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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	27	Press	<i>Original</i>
B.P. No.		Mis	
Dated	7. 1.	193	1875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th January 1875.*

No 52. Read the following Proceedings of the Madras Government in the Marine Department, dated 20th October 1874, No 385 —

ABSTRACT — *Master Attendant's visit to out-ports* — Orders passed on the report submitted by the Master Attendant of his visits to the different ports in the southern portion of this Presidency.

No. 53 ORDER THEREON, 7th January 1875, No. 27.

CIVIL WORKS, No. 3

It has already been reported in a letter recorded with G O, No 3,057, of 16th December 1870, that it would cost

more to dismantle the pier at Beypore and store the materials than they are worth, and in G. O, No. 3,244, of 17th November, the Collector was again called on to report as to their disposal by auction.

2 The materials of the old tower at Cochin have already been handed over to the Cochin Municipality by G O, No. 2,806, of 3rd October. It is doubtful whether they will permit of the retention of the ruins, as likely to become a nuisance and to harbour noxious reptiles. The land at the Cruz Mileage Gap belongs to the Native State of Cochin, with whom it rests to fix the terms on which it should be disposed of, but the salt water lagoon in front of it is expected to be filled up by the natural action of the sea next monsoon, and it would not be well to interfere with this. Harbour works on a large scale may well be deferred for some time.

3 The District Engineer of Tanjore has already been instructed by G O, No. 54, of 9th February, which will now be communicated to the Marine Department, to submit, in communication with the Master Attendant of Madras, an estimate of all such works as may be necessary to make the column at Point Calimere available for a lantern.

4. The treatment of the harbour of Negapatam has always been a difficult subject to deal with, from its nature and capabilities being inconsistent with the cost of making any improvements worth having. This has no doubt also deterred the Railway Company from providing specially for the requirements. Both the subject of harbour improvement and that of disposal of the useless dredges and other plant are under consideration.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Malabar

„ Superintending Engineer, Tanjore

„ Marine Department, with G O, No. 54, dated 9th February 1874.

„ Revenue Department.

South Arcot.

William P. J.

Exd S. T. Austin.

Spare Copies

31

Proceedings of the Madras Government Marine Department,
20th October 1874.

No 35 Read the following letter from Captain J H TAYLOR, R N R, Acting Master Attendant, Madras, to the Hon D F CARMICHAEL, Acting Chief Secretary to Government, Fort St George, dated Madras, 7th October 1874, No 6208 —

Administrative Department

I have the honor to forward, for the information of His Excellency the Governor in Council, a report of a visit to the different Ports in the Southern portion of this Presidency, in the latter half of the month of September

2 *Mangalore* — I much regret that the bar of Mangalore being impassable, I was obliged to omit that port

3 *Cannanore* — There is very little trade, and that decreasing The light is shown from a lantern on the flagstaff, during the greater portion of the year, from the topmast head, rendering it very difficult of access and trimming, owing to which, it is, in common with all lights on this coast, much neglected As elevation is no object with a light of this sort, its radiation at all times falling short of the horizon, I beg to propose that it be always retained in the lower top, and one keeper be reduced from the establishment

4 *Telluherry* — Same treatment of light, and same reduction recommended here There is more trade than at Cannanore.

