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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3137	Press	<i>Original</i>
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		195	

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*Proceedings of the Madras Government, Public Works Department,
21st November 1876. No. 3,137.*

Read the following papers :—

No. 410. Proceedings of the Madras Government in the Marine Department, dated 5th October 1876, No. 395.

ABSTRACT.—*Outports.*—Orders passed on correspondence relative to certain improvements suggested to be carried out in the port of Masulipatam.

No. 246 W.

No. 410-A. *Note by the Chief Engineer for Irrigation.*

THERE appears to be a misapprehension as to the cause of the silting of the navigation channel below the tidal lock on the Masulipatam canal. This canal carries no water for irrigation in the lower part, and the silting must be due, it is thought, to the drainage and flood-waters coming down the creek into which the canal tails, and partly perhaps to mud carried into the channel by the drainage from the swamp to the northward.

2. The Superintending Engineer can sanction the clearance of that portion of the channel which is a part of the Masulipatam canal, and, if the funds at his disposal will suffice, the work can be carried out at once. All improvements beyond the limits of the canal will have to be provided for, it would seem, from other than Agricultural Funds.

3. The annual work requiring to be done should be duly considered in preparing the Budget estimate, Part IV.

FORT ST. GEORGE,
14th November 1876.

(Signed) JOHN MULLINS, Lt.-Col, R.E.,
Chief Engineer for Irrigation.
To the Secretary to Government, Public Works Department.

No. 411. ORDER THEREON, 21st November 1876, No. 3,137.

IRRIGATION, No. 36.

The Superintending Engineer, Kistna, will arrange, if possible, for the clearing of the Masulipatam canal below the tidal lock, and for the execution, in future, of such annual repairs as may be necessary.

2. It is observed that a plan and estimate* for a landing stage below the lock has been already prepared, and, if Port Funds be available, the work can be carried out.

* Rupees 8,200, dated 24th May 1875.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Superintending Engineer, Kistna.
" Chief Engineer for Irrigation.
" Marine Department.

Exd. S. T. Austin.
Spare Copies

PROCEEDINGS OF THE MADRAS GOVERNMENT.

MARINE DEPARTMENT.

5th October 1876. No. 395.

OUTPORTS.

Read again G.O., dated 2nd April 1875, No. 128.

No. 7. Read also the following letter from the Collector of the Kistna District, to the Chief Secretary to Government, dated Masulipatam, 10th February 1867, No. 224:—

One estimate. | One letter.
One plan.

I have the honor to reply to G.O., No. 128, dated 2nd April 1875.

2. The District Engineer has been called upon in G.O., dated 5th May 1875, No. 1271, to report what is feasible to improve the bar. I shall, therefore, confine myself to reporting on the other wants of the port.

3. The small cut which runs from the tidal lock to Gilakaladindi, where it joins the tidal creek, requires to be dredged out every other year at least, as the canal water passing through it deposits so large a quantity of silt in it, that in dry weather, when the water is low, it is only at the top of the tide that cargo-boats can be moved about. The dredging should be done about February just before the canals close.

4. A landing-stage is also required at the head of this cut. While the canal is full, boats for the shipping load at a wharf in the canal and pass through the lock into the cut; when the canal is empty, this is not feasible, and they have to load below the lock. For this loading there is no convenience whatever, the cut is tidal, and, being muddy and the banks sloping, goods have to be carried from the bank to the boat side through soft, sticky mud, which renders the operation both tedious and dangerous to the safety of the goods.

5. I have proposed to the District Engineer, Major Hasted, to construct a stage on piles which he considers to be best adapted for the wants of the place. This would cost about Rupees 8,200.

6. The dredging cost Rupees 1,612 when last done in 1873-74.

7. The Port Fund of this port is in debt Rupees 1,680-12-6; but nothing has been expended out of it since 1871 except Rupees 100, and the usual cost of the establishment of the port and flag staff Rupees 3,696. This debt is being gradually cleared off, as in 1871-72 it was Rupees 3,440. If the trade of the port continues as it is, I may hope in a couple more years to show a balance in favor of receipts.

8. I do not think a covered quay is a work that shippers can expect Government to undertake. The Customs-house has covered accommodation, and the merchants have their godowns in which to keep their goods dry till they are loaded; but I think both the wooden stage and the dredging may be done by Government.

9. The chief work of the port is done in from February to June, when, the canal being dry and closed, goods are sent here in preference to Cocanada for shipment.

10. The average tons shipped during that time are 7,500, and if a fee be charged to shippers of 3 Annas per ton during the time the canals are closed and boats cannot use the wharf in the canal, the Government will secure the interest of their money and a small balance, which going into the Port Fund can be repaid to us for repairing the stage as also for making and maintaining the approaches thereto, as the necessity arises. The fee can be collected in the Customs-house without the least difficulty.

