department about surrendering to the line some portions of this land, and in the mean time the handling of traffic is much handicapped. A compromise, the railway undertaking to return the land should a regular port be established, seems the best way out of the difficulty. An extensive goods-shed walled in with bamboo-screening has just been erected. I think proper walls are required as the present arrangement is inflammable and insecure. The coping of the loading platform is much knocked about and I would suggest a nosing of old rails be tried. A shipment shed has lately been built.

*Cocanada Town.*—The platform wall for a permanent station is in progress.

*Pithapuram.*—The platform is being lowered and lengthened to 600 feet. A new type of stations is being constructed on the foundations of the former pattern of building. A new flag station is proposed between Pithapuram and Kottapalle, the site of which has not yet been definitely decided on.

*Anakapalle.*—The fourth line is to be taken up and the station made into a flag station. A site two miles further on opposite the town and on the other side of the river has been fixed for the permanent station on the Director-General of Railway's type.

*Devada.*—A platform wall is to be built, and a through siding substituted for the present dead end.

*Vizagapatam.*—One of the arches in the passenger shed has cracked through settlement of the foundations. It is reported that all movement has ceased and the cracks are not increasing.

*Mile* 227.—A new flag station is to be opened near this mileage.

*Alamanda.*—The signal lever pits should be covered in.

*Guruvidi.*—It is proposed to shift this station about one mile south to about mileage 269/6 in order to better serve the traffic of the new manganese mine.

*Pondur.*—There is no name board at this station.

*Tilaru.*—The station yard is water-logged, the water standing between the rails at present. It is intended to erect goods-sheds at Chepurpalli, Pondur, Sigadam, Amadalavasa and Tilaru. At present there is but little goods accommodation on the line except at the larger stations. No vernacular time-tables appear to be printed and at several stations there were none even in English. Those exhibited are in manuscript, it being explained that owing to late and frequent changes in the timing of the trains and to the difficulty in getting printing work done, it was found impossible to comply with section 65 of Act IX of 1890. It was noticed that the clocks from one end of the line to the other keep most erratic time, while one or two were not going at all.

13. **Ferry.**—The ferry arrangements appear to work well, but the steamers now used being local fund property, it is intended to equip the line with 2 tugs, 2 passenger flats and 8 wagon barges.

14. **Signals.**—All the signals, home and distant, appear to be in thorough order; of those tested all worked well.

15. **Points and Crossings.**—To the north of Vizianagram the stations are laid with the main line and siding taking off from the line outside station limits with equal curvature. The Director-General of Railways has ordered that this arrangement should be discontinued and that the ordinary plan should be followed at all stations.

16. **Numbering of Telegraph Posts.**—The telegraph posts north of Vizianagram are old rails placed with the web at right angles to the line. The numbering is painted on the web and is difficult to see from the train.

MADRAS,
4th February 1895.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Govt. Inspector of Railways.

NOTE by the Senior Government Inspector.

The report is fairly satisfactory with the exception that repairs to the banks and cuttings are not promptly carried out at miles 143, 152 and 255. The attention of the Manager is called to this and previous reports.

(Signed) F. R. UPCOTT,
Senior Government Inspector.

11th February 1895.

1895
177

4th March 1895, No. 124 R., Public Works.

GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

### Railway.

Read the following paper:—

Report of inspection of the East Coast Railway for the half-year ending 31st December 1894.

Order—dated 4th March 1895, No. 124 R., Public Works.

Communicated to the Manager, East Coast Railway, for information and necessary action.

2. A copy of these Proceedings will be forwarded for the information of the Government of India.

[Here enter No. 125 R., dated 4th March 1895.]

(True Extract.)

A. W. G. Shelley
Capt.: RE.
Under ~~Joint~~ Secy. to Govt., P.W.D.,
Railway Branch.

To the Manager, East Coast Railway.
" Director-General of Railways.
" Marine Department. ✓

Exd. C. A. Manisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

CHIEF SECRETARY
-8 MAR 1895
GOVERNMENT OF MADRAS

*Dated March, 4th.*

*Recd.* 8/3/95 *Encl.* 1
Regd 9/3

**G.O., 4th Mar. 1895, No. 124 R.**

**MARCH.**

## East Coast Railway

Orders on the inspection report of the — for the half-year ending 31st December 1894.

N
Order 18 March 1895, No. 83.

Comd: to the P.P.O. with ref: to the remarks under "Cocanada port"

JSB.
14.3.95.

16/3/95

Presidency Post-Offices.
Copd 19/3.
19/3 –

DESPATCHED
20 MAR 95
M.S

[G/11]
3,000—26-9-94.