5 *Calicut* — The pier is in working order, but its receipts are very small, rarely touching Rupees 1,000 per annum, 720 of which go to a Pier Master, for whom I do not see any necessity The Master Attendant, whose duties are increased, has an office overlooking the pier, and his scrang could be a medium of communication between them It is a remarkable fact that a smooth patch, resembling Aleppy and Narrakal, has formed opposite Calicut, including the pier, which it renders almost superfluous, while the present condition of beach is maintained The sea flows on the beach without a ripple, though half-a-mile out, and except on one mile of beach, which includes the whole port, a ground swell causes the usual disturbance The Custom-house is a large commodious building, far above the requirement of the port, with great godown space, which, in the absence of any legitimate use, is rented by the Collector to exporters of country produce in the busy season The pier and new Custom-house conduct the European trade, but the old Custom-house, a mile further south on the beach, usurps the large native trade, imposes extra supervision, and weakens the pier traffic. The light has metallic reflectors, and one man may well be struck off the staff In Calicut roads the anchorage, the Cootie reef, and a rocky patch, have been marked out by buoys, several of which have gone adrift I wish to bring to the notice of Government the great expense connected with these buoys and their precarious existence, and solicit that, in future, they shall not be indented for from England, unless all local methods of marking be proved impossible In 1872 three buoys were indented for Calicut, they arrived in June of this year at Madras, on the wrong side of India, at the beginning of the south-west monsoon, and it has been impossible to get them round up to this time They cost Rupees 11,720, and probably 2,000 Rupees more would be required for freight round to Calicut At the same time Cochin has in store a number of buoys and moorings beyond her wants, deteriorating fast I have, therefore, ordered the Cochin buoy-boat, as soon as she can be spared, to be sent round to Calicut with buoys and moorings, and put everything in order, retaining the new ones in Madras, where they may find a use On the next occasion of the reef buoy wanting renewal, I shall recommend a beacon instead, which will answer all purposes, and not be liable to damage Calicut being the centre of a group of ports, few dues are received here, and it makes a bad show None of the ports I have yet mentioned have any vessel in the roads, yet several large ships are riding at minor places not subject to port dues, or quarantine regulation Two in particular upwards of 800 tons each—the *Esmail* of Calcutta, and the *Watuloo*, both with pilgrims and salt from Jeddah—were at Quilandi and Badagherry They declared themselves bound to Calcutta The *Esmail* had been to Cannanore, and shown a clean bill of health, and left nominally for Calcutta, but although the wind and current were favorable, and every possible inducement should have urged them to make the best of it, they were idling many days on the coast at anchor The intelligence of the plague at Jeddah reached us long before the dates of their bills of health, and it is easy to see that

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to have strengthened it with piles, which would have acted also as buffers to the boats, but a course was adopted of throwing down masses of stone for a distance of about thirty feet from the wall, the sharp points of which effectually keep off the boats, but the stones act as groynes to the bank, and have caused the whole extent in front of the wall to silt up and become a useless bank of mud except at high water, this causes a delay to the boat traffic, for which a remedy has lately been sought in altering the present rate of hire by providing for detention. The comfort and profit of the boatmen suffer much from the Railway Company landing its plant at this port, the Contractors are very unreasonable, and expect all the ordinary work to give way to them. The boats intended for ordinary produce suffer much by carrying iron and machinery, which, owing to the silted nature of the bank not admitting them to approach the shears, is torn out of them by cranes at a distance, to the injury of thwarts and planks, and always causing great delay. The exceptional and temporary nature of their wants should have been specially provided for by the Railway Company themselves. The dredges are lying on the mud bilged and useless, the water flowing in and out of them with tide, and the stores rusting on the bank, a pitiable fate that seems to attend all that description of valuable plant in this climate. The bar of the river has a good depth upon it, and the only inconveniences are from the causes I have adverted to. The light, a catadioptric like Cochin, but having its metallic reflector in place, would be better altered to kerosene oil, with three keepers in all. There is no port boat here, the Quarantine and Port Rules are taken off in a passenger-boat by an agent of the Master Attendant. No charge is made unless the passenger-boat returns empty. The Master Attendant receives about Rupees 50 a-month from fees.

18 About *Tranquebar* there is nothing to report.

19 *Porto-Novo* has much the same trade as Cuddalore. The completion of the railway, which will come near both the ports, should be waited for before any alterations or improvements are proposed.