11. In regard to the dredging, that I think should be a charge against the canal.
12. As long as the old Chinnapur Canal was open and the cut from the River Kistna, the yearly scour kept the channel open; but now there is no scour and all the water that enters the cut is the silt-bearing water of the canal, which escaping slowly and being continually obstructed by the high tide is continually depositing its silt in it.
13. I enclose a letter from the Master Attendant on the subject.

From the Master Attendant, Masulipatam, to the Collector of the Kistna District, dated Masulipatam, 23rd October 1875, No. 51.

I have the honor to draw your attention (irrespective of the many yearly official reports I have made on the subject) to the state of the locality where the landing and shipping operations of this port are carried on during the time the canals are closed for about four months in the year.

The four months of the year when the canals are closed commencing about the 15th February we generally have a number of English and Foreign vessels calling here to load produce for Europe, as this port is more convenient at that time for the produce to find its exit, than Cocanada. The creek outside the canal where our cargo-boats lie has silted up very much, not having been dredged for the last three years and then very imperfectly. The freshes from the Kistna and the late heavy rains have caused an amount of the banks of the creek to subside and fill it up, and if something is not done the trade of the port will be put a stop to. I therefore most earnestly request you will address the Government to place funds in the hand of the Engineering Department of the district, so as to meet the urgent necessities of the port, so that by next February we may have a road made to the banks of the creek, where the country handies can deposit the produce intended for shipment on a stone or wooden pier or jetty constructed similar to the pier-head within the canal.

No. 8. Read also the following letter from the Collector of the Kistna District, to the Chief Secretary to Government, dated Masulipatam, 8th June 1876, No. 964:—

Referring to memorandum, No. 200, dated 14th February 1876, I have the honor to submit a sketch-plan of the port of Masulipatam.

2. It shows the bar and the creek as they existed in 1860, in 1870, and now. A B is the cut that I propose dredging every other year; and C is the spot where a landing-stage is to be built for the use of boats that are prevented, when there is no water in the canal, entering the lock.

No. 199.

Referred to the Acting Master Attendant, Madras, for his remarks.

FORT ST. GEORGE,
14th February 1876.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 9. Read also the following letter from the Master Attendant, Madras, to the Chief Secretary to Government, dated 23rd June 1876, No. 4148:—

Administrative Department.

I have the honor to report, for the information of His Grace the Governor in Council, that, agreeably to permission given in G.O., No. 128, dated 29th March last, and at the urgent request of the native merchants of Masulipatam, I repaired to that port, and entered into a full inquiry regarding its trade, its inconveniences, its prospects and all subjects of interest bearing on its

prosperity, that could be brought before me, an inquiry in which I received every assistance from Major Hasted, the District Engineer, who has the interest of the port very warmly at heart, and is unwearied in the time and trouble he bestows upon it; and from Mr. Richardson, the Master Attendant, who has great Maritime experience, and who is daily brought into contact with the delays and risks that person and property are exposed to, in the transit from the fort to the shipping.

2. It will be advisable to open this report with a copy of the address presented to me at a large meeting of the merchants of Masulipatam, which embodies their own views, and points out what they consider the best remedy for the evils which it discloses:—

“TO CAPTAIN J. TAYLOR,
Masulipatam.

