

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

11

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 328 (w)	Press Mis.
Dated 29-6-	1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS
PUBLIC WORKS DEPARTMENT

29th June 1877, No. 328 W.

Buildings and Roads

Civil Works

Read the following papers:—

No 290. Endorsement of the Officiating Chief Secretary to Government, dated Fort St George, 4th April 1877, No 770

From W LOGAN, Esq, Collector of Malabar, to the Officiating Chief Secretary to Government, dated Manarghaut, 23th March 1877, No 32

G O, Marine Department, 12th March 1877, No 138, has just reached me, and I write at once to observe that I question very much if there would be any advantage gained by moving the Calicut Pier from its present position to the one proposed for it near the old Sea Custom House

2 The pier is chiefly used at present by the European firms to whom it would be quite as useful in its present position as in that proposed for it. They would also greatly prefer it in its present plan if it is not *also* in contemplation to erect at the proposed site warehouse sheds as large as those now in existence at the new Custom House.

3. As regards native merchants, I question much if they would use it any more than they do at present if its position were shifted nearer to their business quarter. The fact is that the pier is not adapted for the native traffic no more than to (or perhaps if the sea were smooth there) native vessels can use it at one time. As there are frequently over one hundred native crafts lying at Calicut at one time, it is manifest that the accommodation the pier, if shifted to the old Custom House site, could afford them, would be very insignificant. A boat pier or landing stage constructed so that hand-carts could be run on to it and boats could lie alongside it to be loaded any where would, on the other hand, be a great convenience to the native merchants. The use of the present pier necessitates the breaking of bulk twice, once when the goods are transferred from the hand-carts to the pier wagons, and again when they are transferred from the latter to the cranes to be put on board the boats. Even supposing that the hand rails of the present pier were removed, the use of the pier wagons discontinued, the planking so arranged as to stand hand-cart traffic, and the pier converted into a boat pier or landing stage, there are two disadvantages which would militate against its being extensively used, viz, first, the height of the flooring above the water, which would necessitate the use of cranes, of which there are only two at present, and, second, the narrowness of the pier itself as compared with its length which would cause a block in the traffic

4 There would be no advantage to the Europeans in moving it, and the advantage to the natives is, I think, very problematical, and on the whole I would recommend apart from all engineering questions that it should be left where it now is

5 I observe that it is calculated that the necessary protecting groynes will cost Rupees 30,000, but it should be remembered that these groynes will *also* protect the new Custom House. I would certainly not recommend that the buildings should be pulled down, and the materials used in constructing whatever new buildings may be required at the old Custom Housesite. The sheds now standing will be used by

European merchants just as much as they are at present, and the yard will be an excellent site for any permanent buildings that may be required for keeping salt or other commodities in bond. I therefore expect that when the Custom House is removed back to its old site full use will still be made of the present Custom House building and yard. The Superintendent can easily from the old Custom House site control any of the operations that are likely to be carried on at the new Custom House although *vice versa* he cannot now from the new Custom House control the multifarious native business transacted at the old Custom House site.

6 I had intended to submit a full report on the whole matter in submitting proposals for moving the Custom House back to its old site, but the inquiries on that point are not yet completed, and meanwhile this question of providing protecting groynes for the pier seems to require immediate decision.

TRANSFERRED to the Public Works Department for consideration and disposal

(Signed) D. F. CARMICHAEL,
Offg Chief Secretary.

No 290-A Endorsement of the Officiating Chief Secretary to Government, dated Fort St George, 11th April 1877, No 827.

From W. LOGAN, Esq, Collector of Malabar, to the Officiating Chief Secretary to Government, dated Palghat, 7th April 1877, No 34.

In continuation of my letter No 32, dated 23th ultimo, urging that even if the present Calcut Pier could, at a cost of Rupees 16,000, be moved to a position opposite the old Custom House, the removal would still fail to be of any additional material benefit to the merchants generally, I have now the honor to submit a memorandum by Mr Maylor, the Contractor, who erected the Pier, which goes to show that it would be a work of great difficulty, delay, and probably expense to erect the Pier at the proposed new site. The matter seems to have been thoroughly considered at the time when the present position was fixed upon and much trouble was taken to ascertain what would be the best site for such a Pier.