20 *Cuddalore*—Here as at *Negapatam* a difficulty in the boat traffic obtains, owing to the Railway Company's heavy plant seeking admittance over a bar and backwater not suited to such operation, here two rivers use one exit to the sea, and immense backwaters render it impossible to select any special channel for improvement. The boatmen, except in the case I have mentioned, are contented, and no interruption to the ordinary export and import cargo is felt. The Collector was anxious to consult about a plan for cutting a canal through the island inside the bar straight to the Custom-house to carry goods direct, but on my pointing out that the same thing was done by Colonel Rundall some years ago, of which but a gap in the trees now remains to point out the place, he withdrew it. Should any interruption to the backwater passage render interference imperative, I would strongly recommend that a road be made through the island, and a bridge which would be about 300 feet long made to connect it with the Custom-house. The island is covered with large casuarina trees which, when seasoned, would do for piles, the water being very shallow. I would strongly deprecate any attempt to form water channels. The bar has a good depth of water.

21 The chief subjects which in my opinion demand notice are—

1st—The protection of the coast-line from the introduction of plague and from smuggling.

2nd—The alteration and simplifying of the lights, and reduction of establishments.

3rd—The advantage of levying a small rate of half-an-anna a ton on Panthan traffic, which is only carried on by Government aid, and owes more to it than any other branch of trade.

4th—I would recommend a fee for altering registers in the constantly recurring cases of change of Commanders. The order of Council in England fixes this at two shillings, it might well be 2 Rupees here. With regard to these registers there is ample reason to fear that they are changed or borrowed or misused whenever interest demands. The Sea Customs and Marine Offices are too distinct to expect a careful supervision of this branch of fraud.

22 In conclusion I beg respectfully to point out that, so far as these ports are concerned, there seems to be no necessity of change or outlay, they suit the trade, and the only point on that subject

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from my close inquiries among shipowners and boatmen, was for the removal of three rocks in Tuticorin Roads at present well beacons as they would require to be completely removed at great expense on account of the depth of water round being only just sufficient for navigation, and as no accident has ever happened on them, I do not think the request need be entertained.

No 36

ORDER THEREON, 20th October 1874, No 385.

The Governor in Council proceeds to pass orders on this report, which furnishes much information of an interesting nature. Captain Taylor, it is observed, was unable to visit any port in South Canara, which is to be regretted, nor did the time at his disposal allow of his inspecting any of the smaller ports. The Government will be glad to have a report of his inspection on these ports also, when he has had an opportunity of visiting them.

2 *Cannanore and Tellicherry*—Sanction is granted to the reduction of one lascar, at Rupees 5-4-0 per mensem, at each Lighthouse or Staff.

3 *Calicut*—The Pier Master (Rupees 720 per annum) may be dispensed with, and one Lascar (Rupees 7-8-0) from the Light Establishment. The proposals for the future supply of buoys are approved. It is observed that before the receipt of this report, Badagherry and Quilandy had, on the Collector's recommendation, been brought under the Quarantine Rules. The Government of India has also been requested to amend Section 25, Act XII of 1870, by enacting that every ship, whether carrying more than thirty passengers or not, sailing from any port in the Red Sea shall touch at Aden for a clean bill of health. The further question whether either Badagherry or Quilandy, or both, should not be brought under Act XXII. of 1855, and the Madras Port Dues Act of 1867, will be referred for the early opinion of the Collector of Malabar, who will at the same time furnish full returns of the Trade and Shipping of both Ports. The propriety of maintaining two Custom-houses at Calicut will be referred for consideration in the Revenue Department.

4 *Beyport*—Orders will be issued in the Department of Public Works for the estimate suggested.

5 *Cochin*—The remarks on this port and harbour will be considered in the Department of Public Works, also the suggestions as to the ruins of the old Dutch tower which was lately demolished.

Authority is granted for the supply of a new lens for the lighthouse, for the reduction of one of the four lascars at Rupees 7-8-0, and for the substitution here as elsewhere of kerosene for cocoanut oil. The thanks of the Government should be tendered to the Firm mentioned for placing their flagstaff at the disposal of the authorities of the port for signalling.

6 *Muttum*—It is observed that sanction was accorded in G.O., dated 12th May 1874, No 153, for fixing a lantern at this point and for the employment of the required establishment.

7 *Tuticorin*—The proposal to increase the pay of one man attached to the Port Establishment, from Rupees 7 to Rupees 8 per mensem, is approved.