“DEAR SIR,—The undersigned, on behalf of the Mercantile community, beg to bring to your notice the following suggestions, and sincerely trust that you will kindly lay the same before the Government for their favorable consideration. These suggestions are with a view to the improvement of the port of Masulipatam. The port of Masulipatam has been, we regret to say, most shamefully neglected, and this neglect does not date back only to the Cyclone of 1864, but full twenty years further. For thirty years before, this port was once famous, and has been now doomed to deteriorate, and why we cannot say. Does not each ship and steamer pay the usual port dues? Do not merchants pay the duty on exports and imports? We cannot give you the amount of revenue made by this port during the last thirty years, as we are unable to obtain the information, but it will give you some idea of the general trade carried on here when we say that the exports for the last five years have been Rupees 99,00,000, and the imports Rupees 60,00,000. This shows the yearly exports to be (in round figures) Rupees 19,80,000, and the imports Rupees 12,00,000. At the average for the last thirty years, the value of exports has been Rupees 5,94,00,000 and that of imports Rupees 3,60,00,000. These figures, we think, most certainly show that some good should be done to this port. The port has a bad name as a shipping one, but we trust that you will use your great influence to remove the bad impression. It is well known that a very large quantity of produce leaves this coast yearly by Cocanada. When the matter is looked into, it is found that a very large portion of the produce shipped at Cocanada is grown in this district, and should find its outlet by Masulipatam. It is not because these purchases are made by Cocanada merchants that the produce finds its way there. The reason is that this port, owing to the neglect it has received, has got a bad name as a shipping-port. There is no doubt also that shipping is different, and attended with considerable trouble, but the following comparison of the expenses of shipping here and at Cocanada will show at a glance that, notwithstanding its many difficulties, the shipping-charges are considerably less: Memorandum showing costs for the carriage of one bale of cotton—one bag of seed, from Gunttoor to Bunder, hire Rupee 0-10-0, shipping-charges, Rupee 0-8-0; total Rupees 1-2-0. From Gunttoor to Cocanada, hire Rupees 1-5-0; shipping-charges Rupee 0-4-0; total Rupees 1-9-0. We would suggest, therefore, that the port of Masulipatam be carried to Kary, and that from this point to basin a canal be cut. We believe a canal is sanctioned to be made from the basin to Manginapudy. This will leave but little work to be done by Port Funds, as a small canal would only require to be cut from the nearest point of the Manginapudy Canal to Kary. A canal to be dug three feet below low tide, a large strong gate same as used in locks but with large sluices made as close to the sea as possible, would save the expense of dredging; for this lock or gate would be kept open until full tide, when it would be closed; thus keeping in a large volume of water at low tide let the sluices be opened, the sluices being large, the rush of water is great, the natural effect would be cleaning out of the mouth of canal of all the silt formed. The basin would be the point of loading. The advantages derived from this idea are: The point of import would be nearer the town. (2.) The loading of the boats now at a very great trouble will be easy. (3.) The basin will then become the centre of all business, and have the advantage of the Telegraph Office, and subsequently the Post-office. (4.) This would also facilitate shipment of goods, as boats now plying once could easily go twice. Large sums of money yearly are being spent on the Bezvada Anicut, and we are certain that the above arrangement would increase the traffic of the canal, as, if the shipment of produce was facilitated here, there is but little doubt the

exports would be very large. As already shown, the expenses are less than to Cocanada, and if such a large quantity of produce is exported at the high rates, there can surely be no doubt as to the increase of exports when the shipping expenses are less. If the above plan be carried out the hire of boats would be less, as the distance would not be so great.

"The above has been handed over to Captain Taylor with some fifty signatures of respectable townsmen. Captain Taylor kindly took much pains to inspect the port, and gather all the necessary information for enabling himself to submit a full report with his suggestions to the Government, who, we hope, will bring the matter into their favorable consideration without further loss of time, keeping in view the suggestions that may be offered them."

3. It is, of course, impossible to deal with the general charge of neglect, or to distribute the responsibility of the gradual deterioration of the port insisted on by the memorialists. The History of India tells us that Masulipatam was once a place of great commercial importance. It receives honorable mention in poetry and prose whenever the wealth and commerce of the Peninsula is mentioned. It is probable, however, that in its palmiest days much of its trade was inland, and the remainder conducted by small vessels capable of entering, without delay, the mouths of the Kistna and the inlet of Masulipatam before the silting up of the delta interposed serious natural obstacles, and the construction of the anicut at Bezvada very rapidly operating artificial ones. As far back, however, as our national experience carries us, the district between the town and the sea has been an expanse of sand and mud rendered almost liquid by the waters of the bay and the freshes of the river, the whole area preserving little above one common level, continually exposed to storm, wind and wave, and the inundation of Cyclones, and offering a habitation irreconcilable with the ordinary habits of any being less amphibious than Dutchmen and beavers. Now it happens that the former of these settlers took possession of the site in the seventeenth century, and, in obedience to their instincts, constructed a spacious fort to be at once a protection from storms by sea, and foes by land, and a headquarter for the rich trade, which they long and successfully conducted. In due course this fort reverted to the English, and Masulipatam became an important military station, but unfortunately during that period no great storm is known to have taken place, and its enormous value against such an enemy was unknown and unappreciated. Every precaution had been taken to prevent the walls being sapped by inundation, the ditch was all paved, and the quality of the work throughout even now in its decay commands universal attention and is of a much better stamp than could be executed at present.

4. Some strategic policy, some changes in the base of military operation, combined with a terrible outbreak of cholera in the English regiment in 1833, resulted in the withdrawal of the English troops, and it would have been well for Masulipatam if the fort had then been allowed to subside into a headquarter for trade guarded by pensioners and volunteers; but unfortunately the Governor of Madras on a tour visited the place, and being impressed with its military strength, and having no adviser at hand to point out its equally valuable civil uses, in a hasty moment, decreed its destruction, "for fear," as he expressed himself, "it might fall into the hands of the Nizam." Previous immunity from inundation had engendered a false confidence, and the ruins of the fort became stored with goods and peopled with inhabitants, who, when the Cyclone burst upon them on the 1st November 1864, were overwhelmed in one common destruction, from which the fort would have saved them.

