

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3099	Press Mis.
411-412	
Dated 19-10-	1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th October 1865.*

No. 411. Read the following Proceedings of the Madras Government in the
Marine Department:—

Passing orders on the report of the Superintendent of Marine of the result of his conference with the Superintending Engineer, 7th Division, as to the site best suited for a Light-house at Cochin, and disposing of certain recommendations made by that Officer in connection with the ports of Calicut and Beypore. } (Here enter 11th October 1865, No. 216.)

No. 412. ORDER THEREON, 19th October 1865, No. 3,099.

CIVIL WORKS, No. 57.

Communicated to the Superintending Engineer of the 7th Division, who will be requested to submit his report regarding the site selected for the proposed Light-house at Cochin. Colonel Walker will furnish the Superintendent of Marine with the Chart referred to in paragraph 4, and he will forward as early as practicable the plan and estimate called for in paragraph 6.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Marine Department,
11th October 1865.*

No. 29. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Fort Saint George; dated Madras, 25th September 1865, No. 3390.

Referring to the Proceedings of Government noted in the margin, I have the honor to report that I left Madras by the evening train

Marine Department, No. 43, of 22nd February 1865.
Public Works Department, No. 1369, of 19th May 1865.
Do. No. 1634, of 13th June 1865.

of the 14th instant, and having overtaken Colonel Walker, the Superintending Engineer, 7th

Division, at Trichoor, where he awaited me, we proceeded in company to Cochin, which we reached on the afternoon of the 16th.

2. While here, we visited the Dutch tower, and examined the site marked by me on the Chart sent to the Public Works Department, as that most eligible for a Light House, and, after careful consideration, decided on the latter being best suited for the purpose. It is situated on the western face of the battlement of the old Dutch Fort; is quite open to seaward from north to south; and although a thick tope of cocoanut trees lies about a mile south, it will not obstruct the light in that direction, as the depth of water will not allow vessels to come so close to the shore as to shut it in.

3. The advantage of having the light here is that its height need only be in proportion to the distance at which it is intended to be visible; whereas if placed on the old Dutch tower, upwards of 30 feet would have, as hitherto, to be added, to overtop the intervening obstructions. The light on the original Flag staff was exhibited at a height of 114 feet during the fine season, and of 67 feet in the South-West monsoon. The height proposed for the site now selected is 80 feet, which will render the light visible from the deck of a vessel at a distance of 15 miles.

4. The Superintending Engineer of the Division will report, through his department, as to the fitness of the position as regards soil and proximity to the sea.

5. But, although the light be exhibited in this new locality, I would not recommend that the signal station be removed from the old tower, for, if such were done, it would be very inconvenient to all parties—to the Master Attendant, whose office now adjoins, and to the mercantile community, whose places of business are on each side of it. It will, therefore, be advisable to keep the signal station where it is at present, but as the Flag staff hitherto in use, and which is now in a very dilapidated state, would be unnecessarily large for mere signalling purposes, I have directed the Master Attendant to prepare and submit an estimate for a much lighter staff.

6. Having completed the duty on which I was ordered, I took the opportunity of visiting the ports of Calicut and Beypore on my return. The latter I was particularly desirous of inspecting, as I had heard that Government had granted the Railway Company a sum of 50,000 Rupees for the construction of a boat pier. I consequently left Cochin by the Steamer *Burmah*, on the evening of the 18th, and arrived at Calicut on the morning of the 19th.

7. While at Calicut, I examined the Light House, and am glad to be able to report that I found the lantern in good condition, the reflectors perfect and highly polished, and the whole apparatus clean and evidently well attended to. A fault in the railing enclosing the platform on which the lantern is placed was, however, very apparent. It is put up as a safeguard against accident to the light-keepers, but, being made of stout wood, intercepts the rays of light considerably. I shall at once place myself in communication with the Superintending Engineer of the Division, who will shortly proceed to Calicut, with a view to a light copper rail being substituted.

8. It moreover came under my observation that vessels anchored much further off the shore than needful (2 or 3 miles for instance), from the Commanders not being certain how near they might venture in with safety. There was formerly a buoy on the Calicut reef. This broke adrift sometime back, the moorings being lost; and as I do not see the use of it to point out a shoal which the breakers indicate clearly, I propose placing it to denote the best anchorage.

9. A small shed is likewise needed as a protection to the look-out signalman during rainy weather. At present it is very difficult in such weather to make out a ship's signals, for the ob-

*Proceedings of the Madras Government, Marine Department,
11th October 1865.*

server having no shelter, his glass immediately becomes obscured from wet, which is also injurious to the telescope itself. The Master Attendant will be instructed to raise a shed for this purpose.

10. On the morning of the 20th, I left for Beypore. An estimate had some time since been submitted by the Collector of Malabar for the erection of a house close to the Beypore Flagstaff, to serve as a Marine Office, and as a place to keep signals and other stores belonging to the Department. I was not satisfied at the time that such an outlay was necessary, but, after personal examination of the locality, am prepared to recommend it.

Rupees 1186.

11. It appears to me, moreover, that the time has now arrived for bringing Beypore fully under the operation of Act XXII of 1855. The question was under consideration once before, but the step seemed to be then premature.

Proceedings of Government, 19th August 1859, No. 409.