ORDINARY, MS.

Marine DEPARTMENT.

G.O., DATED 18/3/95

No. 83.

INDEXED.

*When given for copying.* 18/3

(Despatch Abstract.)

Orders of the P.W.D. on the inspection report of the East Coast Ry for the second half of 1894 communicated to P.P.C. with reference to remarks relating to Cocanada Port.

---

[G/71.]
500—17-10-94.

Urgent

For Marine
C. No. 357/95

MEMORANDUM.

Requested for reference the under-mentioned papers:—

P.W.D. G.O. d 19-4-95, No. 277 R and connected papers, if any, regarding acquisition of land for Railway godowns at Cocanada — Vide notification on page 479, Part I, Fort St George Gazette d 23-4-95

Chief Secretariat,
22nd May 1895.

To

The Joint Secretary to Govt, Railway Branch.

G. Todhunter
Asst. ~~Under~~ Secretary.
22.V.95.

P. W. CURRENT No. 3999

27 MAY. 1895

Acc: 24-5-95

Furnished.

G. D. Clemmens

L Asst. to Consg. Engr. for Rys:

Chepauk,
24th May 1895.

Returned

Sub to C.A. & P.W.D.

vsm 27/5

R. Bow 6/6/95

---

113

NOTE FOR THE CHIEF SECRETARY.

There are no papers connected with the Notn vide please orig. G.O. obtained from the Ry. Dept. The only reference to the subject that can be traced here is the portion marked with green chalk in G.O. of 18.3.95, No. 83 Mar.

F. D. B.
1/6/95

Mar. C. No. 357 sent
H. E. 4/6/95

C. A.

Please see para 12 on page 3 of P.W.D. G.O. d 4-3-95, No. 124R in Mar G.O. d 18-3-95. No 83. This is the only paper I have been able to trace on the subject of Railway connection with the Port of Cocanada.

In January last the reclamation of the foreshore of the port of Vizag was sanctioned for execution by Railway agency. I venture to submit that perhaps the C.S is thinking of this (Vide G.O. 37 D 28-1-95)

Where are the
other papers
HD 13/5

Will the C.S. kindly say
what other papers he
refers to? The Reg Dept
states that none on
the subject can be
traced.

FLB
16/V/95.

G/118 1,000—17-7-95,

(121)

## TELEPHONE MESSAGE.

From Mr Bird

CHIEF SECRETARIAT,

To Mr Calder
P.W. Dept (Ry, Tele)

Dated 29/10/5 189 .

---

The P.P.O. has replied as follows to my telephone for those papers that you want (Here repeat tel.) JDB

Telephone Message

to The Presidency Port Officer

Please return ~~all~~ the papers sent with Marine Current 791 under Endorsement No. 2434 of the 11th instant as they are urgently required by the P.W. dept (Ry Bh).

C.W.
29.10.95

F.S.B.
for C.S.
29/10/5

Return please

29-10-95
13/26

Code Class }

# INDIAN TELEGRAPHS.

Monthly Number. }

To (Office) Telephone

From (Office) message

| Words. | Day. | Hour. | Minute. | Official Instructions. |
|---|---|---|---|---|
| | 29 | 13 | 53 | |

To (Person) Chief Secretary

From (Person) P. P. O

Papers sent to Conservancy Board's views on the proposals of the manager East Coast Railway. Both Chairman and Vicechairman being absent from Cocanada the return of one of them is awaited in order to dispose of the subject at meeting. Port Officer has wired to say that matter will be expedited.

29-10-25

64 Word Form.

F. C 2.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Master.

Code Class

# INDIAN TELEGRAPHS.

Monthly Number.

To (Office) Telephone

From (Office) message

| Words. | Day. | Hour. | Minute. | Official Instructions. |
|---|---|---|---|---|
| | 28 | 15 | 33 | |

To (Person) Chief Asst Chief Secy

From (Person) Asst to the Joint Secy P.W.D
Railway Branch

Will you kindly ask Presidency Post-Officer to return our office file if sent to him as he has copies of letters from Collector Godavary and Manager East Coast Railway which are all that he requires. the originals of these letters are in our case

28-10-95

64 Word Form.

F. C 2.

Recd. from LN.

At Hrs. Mts. by

Se LN.

y

Telegraph Master.

C. G. P.—No. 21c T—18-9-94—

Form No. 34.

**P. W. D., RAILWAY BRANCH.**

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAY.

*Madras,* 16 December 1895.

129

OFFICE NOTE.