5. Since that dreadful visitation the native merchants have abandoned the place, and keep their produce at the pettah; but a few English merchants have purchased some of the old barracks for godowns, and an expensive quay has been formed, and a very large sum of money spent in restoring the raised road from the fort to the pettah and a cut made from this lock to ^{* Fishing-village.} Gilakaladindi* to free the canal, and obviate the use of the narrow natural creek.

6. I mention these circumstances, as they offer one of the most serious, if not a conclusive, obstacle to the favorite plan of the native community of removing the trade altogether from the fort and creek, and conducting it direct to the sea by a new canal from the basin to either outside the inlet to Chinnakara, or to the further northern end of the inlet at the back or inside of the bar, in fact to cut off all previous correspondence with the sea. But before entering upon the Masulipatam view of the situation, I would respectfully desire to draw the attention of His Grace

in Council to the opinion of the shipping interests, whose custom it is the object of all this discussion to secure.

7. To the shipowner, no matter what facilities may be given or may be wanted to the carriage of produce and landing of boats inland, his connexion with the port commences with the passage from the shore to the ship; and from the shipowners and shipmasters' point of view, it must remain a bad port. No engineering skill, or any outlay of money, can reduce the distance at which ships are obliged to anchor, nor can they modify the unceasing swell which renders all shipping and landing processes difficult and dangerous. When the memorialists speak of the port as "having a bad name," they forget that it is only the sea passage that is referred to, and that is beyond remedy. I caused a sounding of the bay to be made, and nowhere except high up in the northern bight of the bay, more than twelve miles off, can ships approach nearer than at Masulipatam, and nowhere except at that place, where there is a creek, and at Masulipatam can boats of a sufficient size to meet the nautical difficulties of the passage be brought into use. The very shallow nature of the coast prevents Masulipatam boats loading and unloading, and if that operation even were possible no physical exertion could enable the crew to row the distance against a wind almost sure to oppose them, either going or returning, according to monsoon. Sail power and great size may be considered essentials for cargo and passenger boats at Masulipatam. But it follows of necessity that such vessels and such power of propulsion are at a great disadvantage when navigating a winding muddy creek, the wind sure to oppose them one way or other; and the bottom so soft that poling is a tedious and slow operation, nearly half the strength exerted being employed in the withdrawal of the bamboo from the mud. Thus, it generally happens that a boat loading, as she must, at high tide at the fort loses so much time in passing down to the mouth of the inlet, which has, of late years, extended a very long way to the northward, that she loses the chance of passing over the bar, and has to wait for the next high tide; practically speaking no boat can now make more than one trip per diem, and they are consequently unremunerative at the rate of legal hire. It has become the custom therefore for shippers to pay fancy prices, amounting sometimes to large sums, to the boatowners to secure cargo being shipped, and the same practice obtains in landing.

8. The chief difficulty which the Engineer has to encounter lies in the ever changing position of the bar. In the accompanying map this bar is shown in three seasons, one in 1860, before the Cyclone; the second 1870, after the Cyclone; the third as it is at present, 1876. It will be observed that the gradual northerly advance of the bar, owing to the greater prevalence of southerly wind, and current "heavily charged with sand" was interrupted by the Cyclone when the wind and strong sea from the N.E. in a few hours effected a partial restoration of the river mouth, and a similar action may be expected in any future storm. The position in 1860 is the earliest I can verify, but it is easy to see that, supposing, as is almost certain, that the same changing process has been going on for many previous years, the deterioration of the port from natural causes, and not from neglect, is sufficiently accounted for, though the present race of merchants judge only from the effect. The period when Masulipatam was at its best must therefore have been when the mouth of the river was nearly opposite the fort, and wind was fair both going up and down. It is hopeless to look forward to such a contingency; the action of the sand along the coast seems to be in direct obedience to some fixed natural law, and it only remains to inquire if any palliative measures can be adopted. Major Hasted, after carefully pointing out the uncertainty and difficulty of any work in such ground, suggests that it might be worth while to cut a canal from the fort quay to the inlet behind the bar; this would probably cost about 12,000 Rupees, and involve an expensive upkeep. It would, "if the river mouth did not greatly change, and no inundation came" meet many of the chief difficulties, but the expense would be debitable to Port Funds, while at present the navigable cut from the fort to Gilakaladindi being a necessity of the canal, is supported by the Department of Public Works from canal and irrigation.

