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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1271	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	5-5-	1875	
		195	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th May 1875.*

No. 109. Read the following Proceedings of the Madras Government in the Marine Department, dated 2nd April 1875, No. 128 :—

From Captain J. H. TAYLOR, R.N.R., Acting Master Attendant, Madras, to the Hon. W. HUDLESTON, Chief Secretary to Government, Fort St. George; dated Madras, 23rd March 1875, No. 1,913.

HAVING returned after a tour of inspection of the Northern Ports, I have the honor to furnish the following report for the information of His Excellency the Governor in Council.

2. The port of Masulipatam is at this present time in an unfortunate position. Traffic here is always tedious, but is rendered more so by the river having changed its direction northerly, and a spit of sand having travelled up between it and the sea, the passage for boats is lengthened between three and four miles. It is a question how long this will continue. In all probability the first freshes or storm will cause the river to burst in some new direction, and I respectfully beg to recommend the District Engineer be requested to examine whether any, or what, obstruction might be offered to its northerly course, and a passage breached straight into the bay. Considerable inconvenience is caused by the want of a godown or covered quay at the spot where the canal-boats deliver their goods near the fort; the goods have to submit to Customs and Mercantile supervision, and are then reshipped on Bunder boats for the bay. A covered quay would perhaps be the best form of shelter, for which a small rent might be leviable on goods *in transitu*. The Master Attendant has submitted to me his views about the river and quay, and could explain to the Engineer the chief difficulties of the situation. There is a good deal of traffic at the port now, owing to the canals in the Kistna and Godavery Districts being closed for repairs. The light on Point Divi shows a kerosene light, and is a good one of its class. Masulipatam must always be an inconvenient port, and no amount of labor or expense could remedy its principal natural defects, but the delay is alleviated in some degree by the trade having fallen into the hands of a Steam Company, who, by announcing their approach by telegraph from neighbouring ports, can be provided with empty or laden boats immediately on arrival, while the frequency of their visits renders it rarely necessary for boats to make return trips.

COCANADA.

Having very frequently, during the last twenty years, had occasion to visit and transact business with the port of Cocanada, I feel myself under the necessity of stating that, in my opinion, the time has arrived when all efforts and expense to preserve its character as a harbour for shipping should be abandoned. It has steadily silted up all over the bay. Nature and art both fail to effect any recovery. The ships have accepted the position, and for many years past have been gradually changing their anchorage up the coast, far beyond the limits of the bay, so far indeed are they now that the best telescopes fail to make out the signals between them and the Master Attendant's Office and Custom-house at Cocanada. The Hope Island Lighthouse is many miles from the Point, and the Cocanada Lighthouse is utterly useless. A new iron lighthouse is expected for the former, and I beg to recommend that a suitable staging or building be erected on a site to be chosen on the shore opposite, or a little to the northward of the present anchorage, and the fourth-class dioptric light in store in the Master Attendant's Office at Cocanada be exhibited from it. The establishment might be transferred from the old building. The navigation of the river