2 Mr. Maylor, you will also see, concurs with me in deprecating its removal on other grounds as well.

MEMORANDUM showing reason why the Pier at Calcut was erected in its present situation, and showing the undesirability of moving it

His Excellency the Governor in Council, in an Order dated 21st April 1869, having considered that the necessity for the construction of a jetty at Calcut had been established, requested that the Superintending Engineer be instructed, through the Public Works Department, to expedite the preparation of the plans and estimates for the work.

2 The ground at the beach and sea bed opposite the old Custom House was then carefully tested under the instructions and directions of the then District Engineer with a view to ascertain whether it was suitable for screw-piles. Rocks being found at this place, trials were made at intervals of 50 feet northwards, and rocks were found at each trial with the exception of that at the site opposite the old Jail Hospital. It being very difficult, troublesome, and expensive to construct such a pier on sand and mud-covered rocks under water, and as it was desirable that the work should not cost more than Rupees 64,000, it was considered by the District Engineer that this was the most suitable place for the pier so far as regarded the nature and holding power of the ground.

3 The Collector, Master Attendant, and principal merchants having been informed of this, it was decided to recommend that the pier be constructed at this site—about 1,100 yards north of the Light-house—for the following reasons.—

1st — Because the sea bed at that place was most suitable for holding screw-piles

2nd — The old Custom House being quite inadequate to the requirements of the port, some of the merchants were obliged to construct large temporary sheds on the beach to store their exports, additional Custom House Peons were employed on

this account, and hundreds of tons of valuable produce, such as coffee, ginger, &c, were thus exposed to the risk of fire and other disadvantages. The Collector said that the completion of the new jail would render the old Jail Hospital useless, and that it might be utilized for a Sea Custom Office, being opposite the most suitable bed for a screw-pile pier.

3rd — The merchants expressed a willingness to pay 4 Annas per ton for the convenience of storing export goods (in addition to a pier-toll) if pukka sheds were erected.

4th — The Master Attendant said that the most suitable anchorage ground for large vessels was opposite to, and north of, the old Jail Hospital. A little to the south of this and about 1½ miles from the beach there is a reef covered with less than 3 fathoms of water, upon which the Barque *Spirit of the North* struck when swinging round whilst at anchor a few years since and knocked a hole in her bottom. A reference to the Chart of the Calcut Roads also showed numerous patches of rocks south of this point. The above reasons induced the Collector, District Engineer, Master Attendant, and merchants to recommend that the pier should be erected opposite the old Jail Hospital, and Government sanctioned the proposal.

The cost of taking up and removing the materials of the pier will cost probably Rupees 4,000, and no doubt many of the cast iron screws and other materials would get

Reasons for not moving the pier

broken and damaged, and would have to be replaced. The cost of re-erecting the materials at a new site, free from rocks would be about Rupees 16,000, where there are rocks it would be difficult to make an accurate estimate without carefully testing the ground again, with a trial screw-pile to ascertain how many screw-piles would have to be let into the rock, and in order to fix the piles in such a situation an iron cylinder or cylinders would have to be provided, and sunk at the proper place or places, the sand and mud would then have to be removed from the interior, and holes jumped in the rock to a depth of probably 2 feet. This would be a tedious, troublesome, and costly undertaking.

2nd — Although the principal native merchants joined the European merchants in petitioning Government to allow them to have such a pier, and in stating that all importers and exporters would gladly pay a toll, experience shows that natives, as a rule, will not use the pier with a view to avoid the small toll, whilst the European merchants willingly carry out their promise. If therefore the pier should be moved, the objections of Native merchants will remain so long as a toll is levied. The European merchants are, I believe, satisfied with the present position of the pier.

3rd — The structure would be much more liable to damage by native vessels if it is placed opposite the old Custom House, owing to the crowded state of the roadstead in the busy season in that locality.

4th — Even if the pier should be moved, it will not lessen the desirability of having a few short stone groynes to protect it and the beach from erosion, as it is well known that the sea is making serious encroachment on the Beach Road.

MADRAS,
2nd April 1877.

(Signed) W MAYLOR, AICE,

TRANSFERRED to the Public Works Department for disposal in continuation of endorsement No. 770, dated 4th April 1877

(Signed) D. F. CARMICHAEL,
Offg Chief Secretary.