9. Mr. Richardson suggests an experimental cut from a point across the spit into the sea; this might, "if done at the right moment, say during a fresh of the Kistna," divert the river mouth, and for a time work great good, but the old process would still go on, and if it became necessary to dam up the present wide estuary, it would involve great expense. If completely successful, it would restore the river mouth to about the position of 1870. A towing-path has been also suggested along the reach where the great delay is encountered, but looking at the soft

nature of the soil, the difficulty and expense of importing anything more solid, and the fact that the deep water channel has a disagreeable and arbitrary habit of changing from one side to the other, I cannot recommend the plan. I think all the difficulties connected with this old route might for the present be met by the introduction of a fairly powerful steam launch, and I wonder that no individual of the community has thought of what, when the fancy rates of boat hire are remembered, would certainly be a lucrative speculation. "Advantage could then be taken at any time of any change in the formation sufficient to warrant engineering operations." The formation of a raised quay below the lock is a very necessary work, and one that may well be undertaken at once. The cut is very much choked at present, but the merchants have begged Major Hasted not to stop it for traffic, in order to clear it; until a sudden large order for produce now being shipped is completed. The Godavery Canals are reopened, and I have reason to believe that they will not require closing again for several years, so that the unusual stimulus to trade at Masulipatam will not probably extend beyond this present occasion. It is worthy of remark that the memorialists base their warmest hopes of a brilliant future for Masulipatam upon a corresponding reduction of Cocanada, a port upon which Government is spending large sums in endeavouring to keep pace with the undermining and destroying operations of nature. The merchants in either ports draw the attention of Government to the dues paid by the shipping, and claim to have their projects considered as a right, but it is my duty to point out that the Port Fund of Cocanada is deeply in debt, and though Masulipatam has a credit balance, the cheapest of the plans recommended for its improvement would more than absorb it. I am of opinion that, while Major Hasted's plan is good in the present state of affairs, and Mr. Richardson's feasible, yet a grave element of uncertainty must exist in the Council that the earliest opportunity would respectfully urge upon His Grace, and the "In du merchants" should be taken of thoroughly clearing out the cut from the lock to Godavari station, which Major Hasted is quite ready to do when proper notice is given him, and a spacious and been k should be a covered one, for many goods are as the one above the lock. This new ad been k should be a covered one, for many goods are brought down at a high rate of bandy ne quality if they do not get immediate shipment are liable to be damaged in occasional rains much better work was carried out, and a steam launch for towing purposes introduced, Masulipatam ges in the its increased liability to injury from inundation owing to the destruction of the fish regiment as well off as at any period to which we can refer. The memorial of the merchantell for Masulipatam shipping-charges are at present cheaper than at Cocanada, so that an ample bal guarded by pens, the extra expense of towing. A small steamer of light draft, paddle wheel, d the place, and being the facility of disconnecting either wheel and using either end of the boat out its equally value could prove a fortunate speculation in a very short time. he expressed himself, "it m...

10. But it now becomes my duty undation had engendered a false ace in Council to the chief object of the memorialists, who are al peopled with inhabitants, who, wh involves nothing less than the abandonment of all previous com overwhelmed in one common do e great previous expense incurred in the support of the port, the interes...urchase of property in the fort, and the money lately lavished on the road, and to cut a canal from...the basin, i.e., "the native merchants headquarters" to Chinna Kara on the beach about a mile to the northward of the bar, and apparently from the nature of the ground "sand hills, &c.," less accessible to storm floods, and also having the advantage of securing generally a fair wind both to and from the beach.

11. It appears that an impression has got abroad that opposite this place "Chinna Kara" ships can come much nearer the shore. Now in order to satisfy myself on this head, I instructed the Master Attendant to conduct regular soundings in the indicated direction, and moor a boat bearing a large flag in the most favorable situation the depth of water admitted of. I regret to say the experiment did not show any advantage as far as the shipping are concerned, while the flat nature of the beach precluded the possibility of loading the present class of boats. It would be simply impossible to effect any opening into the proposed canal from the sea that would not instantly close up, and equally impossible to cut a passage through the beach into a depth of water

that would admit the present class of boats. Major Hasted accompanied me on this inquiry, and the proposition received our careful attention, so that, however specious the plan may appear, and whatever disappointment it may cause the memorialists, I am obliged to say that we both pronounced it impracticable. It is deserving of notice that, if Masulipatam boats could have been utilized at this place, a road from the basin might have been substituted for the canal, and the prayer of the memorialists partly met. A modified proposal was then advanced, viz., to cut a canal from the basin direct to the back of the bar to the same terminal point as that indicated in Major Hasted's plan of a canal from the fort to the bar. This at first sight seems a good plan, but I am assured it would involve the entire re-drainage of the town, and beside costing much money would necessitate either the abandonment of all the fort and road interests alluded to above or a double upkeep of the port. I cannot think that the unfortunate circumstance of a change in the natural formation of the port compels any obligation on Government to invest large sums in readapting the port to the trade. If it had not been for the river and fort, the trade now carried on at Masulipatam would doubtless have been located in some more favorable spot. I have taken great pains to try and discover old plans and maps that might throw light on the earlier condition of the port, but "with the exception of an engraving of the fort and inlet (a copy is sent herewith), and the fishing-village of Gilakaladindi, I have not met with much success. Old maps describe the inlet as a branch of the Kistna, and place the mouth of another branch about twelve miles north of Masulipatam, where in fact a creek open to the sea still exists.