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by boats I have provided for by a lantern on the iron tripod at the end of the north groyne at the river mouth. There are many opinions about the causes that have led to the destruction of the port, but no one can dispute the effect. There are old shipmasters living at Cocanada, who remember when they anchored their ships—"large ships too"—to the southward of the Cocanada river mouth. These men attribute the decay to the groins which have been built to improve the mouth of the Cocanada river, and give scour to the bay. They affirm that the narrow extension of the river mouth, and the consequent reclamations around it, have impeded the natural entrance of clean sea-water, and favored the deposit of silt from the delta of the Godavery, of which the bay threatens soon to become a portion. In this state of affairs, I beg to submit that the best thing to be done is to exert all means to preserve and accommodate the boat-traffic, and give to the merchants all the facilities in the power of Government, without expending Port Funds on effete and now unnecessary works. The existing banks of the river are, I believe, amply sufficient to retain its present course, and, except at the very driest season of the year, an ample depth of water for boat-traffic can be depended on. It is at this season that dredging is necessary, but the present method of carrying it out is very unsatisfactory. The District Engineer is of course able only to give a very general and cursory inspection to port work, and the people to whom it is confided are utterly ignorant of marine matters. It should be carried out with particular and systematic attention. The course of the channel should be marked out; the ebb and flow of the tides should be carefully observed; and soundings frequently taken to test the effect of the dredging. The very nature of the work demands an intelligent, professional supervision to abridge and facilitate labor to the utmost. All this requires the attention of a person conversant with marine matters, and better superintendence than it now has. For instance, I found them dredging the mouth of the river at flood tide. Now the most superficial observation shows that nearly half the mud scooped up from the bottom escapes out of the buckets as they incline up towards the shoot; this of course mixes with the floodwater, and is carried up the river. But this is only one out of many cases where work is wasted and no effects produced. The prevalent idea seems to be that all Cocanada has to be dredged, and so long as they are at work they are carrying on duty. I gave a very careful inspection to the river, and particularly to the southern revetment. I find that above the bridge no works are considered necessary; it has the same shape and form that it has worn within my recollection; the appliance and facilities of loading and shipping remain the same, and the river undergoes no change; but below bridge the port is always in some stage of alteration, and the Chamber of Commerce and the Mercantile community are loud in complaints that nothing is done in their interests. Improvements are expected to follow changes which bring no results. They are sadly in want of a good wharf, of cranes for raising packages of extraordinary weight, facilities for unloading boats at all times, of landing-place for passengers, &c., &c., all of which appear reasonable, and indeed indispensable to such a port. The dredges have been out of repair so long, and so irregular in their action, that, for all the purposes of improvement to the port, they may be supposed to have been inoperative, and the revetment has not advanced beyond the first few hundred feet on the south side, and that portion does not act as intended to be a guide for the river, for a belt of dry mud has formed forty or fifty feet from it, and grass is growing upon the revetment. I would beg respectfully to suggest that the present appears a good opportunity for trying that, as an experiment, the port be placed in the hands of

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the Marine Department, with instructions to carry out the most pressing and useful works; to mend and strengthen the banks wherever they appear to require it; to arrange for a good landing-place covered in, a capacious wharf, adjoining the present one, with cranes of various powers which I will supply from surplus stores at Madras; to stake out by degrees the deepest channel to the shipping, in order that, if occasion requires, and the water in the bay decreases, there may be a clear course in which to carry extra dredging operations; to consult the District Engineer on all occasions of importance, or whenever opportunity serves; to suspend all expensive works, and use a portion of the stone ballast and revetment stores which are now idle for the wharf, the face of which should be kept fit for boat-traffic at all times of tide. I believe that the personal and intelligent action of a man of experience like Captain Castor, guided and controlled as he would be by this Department and the District Engineer, would more than make up for the want of scientific engineering skill, which is so rarely available at present. The worst that can happen to the port will be the necessity of keeping open by dredging one channel or canal through the bay to the ships; this will probably not be wanted for years, but when required the boats will have to be towed by steam launches, for the wind would rarely serve to navigate such a narrow place unaided, but this would be a mercantile necessity, not a Government one, and would be soon recognised as such, and the want provided for. A small steamer would be necessary to enable the Master Attendant to take soundings and tow punts, and do a large amount of harbour work. But the *Prince* is altogether unsuited for such work; she is too large and unmanageable in such a narrow river, requires a great deal doing to her, burns a quantity of fuel, could not keep the sea in the most ordinary weather, and could not depend upon re-entering the river if necessary, and would be little more than a useless charge to Port Funds. The *Frank and Ada*, now at Cocanada, and in which we surveyed Vizagapatam, would be better. She, however, could only be used in fine weather; she only steams five knots under favorable condition, and could not hold her own against a fresh sea breeze. Still, under present circumstances, and for the purpose of experiment (as I before explained), I am of opinion that, if the port of Cocanada and Coringa were made over to the present Conservator, with one working Assistant under his immediate orders, the two dredges, and say ten punts, and the services of the *Frank and Ada* would be sufficient for all purposes for both rivers. Dredging is only required at one time of year, but much valuable information about the depths and currents in the bay would be thus at the Conservator's disposal, and time would be allowed for the arrival and report upon the steam dredge and tug combined, expected daily for the service of the port of Cochin. If she is a success, and not wanted in Cochin, she might be made available for Cocanada, or a similar vessel indented for. The Godavery steamers are not the stamp of boat required. So far as regards the *Fred and May* the same remark applies. She is not the class of boat to aid in marine works. The repairs mentioned in G. O., 6th March 1875, No. 616, comprise almost a new vessel, and the estimate, Rupees 7,800, is about the cost of a good sea-going steam launch in England. There is no port on the coast where her presence is desirable or could be remunerative. Some very useful boats are being built in the Government yard at Calcutta for the Survey Expedition. I would suggest that inquiries be made as to their cost and quality, and as much information as possible be gained on the subject. I cannot think that the *Fred and May* could answer any purpose for which Port Funds are accountable.