4059

From E. R.

To The Secretary to Government,

Marine Department.

I herewith return the file --- received with G. O. No. 371, Marine, dated 7th December 1895.

F. D. Fowler

For Consulting Engineer for Rys.

Marine Current No: 10

Encls 1 file

Recd: 17.12.

---

No. 44 E. dt 1st February 1896

Marine Department.

ENDORSEMENT.

Memorandum dated 11th January 1896 by the Collector and Chairman, Godavary District Ports Conservancy Board.

Letter from the Manager East Coast Railway No. 571/474 dated 20th Jan96

Memorandum by the Joint Secretary to Government, Public Works Departmen Railway Branch No. 442 C dated 27th January 1896.

C. No. 61

Regarding certain terms for the acquisition by the Railway of land in the foreshore at Cocanada.

Referred to the Presidency Port Officer with reference to his letter No. 1678/321 G dated 26th November 1895 for report whether under the circumstances stated in the Memorandum read above by the Collector and Chairman Godavary District Ports Conservancy Board, the East Coast Railway may now retain possession of the land in dispute.

31/1/96

W

(Marine)

CW88
30/1/96

To

The Presidency Port Officer,
with the papers in original
to be returned.

No. 371 End/7-12-95

No. 44 E. d/1st February 1896

Marine C. No 1013

(20/20)

A.R. (20k/70)

It is assumed that action is being taken in E.R's office on E.O. 371 Marine d/7 Dec 95 and that you no longer require the papers returned with E.R's No. 4059 d/16 Dec 95.?

C.S.
17 Dec 95.

C.A.W.

Yes, we have written to Manager East Coast Ry. We have duplicate copies of these papers.

17/12

+ C No. 61 Marine d/ 96

Await reply to E.O. 371 Marine d/ 7 Dec 95.

1 Reminder issued 23/1.

18 Dec 95

to guarantee to keep the road to the point in order, as for many years it has been used by all the inhabitants to go to the point which is the only place where fresh air can be obtained. If a siding can be made near the Town station, the wood could be brought in there and distributed through the town. No firewood is exported, so it cannot be said that the interests of the Port and Railway are identical in this respect. If the Railway are not in a position to Guarantee this road, then they might be asked to give us an alternative one, not only for the public but for the residents of the houses there who are now precluded from using carriages. I would point out that at Madras ground rent is charged for every inch of land used for storing Cargo, and I understood that the reason the Railway applied for all the land was because we were going to charge ground rent on a large consignment

of coal which was brought here on the chance of finding purchasers the greater part of which still remains here unsold or unshipped.

---

District Loch Conservancy
Boards letter d/2 Nov 95.

77

Copy of letter from Vice Chairman, Godavari District Port Conservancy Board, to the Presidency Port Office, dated, 2d November /95

With reference to your endorsement, no. $\frac{1678}{1157}$ P. d/15 October 1895 forwarding the file (which I return) of papers in connection with the demand of the Railway to acquire a large portion of the land belonging to the Port Conservancy Board, I have the honor to inform you that the Board see no reason to depart from the position they have taken up. They were specially created to perform a certain work, and to perform that work efficiently they considered that the whole of the foreshore should be in their undivided control.

I can find no record of the transaction detailed in Mr. Brunatini letter, para 3.

The manager of the East Coast Railway in the fairest manner possible is ready to recognise the "duties and rights" of the Board but "duties and rights" are matter of appreciation and consequently of discussion and of possible disagreement, and the Board are loath to enter into any arrangement which may lead to friction, at the same time the Board wish to deal with the Railway in no niggardly spirit. What the Railway evidently wants is land free of rent on which to erect sheds and godowns and otherwise handle the traffic. This the Board are ready to accord with pleasure and hereby offer to place at the disposal of the Railway whatever land may be required for these purposes. Merely stipulating that Ground plans of sheds and godowns shall be submitted for approval.

But the Board particularly desire to retain the sole ownership of the foreshore, for they have in view several project which will be submitted in due course for improving the waterway and facilitating landing and shipping operations. The time is coming when the large sums they are collecting under the Landing and shipping Act will no longer be required to maintain the channel at the mouth of the river. Difficulties are gradually being overcome, and it is hoped that at no distant day a permanently open waterway will have been secured. When this goal has been reached, the Board will be free to direct their efforts to other matters of great interest to the commerce of the Port, and to carry out their plans efficiently they submit that they must have unfettered control of the river banks.

---

No. 845. Copy forwarded to

the Collector Godavari District, in reference to his letter No. 1394/Eng dated 25th October 1895, to the Vice Chairman Godavari District Port Conservancy Board.