No 290-B Endorsement of the Officiating Chief Secretary to Government, dated Fort St. George, 12th April 1877, No 839

From J H TAYLOR, Esq, Lieutenant, R N R, Master Attendant, Madras, to the Officiating Chief Secretary to Government, dated Madras, 12th April 1877, No. 2,639.

I HAVE the honor to acknowledge receipt of the Proceedings of Government, in the Marine Department, No. 188, of date 12th March 1877, and respectfully to offer the following remarks and suggestions on the subject therein discussed.

2 In a letter dated 31st ultimo the Master Attendant, Calcut, reports that the erosion of the beach has been going on steadily since the month of January last, and that no less than 70 feet of the foreshore has been washed away. The sea now

washes up to the abutment wall of the Pier at high water spring tides, and there is great danger of this masonry work being undermined. The burst of the south-west monsoon will doubtless occur about the end of May or first week in June, and if no protective measures are adopted before that period, I fear considerable damage will be the result

3 It is therefore imperatively necessary that immediate action should be resorted to for either protecting the Pier from the encroachment of the sea, or for removing the piles and abandoning the site. This question has been transferred to the Department Public Works for decision, but, as the Calicut Pier was originally constructed out of Port Funds, and is at present maintained from the same source, I venture most respectfully to deprecate any further expenditure being incurred on that structure from the Port Fund. The Pier which was constructed contrary to the opinions and protestations of my predecessor, Mr. Dalrymple, has proved a failure financially, as it has barely paid its expenses. In September 1874, when I visited the port, I recommended a reduction of the establishment, which was effected, resulting in a small increase in the receipts for a time. But during the past official year, that is from April 1876 to February 1877, the receipts amounted to Rupees 603-2-6, while the establishment and contingent repairs amounted to Rupees 722-11-4. The structure originally cost the Port Fund Rupees 64,000, besides the cost of buoys and cranes, which amounted to Rupees 11,076, and if it is protected with stone groynes at a cost of Rupees 30,000, the gross expenditure will have amounted to a lakh of Rupees. On financial grounds I would strongly recommend that this idea be abandoned, and that the screw piles be at once removed and stored on shore, in order to prevent further damage and expense, and pending a decision upon the question of change of site. The Pier is not, and never has been, a necessity to the shipping trade at Calicut, and I am of opinion that it should no longer be permitted to be a drag on the Port Fund, more particularly as, if a change of site is decided on, the preliminary boring experiments alone would cost, judging from those carried out off Hope Island, Coringa, at least 10,000 Rupees, irrespective of the cost of re-screwing the piles, which will amount to a considerable sum.

4. At present the native merchants appear to do all their shipping abreast of their godowns, the produce being first put into canoes on the beach, and transhipped into the large cargo boats in deep water. If, therefore, the Pier was demolished, and the piles and planking sold in convenient lots, it is probable that the native merchants in the place would be induced to purchase the materials for the purpose of constructing small wharves opposite their respective godowns, so that the larger boats might be loaded alongside without the intervention of canoes and the extra expense attendant thereon. Or failing this source of disposing of the materials, I am of opinion that they might be utilized at some other port to far greater advantage, both practically and financially.

5 With these remarks, I respectfully commend the subject for the early consideration and orders of His Grace the Governor in Council

FORWARDED to the Public Works Department for disposal.

(Signed) D. F. CARMICHAEL,
Offg. Chief Secretary.

No 290-B Endorsement of the Officiating Chief Secretary, dated Fort St. George, 31st May 1877, No 1,168.

From W. LOGAN, Esq, Collector of Malabar, to the Officiating Chief Secretary to Government, dated Calicut, 26th May 1877, No. 56

I HAVE the honor to forward herewith a letter to you, received from the European firms trading here, regarding the proposed removal of the Calicut Pier to another site, and to observe that I have already fully stated my views on the subject in my letter No 32, dated 28th March last, and have no further remarks to offer

From Messrs PIERCE, LESLIE and Co, European Firms at Calicut, to the Chief Secretary to Government, dated Calicut, 12th May 1877

We, the undersigned European Merchants of Calicut, bear with profound regret that it is the intention of Government to remove the Calicut Pier from its present position to a point further to the south, where it would be practically useless for the purposes for which it was originally erected and for our trade

2 If Government has really determined on this step we cannot but express our surprise that we who have hitherto been, and are likely to continue to be, almost the sole payers of pier tolls should not have been asked for an expression of our opinion on the contemplated change.