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In reply to G. O., dated 9th February 1875, No. 284, respecting the transfer of Rupees 5,000 from Mangalore Harbour towards repairing the floating plant of the Cocanada Harbour for the ensuing year, and the reference to paragraph 5 of G. O., dated 2nd February 1875, No. 273, I beg to remark that, as I have before observed, so little (owing to force of circumstances) has been done towards dredging Cocanada river, and so little difference is to be detected in the natural depth and course of the stream, that I do not fear much, if any immediate, obstruction to the boat navigation. I think the only chance of the dredging being effectively carried out is by making it over to the Conservator, and in that case the plant should be put in fair working order before he is required to take charge. I am of opinion that it would then become a fair charge on Port Funds. Cocanada has had a severe up-hill struggle. Money has been lavished, and works multiplied under a latent conviction that the harbour would triumph in the end. But it is no longer possible to encourage the idea. Present convenience to the large trade of the port and a careful attention to its necessities would soon place it in a better position, and relieve a Port Fund which has been unduly strained in furtherance of the longer undertaking.

CORINGA.

I do not think Coringa river requires much attention. It would be impossible to do any thing on a large scale, and nothing in the interests of commerce of the town demands outlay. The freshes seem to provide channels sufficient for present trade and ship-building purposes. I here desire to draw attention to the fact that in all ports of the Madras Presidency, where native vessels lay up for the adverse seasons, such as Coringa, Cocanada, Vizagapatam, Bimlipatam, Cochin, Tuticorin, and many other ports and creeks, the necessity and custom of the trade and the natural condition of the rivers offer favorable conjunction. There seems no want that demands supply, or interference necessary. I have visited now all the coast, and have received no complaints on the subject, though I have made strict inquiries in all cases. I would now beg to draw attention to the anomalous position of the so-called Seamen's Hospital. This is really the Civil Dispensary or Municipal Institution, but in it two rooms only are set aside, into which European seamen are admitted and attended, for which board and attention they are charged at a remunerative rate. But, in addition to this charge, an allotment of Rupees 200 a-month is made out of Port Funds, on what plea I am unable to understand. It is obligatory on the Municipality to maintain the Civil Dispensary, which it does by municipal taxes. Very few sailors use the dispensary. The contribution from Port Funds may have been reasonable under the old state of affairs, but all its resources are needed now to meet the continuous demands made upon it.

I have the honor to forward with this letter a communication from the Chamber of Commerce of Cocanada for the consideration of His Excellency in Council:—

“PROCEEDINGS of an Extraordinary General Meeting held on the 6th instant for the purpose of discussing points to be embodied in a letter to Captain Taylor, with reference to his recent visit.