Sd. G.W. Wilks
Dy Conservator
of the Port of Cocanada

Letter from the Collector of Godavari to the Secretary to Government P.W.D. Railway Branch, Ref: No: 1394/Eng dated 15th November 1895.

---

With reference to your endorsement No: 1038 D of 23rd September 1895, on the East Coast Railway Manager's letter No: 7154 of 31st August 1895, I have the honor to submit copies of letters Nos: 776 of 19.10.95, and 845 of 2.11.95. from the Deputy Conservator of the Cocanada Port, and the Vice Chairman Port Conservancy Board respectively, offering their remarks on the Manager's letter. I agree with them and request early orders as to ~~the~~ whether the settlement of compensation may be proceeded with.

2. The plan received with the reference under reply is herewith returned.

---

Form No. 20.

TELEGRAM ~~Urgent.~~ ~~Ordinary~~ Deferred

From E. R.

To The Manager
E. C. Ry.

D/337 - Your 474 of 19th November the plan sent does not show land already acquired & to be acquired without this information case cannot be settled as Collector and Port officer refuse to give up land.

Dy T.Rw.

23/11/95

Despd 23-11-95

[illegible] building space for Railway.

No. 1678/321 G

Heading.

Port lands.

PRESIDENCY PORT OFFICE,
Madras, 26th November 1895.

From
Commander C. W. Hewett, R.I.M.,
Ag. PRESIDENCY PORT OFFICER,
Madras,

To
THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Fort Saint George.

SIR,

I have the honor to return the 3 files of papers received with Marine Department Endorsements No 2434 of 11th and No 2523 of 23rd October 1895, as also the plan since received.

2. The plan, I fear, is not quite correctly prepared. It would seem as if the whole space colored in pink has already been acquired by the Railway, which, however, cannot be the case.

3. What the Conservancy Board wish is that they should have exclusive control over the foreshore between the

two points I have marked in blue in the plan, and extending up to within 50 yards of high water mark. The Board are within their rights in insisting on this exclusive control. When sufficient funds are forthcoming they have in view to provide various facilities for landing and shipping operations. I think, therefore, that any space of ground within port limits required by the Railway should only be given on such conditions as the Board may wish to make.

I have the honor to be,
Sir,
Your Obedient Servant,

Charles C Hewett
Commander R. I. M.
Ag: Presidency Port Officer.

C. No. 6030
27/11/95

E1

Marine Current No. 943

Marine (1895) DEPARTMENT.

~~Genl~~ 1013/95

From

THE PRESIDENCY PORT OFFICER,
*Madras*,

~~Encls 1 file 1 plan~~

To

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

Regd: 2-12-95

No. 1678/321 G

Dated 26 } November 1895
Received }

No.

Subject.

Returning with remarks Marine Department Endorsements No 2434 and 2523 regarding land at Cocanada Port required by the East Coast Railway.

---

Note by the Consulting Engineer for Railways, -- dated 28th November 1895.

-----:o:-----

1. It appears desirable that Government should issue final orders on this subject.

2. It is probable that the protest of the Conservancy Board is actuated by a fear that they may not be able to levy port dues on Merchandize if the land on which -- are situated the loading wharfs be made over to the Railway, and the Manager's promise that their rights and duties shall be recognised does not seem to them sufficient guarantee.

3. The case as it now stands is that the foreshore in question has been made over to the Railway with the concurrence of the Coconada Municipality but the works thereon of rails and sheds are held in abeyance pending a decision as to the acquisition of the land this was -- directed to be done when the question was raised in May last whether the Conservancy Board should retain control over the land.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

----------

Transferred

as they object to the land in question being alienated, their objection should, it is submitted, be upheld.

FOR ORDERS.

Land within Port limits at Cocanada required for Railway purposes.

CWMS
2/12/95

---

From orders
Dr B.

95 Marine ~~Public Works~~ Department.

No 371 Marine 27th Decr 1895

## PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Presidency Port Officer (R.C. No. 1678/321 G. d/26th Nov/95)
Note by the Consulting Engineer for Rys ( ,, ,, d/28th ,, ,,)
Endorsement in the Railway Branch ( ,, 3775 C d/2nd Dec ,,)

His Excellency the Governor in Council observes that the case on behalf of the District Port Conservancy Board is detailed in the letter from the Vice-Chairman dated 5th November 1895. The Board wish to have exclusive control over the foreshore between the points indicated in para 3 of the Presidency Port Officer's letter.