8 *Paumben*—The suggestion to impose a tax on the traffic passing through the canal will be referred to the Collector of Madura for report. The question of making the canal available for all vessels, having been taken up by the Ceylon Government in 1871 (*vide* Proceedings, dated 8th August 1871, No 225), the remarks of the Master Attendant will be communicated to that Government. The fees proposed for extra work on holidays and overtime are sanctioned. The reduction of the Lighthouse Establishment from five to three men is approved. The anchor-boat will be repaired.

9 *Calymere*—Captain Phipps will be directed to fit a kerosene lamp to the light to be set up. The remarks regarding the reduction of the height of the column, and giving it additional support at the base, will be considered in the Department of Public Works.

10 *Negapatam*—The remarks on this port and on the dredges in use there will also be communicated to the Department of Public Works. The reduction of the Lighthouse Establishment from four to three lascars is approved. The Master Attendant will report again whether a "port boat" is absolutely required, beside the "passenger-boat."

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11 *Cuddalore*—The remarks on this port will be communicated to the Collector of South Arcot for his views on the recommendation to form a road through the island, and a bridge to connect it with the Custom-house

12 The proposed fee of Rupees 2 for altering registers is approved. The attention of the Board of Revenue will be drawn to the remarks on this subject, in order that they may ascertain whether any fraud is practised at present, and whether a more close and careful supervision of registers cannot be effected by the Sea Customs and Marine Departments conjointly.

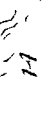
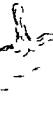
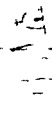
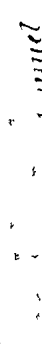
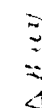
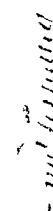
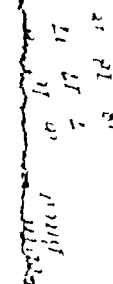
(True Extract)

W. B. Under Secretary
Acting Chief Secretary

To the Master Attendant, Madras

- „ Revenue Department
 „ Public Works Department ✓
 „ Board of Revenue.
 „ Collector of Malabar
 „ „ of Tinnevely.
 „ „ of Madura
 „ „ of Tanjore
 „ „ of South Arcot.
 „ Accountant-General.