PRESENT:

A. T. SIMSON, Esq., Chairman.
L. SIMSON, Esq.
M. STEPHENSON, Esq.
CH. MONTEBRUN, „
A. J. WILSON, „
J. A. WILL, „

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“1. The anchorage of Cocanada is the only safe one on this coast in all weathers, and the trade of the port by far the most important; but, as it is the opinion of competent authorities that the expense of a harbour would be far too great, the Chamber considers that the least that is due to the interests of trade is that provision be made by Government for keeping the river and its approaches in a navigable state at all seasons. In the present condition of the river and the bar, cargo-boats can only ply at high tide, which is about five feet.

“2. The two dredges at present intended to perform the work are utterly unserviceable, and are in charge of subordinate officers of the Public Works Department, who have no authority, and are not subservient to any one here knowing the requirements of the port. The Chamber would, therefore, suggest that really efficient dredging plant be supplied, and the working management be placed in the hands of the Marine authorities.

“3. The Chamber is of opinion that a sufficient depth of water could be kept up without much expense or difficulty, so as to enable vessels of moderate tonnage to enter the river for repairs. Considering, moreover, that this is the only port on this coast where it is possible to dock a vessel, and also the large number of native craft which are built and repaired here, the Chamber ventures to think that this point should have the particular attention of Government.

“4. The present wharf near the Custom-house is adapted only for landing and shipping goods, and the Chamber recommends that it be reconstructed on a more convenient plan, suited to the requirements of both passengers and cargo.

“5. The Conservator of the Port has no boat at his command suitable to convey an anchor and chain to a vessel, and the Chamber recommends that so important a requirement be sanctioned by Government.

“6. The Chamber recommends that a light be placed in the tripod at the mouth of the river to mark its entrance.

“7. The Chamber suggests that a system of Marine Police be organized, similar to that in force in Madras, to protect shippers against theft by boatmen, and that magisterial powers be vested in the Master Attendant.

“8. The Chamber is of opinion that the lights of the harbour are both out of position and inadequate to the requirements of the port. It is understood that a new lighthouse is shortly to be erected at Hope Island, and the Chamber recommends that an improved light should also be provided at Cocanada, and that the lighthouse be removed from its present position to a site abreast of the shipping.

“9. The Chamber considers it very desirable that a powerful steam tug be stationed at this port, and subjoins a list of losses of, and injuries to, vessels during the past three years, which might in most cases have been mitigated had there been means at hand of rendering speedy assistance.

“10. The merchants experience great inconvenience from the manner in which the Superintendent of Sea Customs performs his duties, and from his frequent unpunctuality in attendance at office. The Chamber considers that in a port like this where shipping operations can only be carried on at high tide, or generally speaking at one particular hour of the day, the regular attendance of the Superintendent during office hours is absolutely necessary, so as to avoid loss of time in the granting of passes to boats and other prescribed formalities, which, if delayed, frequently cause the missing of the tide, and the loss of an entire day in shipping.

“11. The accommodation at the Custom-house is at present quite inadequate, and the position of the godowns is so low that the floors are, during the rains, frequently under water. The Chamber recommends that the levels of the godowns be raised, and more accommodation be provided. Owing to want of godown-room, goods often lie at the Custom-house without shelter of any kind.

“(True Copy.)

(Signed) “A. J. WILSON, Acting Chairman.”

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It will be observed that nearly all the wants of the community were recognized by me, and will be supplied, if my suggestions meet the approval of His Excellency in Council.

The exception, that of a steam tug for the port, I need not bring forward, the question having been settled definitely in previous correspondence. I am still of opinion that a good tug, with fair accommodation for Heads of Departments, economically worked, for the service of the *whole* Presidency, would be remunerative before very long. There are many services she would be able to perform. She could readily repair wherever her services were demanded. The want of such a vessel is felt in many ways. For instance, while I write an order has come in for 400 men to embark for Rangoon on emergent duty. This the tug could have undertaken, whereas the Government will pay the British India Steam Navigation Company Rupees 7,000 for a week's service of the *Himalaya*, the only vessel available. It would be inadmissible to entertain a boat for one port like Cocanada, but a thoroughly efficient tug might have been purchased a short time ago in Calcutta for a very small sum, and would have a demand for her services; large sums might be expected to be saved from a careful scrutiny of Marine Public Works by the Head of the Department, in conjunction with the Marine authorities. In fact in very many ways she would be useful. It should, however, be a boat for work, not for show.