3 While recognizing the justice and expediency of the claims of our native neighbours to have the Custom House removed from its present site to a more convenient position for their trade, we would point out that there is no reason whatever for indissolubly linking the Custom House and Pier together, and there is every reason for separating these

4 In the first place the native merchants do not want the pier removed, in fact they do not want it at all. They never have used it to any extent and never will use it even if no toll whatever is charged

5 Their trade is carried on almost entirely in small coasting craft which anchor within a few yards of the beach opposite the old Custom House and Light House, the produce they ship is almost all in bags, cobbins, or bundles which are easily handled and carried on coolies' heads to the beach, where they are put on board small flat-bottomed boats, which for this purpose are hauled up dry on the sand

6 Putting aside any question of pier toll, it will be manifest that the cost of lowering the cargo from the pier into the boats would effectually stop native merchants from using it. They are perfectly satisfied with their present arrangements. Could the pottamars be laid alongside the pier to load, native merchants would no doubt make use of it, but this would be impossible, for even a ten-ton cargo boat shakes the pier T-head considerably, and with the usual ruddy swell pottamars would soon destroy it

7 At the present time very large quantities of rice are being landed from steamers and vessels in the outer roads and stored in the new Custom House, but the pier is not used. The rice is brought from alongside in large barges which are anchored close inshore, it is thence landed by means of small boats just at the land end of the pier. This is surely conclusive that under no circumstances would it be used by natives

8 The original purpose for which the pier was erected was to facilitate and develop the European trade of the port, but this purpose seems now to have been lost sight of by Government entirely if we are correctly informed that it is the intention of Government to remove the pier. This trade consists principally of coffee and ginger, both articles of great value

9 Before the erection of the Pier and new Custom House, we were under the necessity of annually erecting a thatched building (with the consent of the Collector of Malabar) on the beach in which to store our cargo pending shipment. It was then subject to continual danger from fire and rain, and could not be covered by insurance against the former. At present it would be impossible to erect sheds sufficiently large to store this cargo, as all shipments are now made by large steamers, so that it is necessary to store cargo for a considerable time and in great quantities before enough is accumulated to load one

10 Should the pier be removed to the southern beach, and we be again compelled to store our cargo near it, the result would be a complete block of traffic, as we would greatly interfere with the present arrangements of native shippers who have always had the exclusive run of the south beach for their trade

11 In 1873 we entered into a formal arrangement with the Collector of Malabar (copy herewith) for storing our cargo in the new Custom House on payment of a rent of three annas per ton on all the cargo we shipped from the port during each season, whether stored in the Custom House or not. This encourages us to use the pier and pay its tolls on all our cargo

12 In the event of the pier being removed we would be obliged to withdraw from this agreement, and Government would lose its sole regular revenue for the buildings of the new Custom House.

13 In former years when our cargo was shipped on board small sailing vessels we had about thirty working days to load a vessel of 500 tons, so that we could proceed leisurely and ship our cases (weighing from lbs 3 to lbs 3½ gross) of coffee by small boats from the beach by taking advantage of the early morning's smooth sea

14 Now we are obliged to ship about 150 tons per day to load, steamers having few lying days, and are consequently forced to use large covered barges and steam tugs, which can only be of use in connection with the pier.

15 A reference to a Chart of the Calcut Roads will show that vessels of large burden are obliged to anchor in a north-westerly direction from the pier; and as the wind, almost uniformly, blows strongly from the north-west during the shipping season, it would be impossible for laden barges to make head against it to the ships at anchor in the outer roads, if the pier be removed to the south; even from its present site barges are frequently obliged to return unable to reach the shipping after 11 A M

16 Again, should the pier be removed to opposite the old Custom House, it would be subjected to imminent risk during the stiff sea breeze of April and May from the breaking loose of the pattamars anchored all round it, as this is the site they most frequent, not to mention the inevitable destruction of any pattamar that might come into collision with it. This risk is far from being imaginary as any one will admit who knows the coast and how carelessly these vessels are moored and handled

17. The present site of the pier was decided on, after very mature deliberation, for two good reasons—

1st —Because after the most careful survey by Lieutenant Comming, R E, and Mr Maylor, who erected it, it was found that there was no nearer available site where the rocky bottom would not interfere with its erection