12. I find in Orme's History that in 1750 it is written of Masulipatam that ships of 300 tons could find shelter in it, that no other similar port existed between it and Cape Comorin.

13. It appears to have been the headquarter of the Company's commerce in Coromandel until Madras and Fort St. George were built in 1640; but it is a curious fact that, although French and English have contended at various times for g over thion, the fort and buildings are Dutch and the grand old tombs are all of Dutch make moreey are also at Bimlipatam and other places on the coast. In the centre of the ruined al hiro. Masulipatam is a tomb surrounded by iron rails, and preserved by order of the English imes to put, called the old Admiral's tomb and inscribed :
tains in lat
Van Den, r has to en
Der is shown
Commander-in-Chief of the Netherland F the third as
Coast. Augu ar, owing to
This is only about sixteen years previc was interrupted, when the English are said to have abandoned it for Madras. At that peric partial restor much smaller than they are now, and I have no doubt the trade of the port w. eorm. The position me conducted inside the river under shelter of the fort and that it well deserve terioration of the put the year 1794 received a large sum of money from the Government of the day to h the present rime of dykes and dams for improving the land between the Pettah and Chinna Kara to it its best mus it under cultivation. At his death, however, the whole was abandoned, and no util nd wind was and has been since attempted. It is very probable that in the Government Cutcheri, records and maps may be in store, which would throw much interesting and instructive light upon the condition past and recent of Masulipatam, but it is not open to the public, and I was not fortunate enough to obtain an interview with the Collector during my stay. I would respectfully suggest that a Hand-book of the Masulipatam District, similar to the comprehensive and useful Manual of Vizagapatam by Mr. Carmichael, would be a very serviceable work. I have travelled somewhat from the direct object of my inspection of the port, but it has been done in the hope of offering to His Grace in Council some explanation of the causes that have led to the present complaint and inquiry, and of pointing out the difficulties that attend any radical improvement. They are owing to natural decay, first as a harbour then as a port, and the consequent removal of business to more favored sites. The improvement suggested would do something to relieve the landing and shipping, but the anomalous state of the boat traffic, and the want of authority in the hands of the Master Attendant, the non-registration of boats' crews and their constant efforts to evade the law and neglect their duty are also points bearing strongly on the alleged decadence of the port.

From the Master Attendant, Masulipatam, to the Collector of the Kistna District, dated Masulipatam, 1st April 1875, No. 10.

I have the honor to acknowledge the receipt of your letter, No. 271, of the 27th February 1875, as also the copy of the circular, No. 1456, to your address from the Master Attendant, Administrative Department, Madras, calling on me for a report of alterations, improvements, &c., connected with the port of Masulipatam; in reply to which I have the honor to submit the following statement:—

First.—The trade—

One English ship loaded grain for Gibraltar.
 One do. do. do. for Madras.
 One French ship do. do. for Mauritius.
 One do. do. castor seed for Calcutta.
 Nineteen extra steamers loaded castor seed, turmeric, chillies, &c., for Calcutta.
 Six extra steamers loaded grain for Madras.
 One extra steamer loaded gingelly seed for Genoa.
 One French ship loaded seeds for Marseilles.

The above statement shows an increase of vessels calling at the port over and those of last year by twenty-four vessels.

Second.—In the month of May 1874 a new English ship, the *Vanora* of Sunderland, became stranded about one mile to the south-west of False Point Divi, where she remained for eight months, but was eventually floated off by the underwriter's Agent, and brought into Masulipatam bay, and from thence proceeded to Calcutta. Connected with this case I strongly recommend that Government would be addressed to erect a beacon on this False Point Divi, to warn ship of its locality, the beacon to be of stone sixty feet high, whitewashed. If funds were available a lighthouse would be better as the steamers now trading to Yeperpollum cannot see the light on Point Divi till some time after rounding the False Point, it being too distant, about twenty-five miles. The objection to a lighthouse would be that the locality is most inaccessible for communication with the light-keepers.