In concluding these remarks upon Cocanada, I beg respectfully to point out that, if the suggestion find approval, and the port is made over to the Conservator, that officer's pay, already very inadequate, should be proportionately increased. When the new duties come to be adjusted there would doubtless be a direct saving on the whole service as now performed.

The formation of a fresh-water dock at great expense having been proposed on the alternative alteration of the Cocanada Bridge, to enable the plant to lay up in fresh water when not required, I would beg to represent that, at the end of the season, when the work may be considered finished, that is the dry one, the river comes down quite fresh, and a small dock for each might be made, or they and the punts might be placed high and dry on the bank till they are again required. The Conservator would never lose sight of them, and under his care all deterioration would be arrested.

I have not noticed those portions of the Chamber of Commerce's letter that relate to the Custom-house affairs, as not falling within my province.

PENTACOTTAH AND PUDYMERKA

are small ports with an import trade, but they are important outlets for produce in their immediate neighbourhood. There is the usual impediment to shipment common to the whole coast, surf and current, but they do not demand any notice here.

VIZAGAPATAM

I have made the subject of a former separate communication.

BIMLIPATAM

is a large port, and is very favorably placed for its future prosperity and advancement. It is certainly more accessible by rail from the interior than Vizagapatam, if that mode of traffic finds favor. The community have some fears lest their competition with the latter port be placed at a disadvantage by Government assistance in the form of harbour works to Vizagapatam; indeed one of the items in the Vizagapatam prospectus provides for drawing away the trade of Bimlipatam, which obviously would not be any

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Imperial advantage. I have had great experience of Bimlipatam, having, at one period of twelve successive years, visited the port, and made large annual shipments, the facilities for which vary a great deal in certain seasons. It happens, however, on this occasion of my visit the river's mouth is open, and I have never seen the port more satisfactorily situated. No works could make the trade easier than nature is affording just now. But it rests with the community to decide whether their general interests would not be better secured by the construction of a pier, to be placed on the reef of rocks running off the small round tower on the beach. This foundation never varies, and the construction of a pier could have no prejudicial effect on the river mouth or bay. The sum required for its completion would be small, but its use could never be made compulsory, and all calculations based on its success would require careful consideration.

SANTOPILLY LIGHT

is a very good one of its class, and should, except under very exceptional circumstances, be sufficient safeguard to shipping from the danger of the Santopilly Rocks. It has been often remarked in reports on this light that it ought to be on the danger itself, but the least water on it is ten feet, and the expense and risk of a light ship in so exposed a situation are not justified by this superior advantage of the change of site.

CALINGAPATAM

is a port doing a good deal of export work. There is nothing special to report upon the port itself, but the reef of rocks at Calingapatam point opposite the obelisk is a serious obstacle to the navigation of the coast by night. I would suggest that one of the spare lanterns be placed on the obelisk, and the District Engineer asked to square off the top of the obelisk, and place a cage to receive the light, and a hut for an establishment of two. Large number of native vessels lay up during the monsoon in Calingapatam river.

In connection with the port of Calingapatam an untoward circumstance occurred in October last, by which the British India Steam Navigation Company, who carry on very satisfactorily the contract and mail work of the Government, were virtually placed in the false position of defendants against an action which could not have been brought if their strict and repeated orders had been attended to. The S.S. *Mecca*, Captain Johnson, was found to have on board a number of native passengers in excess of his bad-weather license, the fine-weather license, which would have covered the numbers, being in force, when he left the last port (according to his declaration, which the Directors of the Company and myself have accepted in the absence of a copy of evidence or proceedings). His defence is that he believed the license to have the same effect as the Board of Trade passenger license, which is allowed to run till an opportunity of renewing it occurs, but the absurdity of comparing the two is evident, the license which was exceeded being for the local protection of life and property, and attention to it forming a necessary part of his duty. He was prosecuted for the offence by the Conservator under orders of the Collector, and fined 500 Rupees, which the Company have paid for his error in judgment. It is probable that, under the circumstances, they might, on appeal, procure a revision of the sentence, but meanwhile I think it my duty, in justice to them, to point out that their *bona fides* in the matter of native passenger is beyond suspicion; they have even lately, at the instance of the Calcutta authorities, remitted as much as fifty per cent. of the contract price of passage in order to further this view of Government, and stimulate the labor market in