2nd —Even had the nature of the ground permitted its erection at the old Custom House, the space available for the erection of the necessary buildings was then utterly inadequate, and this reason now holds good and is likely to continue to do so with redoubled force in view of the increasing trade of the port

18 Finally, we would respectfully urge Government to leave matters, so far as the pier is concerned, in *status quo*, as its removal would be highly detrimental to our interests and would confer no benefit, but quite the opposite, on the native trade

19 So far as the removal of the Custom House Establishment to its old site, for the convenience of native merchants is concerned, we have not a word to offer in objection

MEMORANDUM

The total amounts received for pier tolls on exports from opening of pier to 31st March 1877, was

	RS	A	P.
Paid by Europeans	4,126	3	3
„ by Natives	26	12	9
	4,153	0	0

The total amount received for pier tolls on imports for same period, was

	RS	A	P.
Paid by Europeans	1,618	0	9
„ by Natives	31	4	0
	1,649	4	9

These figures include pier tolls on goods landed for native consignees ex British Indian Steamers, the Agents of which find it more convenient to land the goods in their barges at the pier

This Indenture made on the seventeenth day of February 1873 between Messrs Hinde and Company of Calcut on the one part and the Collector of Malabar on the other part witnesseth that the said Messrs Hinde and Company having applied to the said Collector of Malabar have obtained permission for the storage of their coffee awaiting shipment in the Calcut Sea Customs House sheds, on condition that they pay as rent 3 Annas a ton on all coffee shipped by them from the Port of Calcut whether the whole be stored in the shed or not

It is agreed that the amount of rent shall be paid by the said Messrs Hinde and Company when the shipment of the coffee is made from time to time and upon the Superintendent of Sea Customs furnishing them with a bill on that account. The amount shipped will be determined by the Sea Custom accounts

It is also agreed that the northern shed is to be set apart for the purpose, further space adjoining being made available if necessary

It is further agreed that as long as the said Messrs Hinde and Company's coffee remains in the shed, the responsibility of guarding it from loss and damage shall lie with them, and that they make their own arrangements to guard against it with the concurrence of the Superintendent

It is furthermore agreed that upon six months' clear notice being given by the aforesaid Collector of Malabar there shall be an end to this agreement, and that in such case any undue

damage that may have been occasioned to the floor or building beyond fair wear and tear shall be made good by the said Messrs Hinde and Company

Should any firm wish to give up storing in the Customs House they are not to be bound by this agreement, provided they give notice before the beginning of the shipping season

Should any dispute occur with regard to this agreement, it shall be settled by the Board of Revenue, whose decision shall be final

In witness of this agreement they the said Messrs Hinde and Company and the Collector of Malabar set their hands and seals hereunder in the day and year first above written

(Signed) HINDE & Co
Witnesses to the signature of Messrs Hinde and Company
(Signed) P. PEREIRA,
Book-keeper to Messrs Hinde & Co
(„) T. ESCRADER,
Cash-keeper to Messrs Hinde & Co
(„) A. MacGREGOR, Collector

Witness
(Signed) J H GWYNE,
Second Clerk, Malabar Collector's Office
(Signed) A MacGREGOR, Collector

TRANSFERRED to the Public Works Department in continuation of this department docket No 770, dated 4th April 1877.

(Signed) D F CARMICHAEL,
Offg Chief Secretary

No 291. ORDER THEREON, 29th June 1877, No 328 W

THE Governor in Council has carefully considered the memorial above recorded, signed by the leading European firms of Calcut, to the tonnage and traffic of whose houses the use of the Pier is mainly confined. The Pier in question has been found unable to pay its own expenses. Constructed in the first instance at a cost of some 64,000 Rupees, it is now reported to require a large additional expenditure to prevent its destruction by the encroaching sea, while the receipts obtained from it amount only to about 6,000 Rupees. The Government, under these circumstances, decided that it would be against the public interests to disburse more money on account of the Pier from Port Funds, on which it has been a constant drain.

2 While resolving this much, however, the Government did not arrive, nor have they yet arrived, at any definite decision regarding the question of removing the Pier from where it now stands, and making use of its materials, if dismantled, elsewhere. Before this point can be determined, further report and experience are required by Government

3 His Excellency in Council would be glad to learn whether the memorialists are prepared to form a Pier Company, and take the structure into their own hands.