Assistance has, it is understood, been given to the Railway Company for the construction of a Pier; a Flag staff has been erected; signals and signallers furnished; an office will now be built; and facilities gradually introduced for shipping operations. The expenses consequent on these improvements, with the exception of the grant to the Railway Company, fall on the Calicut Port Fund, and as the Conservancy Act contemplates the support of each port from its own funds, I recommend that a due of one Anna a ton be raised at Beypore. Yet, as this Port and Calicut are only five miles apart, and are to be presided over by the same Master Attendant, I would further propose that the dues be in common, and that payment at one Port should exempt a vessel from the charge at the other. Should Government coincide in my views, the necessary steps will be at once taken for bringing Beypore fully under the Act.

12. I consider likewise that on this arrangement taking place, the Master Attendant of the two ports, who would be put to considerable expense in travelling to and fro between them, might fairly look to an increase of salary, and as house rent and living are excessively high at Calicut, and very little addition to his salary can be made by survey fees, which at some ports augment considerably the emoluments of such officers, I would propose 300 Rupees as the consolidated pay for the two ports.

13. Having completed my inspection at Beypore, I returned to Madras, arriving on the morning of the 22nd.

14. Below I furnish a Memorandum of the actual expenses incurred for transit for myself and servant, and solicit sanction for their disbursement.

	Rs.	A.	P.
Madras to Shoranoor by rail.....	31	14	0
Shoranoor to Trichoor by land.....	3	0	0
Trichoor to Cochin by boat, moiety of expense which was shared by Colonel Walker.....	15	0	0
Cochin to Calicut by Steamer <i>Burma</i>	47	0	0
Calicut to Beypore by Coach.....	4	0	0
Beypore to Madras by rail.....	26	0	0
Total.....	126	14	0

*Second Class fare had in each instance to be paid for my servant, as no third Class carriage provided by the time selected.

No. 30.

ORDER THEREON, 11th October 1865, No. 216.

In the foregoing letter, the Superintendent of Marine reports the result of his conference at Cochin with the Superintending Engineer of the Division, as to the site best suited for a Light House. He has appended to his letter certain recommendations relating to the ports of Beypore and Calicut, which he visited on his return to Madras.

*Proceedings of the Madras Government, Marine Department,
11th October 1865.*

2. The site at Cochin referred to by Mr. Franklin seems to be an eligible one, inasmuch as it will admit of the light being exhibited at a lower elevation than hitherto. The Government will, however, defer passing orders on this point until they have Colonel Walker's Report before them. With the light placed elsewhere than on the Flag staff, it will be practicable, as pointed out by Mr. Franklin, to reduce the dimensions of the staff on its next renewal. It would be inexpedient on grounds of convenience to remove the signal station from its present position.

3. The efficient condition in which Mr. Franklin found the Light House apparatus at Calicut is creditable to the establishment. The Government approve of the several recommendations made with respect to this port, in paragraphs 7, 8, and 9. A buoy to indicate the best anchorage will prove useful to vessels entering the port, but the buoy on the shoal ought to be re-placed, unless the breakers exist throughout the year in all seasons, so as to make it superfluous to indicate the shoal.

4. The Governor in Council is prepared to apply for the necessary sanction to extend the general provisions of Act XXII of 1855 to the port of Beypore, and accordingly requests that the Superintendent will, in communication with the Collector of Malabar, submit a set of Rules for the port. He will also obtain from the Superintending Engineer of the Division a Chart showing the limits of the port, as already published in the *Port Saint George Gazette*, under paragraph 2 of G. O. of the 19th August 1859, No. 409. In forwarding the proposed Rules and Chart to the Government of India, their sanction will, at the same time, be solicited for raising the salary of the Master Attendant of Calicut and Beypore to Rupees 300 a month. Mr. Franklin will be good enough to state whether the whole of this increase can be defrayed from the Port Fund.

5. On sanction being received for extending Act XXII of 1855 to the port of Beypore, steps will be taken to introduce a Bill into the local Council to legalize the levy of Port dues there. The suggestions in paragraph 11 of Mr. Franklin's letter are approved, and are accordingly communicated to the Legislative Department.

6. The construction of a Marine office at Beypore is necessary. The Superintending Engineer will cause a plan and an estimate to be prepared, for submission to the Government.

7. The payment of Mr. Franklin's travelling expenses, as specified at the end of his letter, is sanctioned.

(True Extract).

[Signature]
Acting Secretary to Government.

- To the Superintendent of Marine.
- " Public Works Department.
- " Collector of Malabar.
- " Legislative Department.
- " Accountant General.
- " Examiner of Claims.

Exd. J. H. Burns.

[Signature]

2nd

Chas. J. P. R.

Jan 30 1899

1- Comm? to the City Eng
of the 7. Dec, unless will be
regarded & submit his
report regarding the site
relocated for the ^{Wright} House
at Jackson - Please letter
will ~~be~~ forward the
draft of promise with the
chart ref? & in June
4, send he with promise
as placed in practice as the
the line designate called
for in June 6-

To S. J. P. R. Smith & Co.

Jan 30 1899

Chas.

Nov. 1868 Dep't
Proc. of Gov't for October
No. 4082

Proc. of Gov't in the
Marine Dep't

Oct 11 } Oct 15/68
Rec'd 16 }

No. 216
103079-19 Oct 15/68

Papering order on
the report of the Supt. of
Marine of the result
of his conference of
with the S. E. 7 D. as to
the site best suited for
a Light House at Rock
and ^{dipping} of certain ocean
mandatories made
that Officer in connection
with the ports of Calicut
& Puzos.

No. 412