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Burmah. Their order as to the treatment and comfort of coolies are very strict, and the Commanders have no possible interest in breaking them. Natives on a voyage must submit to great privation and exposure, but that must be lessened as much as possible, where a disposition like that shown by the British India Steam Navigation Company is found towards them.

BAVANAPADOO, POONDY, AND SONAPORE

demand no particular notice. The column obelisks and flagstaves are generally in good repair; their trade fluctuates with the season; and the boat-traffic is subject to the same inconvenience as all other ports in the Presidency from surf and current.

GOPALPORE.

Nothing is required here except a few repairs to the Custom-house, which, under the new arrangement that obtains of amalgamating the Master Attendants and Customs appointments, serves both purposes. There are no houses here to be rented, and the Acting Master Attendant lives in one room of the Custom-house. I would beg respectfully to ask that two additional rooms and some offices be added to the house for his accommodation, it being out of his power to provide for himself. The light here is good of its description.

COMMUNICATED to the Department of Public Works and to the Collectors of the Districts concerned for any remarks they may have to offer. The Collector of the Godavery District will report separately on the alleged neglect of duty by the Sea Customs Superintendent at Cocanada, and the Inspector-General of Police will give his opinion on the establishment of a Harbour Police as suggested by the Chamber of Commerce at that Port. The Master Attendant will submit separate proposals for each of the improvements to the existing Coast and Harbour Lights which he suggests, with estimate of cost to be incurred, stating whether the charge is debitable to the Port Fund, and whether funds are available for carrying out his proposals.

(True Extract.)

(Signed) W. HUDLESTON,
Chief Secretary.

No. 110.

ORDER THEREON, 5th May 1875, No. 1,271.

CIVIL WORKS, No. 7-B.

Port of Masulipatam.—The District Engineer, Kistna, will report after the monsoon in what manner the freshes have

affected the course of the river; whether any improvement or the contrary has resulted from their natural action; and how such action, if at present favorable, can be aided, or, if unfavorable, checked.

Port of Cocanada.—The Master Attendant does not seem to have referred to any previous records relating to the state of Cocanada Bay. It will be seen by a reference to Mr. Robertson's Report of 1871 that he gave up all hopes of delaying the destruction of Cocanada Bay, which must in time become part of a delta. Nothing, therefore, has been attempted for its improvement as a harbour for shipping for years past; and Captain Taylor's recommendation to move the Cocanada Light several miles further north is in harmony with the policy already adopted. The District Engineer

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will submit plan and estimate for the necessary structure, in consultation with the Master Attendant at Cocanada.

The necessity of limiting all work to be done to facilitating the boat traffic is agreed on by all authorities. But Captain Taylor would apparently stop all progress with the river wall below the bridge on the south side, which was recommended by Mr. Robertson, and for which an estimate of Rupees 50,000 was sanctioned in G. O., No. 1,868, of 23rd July 1873. But he has arrived at this conclusion from imperfect knowledge of the river, and of the discharge from it during the monsoon, when alone the value of the training walls can be realized. The work will accordingly progress, but, as it appears from the correspondence recorded with G. O., No. 975, of 13th April, to have been over-estimated, the District Engineer will send in a report and revised estimate, from which it may be seen how much will remain to be done, and spend on it, after the current year.