Third.—I have again to draw attention to the state of the creek already referred to in the second paragraph of my letter of April 1874, and previously, which joins the canal to our river. The Kistna freshes of October last having overflowed all the low land in the vicinity has tended very much to silt it up again, and it is now nearly impassable except during three hours of each tide. I would recommend a more effectual way of clearing this creek than a dredge. During the time the canals are closed it would be much better done by manual labor. On the subject of this creek a proper shipping and landing place is required to be constructed on its banks similar to what is now used within the canal to be utilised by the cargo-boats during the three and four months that the canals are closed, and that they have not access to the proper pier-head.

Fourth.—Now that no action is likely to be taken under the advice of the late Harbour Engineer, Mr. Robertson, so long promised, I think the time has come that some decided step should be taken to improve the port, or at all events to have it surveyed by a competent body to decide on the matter, the continued progress of the sand spit and bar to the northward leading to the prospect that the port will be eventually shut up. In the last three years the bar has extended one mile northward and continues to do so. In furtherance of this remark I beg to append the various statements which have been made on this subject to Government since April 1870 by the various Masters Attendant in their official reports, viz:—

Captain Maiden to Collector, letter No. 24, in paragraph 2, report of April 1870.

Captain Gahan to Collector, letter No. 100, of 22nd July 1870.

" " " " " " 180, para. 2, of 29th October 1870.

Captain Richardson to Collector, letter No. 92, paragraph 4, of April 1871.

" " " " " " 127, " 6, 24th June 1871.

" " " " " " 12, " 6, April 1872.

" " " " " " 29, paras. 4 and 5, April 1873.

" " " " " " 8, " 2 and 3, April 1874.

These various representations go to show that the evil continues to increase, and except it is taken in hand by those whose opinions are entitled to more authority than the Masters Attendant, the port must be injured to an extent beyond remedy. As I stated in my letter to the Collector, No. 29, of 14th April 1873, I am still of opinion if the advice therein given in paragraph 4 as to opening out of Chinnapoor canal to connect our river with the Kistna was carried out such an influx of backwater would take place as would deepen our bar to a great extent.

Fifth.—In consequence of the extension of the bar to the northward the beacon which points out the entrance to our river has again been removed to the northward about 400 yards, although it was placed in proper position in December 1874; this shows a very rapid progress of the extension of the spit and bar northward.

Sixth.—A new topmast is required to make the flagstaff perfect, the old one having become decayed. Steps have been taken for some time to procure a spar for the purpose, but without success, as spars of this description are not imported; when a spar is available an estimate will be forwarded of the expense of renewing and putting the flagstaff in order, the light is still shown as a bright white light, and have no complaints of its efficiency.

Seventh.—A statement showing the trade of the port, &c., for the past year is herewith forwarded.

Eighth.—A report from the Superintendent of Point Divi Lighthouse is herewith forwarded.

PARTICULARS of the Trade of the Ports in the District of Kistna, from 1st April 1874 to 31st March 1875.

Names of Ports.	BRITISH.			FOREIGN.			COUNTRY OR NATIVE.			TOTAL.			VALUE.			DUTY ON.		Sea Custom Revenue.	
	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Vessels.	Tonnage.	Dues.	Exports.	Imports.	Exports.	Imports.			
Masulipatam	90	94,344	2,500 13 6	5	1,820	121 3 0	140	9,893	549 0 4	235	1,06,063	3,261 0 10	17,14,144 5 10	11,96,366 15 11	6,023 14 0	5,321 13 5	14,606 13 8	RS. A. P.	
Nagayalunka	...	...	...	...	...	...	17	576	...	...	17	576	...	9,358 0 0	3,410 0 0	...	...	...	RS. A. P.

MASULIPATAM,
1st April 1875.

(Signed) H. RICHARDSON,
Master Attendant.

[11]

From the Superintendent of Point Divi Light, to the Master Attendant, Masulipatam, dated Point Divi, 31st March 1875.

With reference to the extract of a letter from the Master Attendant, Administrative Department, Madras, No. 1460, dated 5th March 1875, I beg to submit the following brief report regarding the lighthouse at Point Divi.

2. During the official year ending 31st March 1875, the duties at the lighthouse have been carried on in the usual manner, the glasses and reflector, &c., are properly cleaned every evening at 3 o'clock, and the light lit at 6 p.m. and extinguished at daybreak; the lascars go by turns every two hours to watch the light at night; I also personally go twice to inspect the light. I beg to state that the lantern requires a good canvas covering *twenty-and-a-half feet in diameter by four feet in height*, as soon as possible, to screen the glass panes from the burning sun and dust, &c.

3. I further beg to state that the branch of the River Kistna, which is near the lighthouse, is gradually approaching nearer to the lighthouse by getting wider yearly; its progress should be stopped without any delay by strengthening the brink of the river with a layer of rock stones to the distance of a quarter of a mile.