Ed J Wright



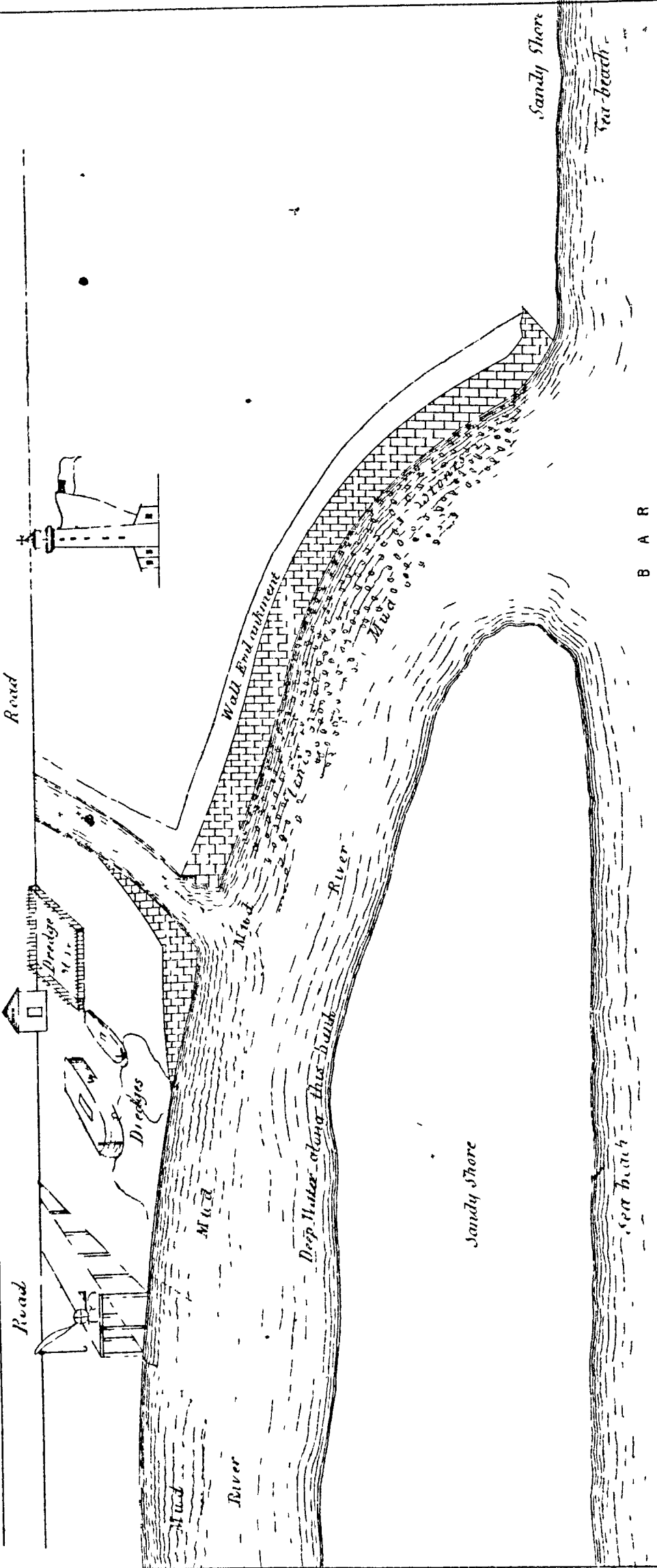
NEGAPATAM

FAKEN AT LOW WATER

*Drifters abandoned and tilted
side blowing in and out of them
used by natives for boats use
removed to yards*

*Buildings of Jetty
partially removed*

CUSTOM HOUSE



[illegible]

1844

Present value of hours

Let our heroes
direct us
to a secret and chosen world in this

Surplus bond

SHORE

Q. A.

u
H
✓
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s

P. H. Dept.
 Proceedings of the Madras Government
 Read the following

Progs of Government } (Ml. No. 285 of 20 Oct/74)
 Marine Dept. } 27-10-74

It has already been reported in a letter recorded with G.O. No. 3067 of 16 Decr 1870, that it would cost more to dismantle the Pier at Rangoon and store the materials, than they are worth. And in G.O. No. 3246 of 17 Novemr the Collector was again called on to report as to their disposal by Auction.

2. The materials of the old

M. 18/12

20th 1874
 G.O. of 1874, 3170 DMS.
 MARINE.

THE MASTER ATTENDANT
 No. 1
 20

21st Oct 1874, 20th
 No. 1088 of 1874
 G.O. 20th Oct 1874, No. 883

CCIOBEN.
 No. 35-36.

Master, Madras Port Trust—Order issued on the report submitted by the Master. After part of his visit to the different ports in the Southern portion of the Province.

40 No 27-9-1-75.

1874-75
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Old Loner at Kochin have
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No 2806 of 3rd October.

It is doubtful whether
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Railway Company from
providing specially for
these

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Both the subject of
Harbour Improvement
and that of disposal
of the useless bridges
and other Plant are
under consideration.

C.M.W.

To the D. C. Kalahar with 3 Copies of Marine Prof. ✓
" S. E. Tanjore with 3 — — — — — ✓
" Marine Dept with G.O. No 54 d/ 9th Feb 74. ✓
" Revenue Dept with 3 Copies of Marine Dept ✓
S. Secret. 1 Copy Marine Pgs & 5 copies of G.O. d/ 15/1/75
Oct 28 5/1/75.

7063

Govt. of 1875 Madras.
PUBLIC WORKS.

The Dist. Ingr
Malabar

07 Jan 27

Nos. 52-53.

Master Attendants' visit to
Sub-ports Passing orders
on Proceedings in the Marine
Department reviewing the Re-
port submitted by the
Master Attendant of his
visits to certain ports in
the Southern Districts
of the Madras Presidency.