The Honorable the Governor in Council notes with regret the facts in respect to dredging, &c., brought to notice by Captain Taylor who now suggests that the port works should be handed over to the Marine Department with instructions to carry out the most useful and pressing works; to utilize certain stores now lying idle; and to suspend all expensive works. Captain Taylor is at liberty to employ the local Master Attendant in carrying out departmentally any works for which he may obtain the sanction of Government in the Marine Department. But he will not suspend any Government sanctions without distinct specification of them, and of the objections to them. The charge of the dredges and punts and of the Steamer *Frank and Ada* will be transferred permanently to the Marine Department, as suggested in G. O., No. 263-AA, of 1st February. The District Engineer will report what use he can make of the *Prince*, the *Fred and May*, and the *Shamrock*, and how he would propose to dispose of them if he cannot utilize them.

Calingapatam.—The District Engineer of Ganjam will plan and estimate what is required in communication with the Conservator of the Port.

(True Extract.)

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Officiating Secretary to Government.

To the District Engineer, Kistna.
" " Godavery.
" " Ganjam.
" Marine Department.
" Controller of Public Works Accounts.

Exd. A. Grubert.
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V.M. 1875 Dept
 No 2322
 Govt. of 1875 Madras.
 MARINE.

To THE PUBLIC WORKS DEPARTMENT
 &c. &c. &c.

Dated April 2nd.
 Issued
 Recd. *18th*
 G.O., 2nd April 1875, No. 128.

APRIL
 Nos. 10-11.

Report on Northern Ports.—The Master Atten-
 dant's report communicated to the Public Works
 Department, and to the Collectors of the Districts
 concerned, for any remarks they may have to offer;
 and the Collector of the Godavery District and
 Master Attendant requested to report specially
 upon certain points.

G.O. 5 May/75 No 1271

12/109
 1023-4-75

S.H. Depatt

Proceedings of the Madras Govt.

Read the following:

Pro. of the Madras Govt. } (N. En. to 128 of 2nd April 1875)
 in the Marine Dept.

G.O. No. 1271 of 5th May/75

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Port

No 2674
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Post of Cocanada. The

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Rupers

Report 50,000 was sanctioned
in No. 1868 of 23rd July
1873. But he has arrived
at this conclusion from
imperfect knowledge of
the River, and of the dis-
charge from it during
the monsoon ^{when} alone the
value of the training
walls can be realized.
His work will accordingly
progress, but as it ap-
pears from the cor-
respondence recorded with
No. 975 of 13 April
I have been over estimated
the District Engineer will
send in a Report and
Revised Estimate, from
which it may be seen
how much will remain
to be done, and spent on
it

~~It is not
under the present
circumstances that the Govt
will with Capt. Taylor &
inspect the river mouth
during the monsoon
when the useful ness &
necessity of such training
walls may be studied
at the present time~~
Jm

~~It is not do this but to
send Capt. Taylor to take an
opportunity of a run in-
specting the work when
the current is indicated -
his V. B. the same is large
& we will be the better of Capt
Taylor's opinion
I will defer further by
perdun Jm~~

H. J. C. notes will be
sent the facts & figures
deduced from the
of Capt. Taylor who

Capt Taylor is at liberty
& employ

it, after the current gear.
Captain Taylor now
suggests that the Post
works should be handed
over to the Marine Department
with instructions to carry
out the most useful and
pressing works, to
utilize certain stores
now lying idle; and to
suspend all expensive
works. [It is not under-
stood that he has ever
been debarred from
utilizing the services
of the local Master
Attendant in carrying
out departmentally
any works for which
he should obtain the
sanction of Government
in

Handwritten signature

Calcuttapatam. The District Engineer of Kanjam will plan and estimate what is required in communication with the Governor of the Port.

mm

The D.C. Kirtland
" " - Lordwelling
" " - Ganjam
" Marine Dept.
" Contr. P.W. & S.

S-2 disp. 20-5-75.

2322

7-7-06
TULLY WORKS.

The District

Inspector

Date

Inspector

Recd.

Encl

No. 5th May 1277

Nos. 109-110

Northern Ports - Passing
orders on the Master
Attendant's Report on the