4. Since January 1875 the light as displayed has been changed from one as shown by using cocoanut oil to one as shown by using kerosene oil; for the last two months it has worked well, and is considered an improvement both as to the strength of the light, more economical, and less troublesome.

5. In conclusion, I beg to state that the lighthouse boat has become decayed and unserviceable. I therefore beg you will be good enough in getting a new boat constructed with a small cabin at one end of the boat for the purpose of securing our monthly supplies of provisions, &c., from being damaged by rain, when brought from Masulipatam to Point Divi.

No. 10.

ORDER.—The only practicable improvement suggested in this correspondence appears to be the thorough clearance from silt of the cut from the tidal lock to the fishing-village of Gilakaladindi and the formation of a quay, covered or otherwise, at its head below the lock.

2. The Collector, in communication with the District Engineer and Master Attendant, will take steps to have estimates for this latter work prepared and submitted for sanction from the Port Fund which it is gathered from the Master Attendant's report is now free from deficit. The effective clearing of the cut appears to be a work connected with the system of Irrigation works, and orders on the subject will be issued in the Public Works Department. It is stated by the Collector that the work should be undertaken in February.

3. Recent orders have been passed on the subject of the Boat Rules and rates of hire which it may be hoped will effect some amelioration of matters, but the use of a steam launch, which the Master Attendant recommends for towing the cargo-boats, is a matter for private enterprise.

(True Extract.)

To the Collector of the Kistna District.
" Master Attendant, Madras.
" Public Works Department, with enclosures. (13)
" Revenue Department.
" Accountant-General.

Exd. J. Wright.

W. J. Wright
Chief Secretary.

OFFICE OF CHIEF ENGINEER FOR IRRIGATION,

Fort St. George, 14th November 1876.N^o 246-W.

Note by the Chief Engineer for Irrigation.

Encls. 4.

There appears to be a misapprehension as to the cause of the silting of the navigation channel below the tidal lock on the Maculipataun Canal. This Canal carries no water for irrigation in the lower part, and the silting must be due, it is thought, to the drainage and flood waters coming down the creek into which the Canal falls, and partly perhaps to mud carried into the channel by the drainage from the swamp to the northward.

2. The Superintending Engineer can sanction the clearance of that portion of the channel which is a part of the Maculipataun Canal, and if the funds at his disposal will suffice the work can be carried out at once. All improvements beyond the limits of the Canal will have to be provided for, it would seem, from other than Agricultural funds.

3. The annual work requiring to be done should be duly considered in preparing

the Budget Estimate Part IV.

W. H. Mullins Lieut-Colonel R.E.
Chief Engineer for Irrigation

To
The Secretary to Government
P. W. D.

205-5-75 h₂ 1271

Form No. 18.

P.W.D.

16 NOV 76

No. 2286

From

The Chief Engineer for Irrigation,

To

The Secretary to Government,

Public Works Department.

Dated 14th Nov 1876.
Despatched 15th Nov 1876.
Received

ENCLOSURES 4 X 2 Plans

No. 246-10.

2 Plans
1 Estimate
Enc. p. 1 to the Coll. of
Kistna Dist. C. No. 5369 of 1877.
Subject.

Maulipatnam Canal below the
Tidal lock — Note stating that the
Superintending Engineer, Kistna,
should be instructed to carry out
the clearance from silt of the —

N. 410A

Ar 15-11-76

I. Form No. 22.

No 3137

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 21 Nov/76

READ the following:—

Pro: Marine Dept —
The Chief Eng^r for Irrigation (H.E. No. 395 of 5th Oct 1876) *absent*
(H.E. No. 246 of 11th Nov/76)

The Superintending Engineer,
Kistna, will, arrange, if possible,
for the clearing of the Maulipatnam
Canal below the tidal lock, and
for the execution, in future, of
such annual repairs, as may
be necessary.

2. It is observed that a plan
and estimate for a landing
stage below the lock has been
already prepared, and, if Port
Funds be available, the work
can be carried out.

* Rupees 8,200
dated 24th May 1875

S. E. Krishna ✓
C. E. S. ✓
Marine Dept ✓

Dispd - 27-11-76

W. 14/11
C. M. S.

27/80
1/85

Govt. of 1876 Madras.

PUBLIC WORKS.

The Sup^d Eng^r. Madras

27-11-77

Date

Issued

Recd

Encl

G. O. 21st Nov^r 1876, No.

Recd. 2/10/77

Carriakalam Canal
below the road bridge,
within the
the said river bed
is now for the purpose of
the line from the — and
the intention in future
an annual deposit
may be necessary