(True Extract)

Colonel, R E,
Secretary to Government, P W D

To the Petitioners through the Collector of Malabar
„ District Engineer, Malabar
„ Marine Department.

Exd E C Shunker and T D Ryan
Spare Copies

N/V No. 32

Malabar Collect Office

on License

Mainghaunt 28 March 1877

My dear Sir

I have the honor to acknowledge the receipt of your letter of the 21st inst.

From

W. Legum Esq.

Collector of Malabar

The Honorable G. F. Carmichael

Offg. Chief Secretary to Government

Fort St. George

Sir

Marine Department

No. 188 has just reached me and

I write at once to advise that I question

very much if there would be any ad-

vantage gained by moving the Custom

pier from its present position to the

one proposed for it near the old Sea

Custom House.

2. The pier is chiefly used at present

by the European firms to whom it would

be quite as useful in its present posi-

tion as in that proposed for it. They

would also greatly prefer it in its

present

place if it is not also in course
temptation to erect at the proposed
warehouse sheds as large as those
now in existence at the new cus-
tom House.

3. As regards native merchants I
question much if they would use
it any more than they do at present
if its position were shifted nearer
to their business quarter. The fact
is that the pier is not adapted for
the native traffic, no more than
two (or perhaps if the sea were smooth
three) native vessels can use it
at one time. As there are frequently
over one hundred native craft lying
at anchor at any time it is ma-
nifest that the accommodation the
pier if shifted to the old Custom House
site could afford them would be
very insignificant. A boat pier or
landing stage constructed so that
hand carts could be run to it and
boats could lie alongside it to be
loaded anywhere would on the other
hand

hand, be a great convenience to the
native merchants. The use of the
present pier necessitates the breaking
of bulk twice over when the goods are
transferred from the hand carts to the
pier waggon and again when they
are transferred from the latter to
the cranes to be put on board the
boats. Even supposing that the
hand rails of the present pier were
removed off, the scope the pier wag-
gon discontinued, the platform
so arranged as to stand hand carts
traffic and the pier converted into
a boat pier or landing stage, there
are two disadvantages which would
militate against its being exten-
sively used viz. first the height
of the flooring above the water which
would necessitate the use of cranes
of which there are only two at present
and second the narrowness of the
pier itself as compared with its length
which would cause a block in the
traffic.

4. ... There would be no advantages to the Europeans in moving to the new site and the advantages to the natives is I think very problematical and on the whole I should recommend a part from all engineering questions that it should be left where it now is.

5. I observe that it is calculated that the necessary protecting groynes will cost Rs 30000, but it should be remembered that these groynes will also protect the new Custom House. I would certainly not recommend that the buildings should be pulled down & the materials used in constructing whatever new buildings may be required at the old Custom House site. The sheds now standing will be used by Europeans Merchants just as much as they are at present and the yard will be an excellent site for any permanent buildings that may be required for...

12
for keeping salt or other commodities in bond. I therefore expect that when the Custom House is removed back to its old site full use will still be made of the present Custom House building and yard. The Superintendent can easily from the old Custom House site control any of the operations that are likely to be carried on at the new Custom House although vice versa he cannot now from the new Custom House control the multifarious native business transacted at the old Custom House site.

6. I had intended to submit a full report on the whole matter in submitting proposals for moving the Custom House back to its old site. but the inquiries on that point are not yet completed, and meanwhile this question of providing protecting groynes for the pier seems to require immediate

Respect.

I have the honor to be
Dear Sir,
Your most Obedt. Servant
Wm. C. Craggs
Collector.

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

Wm. C. Craggs

13-470. Mr. No. 5157
24/7/76

Transferred to the Public Works
Department for consideration and disposal

The Public Works Department
Roads & Buildings Branch
Hobart 4th April 1877
Off. Chief Secretary

Received 28th April 1877
The Chief Secretary
Government
J. G. G. G.
The Public Works Department
Roads & Buildings Branch
Hobart 4th April 1877
Off. Chief Secretary
The Public Works Department
Roads & Buildings Branch
Hobart 4th April 1877
Off. Chief Secretary
The Public Works Department
Roads & Buildings Branch
Hobart 4th April 1877
Off. Chief Secretary

4029: June 1/77
5.4.77

Cii 5/4/77

S.P. 11

Notes: showing reason why the
Pier at Launceston was erected in its
present situation and showing the
undesirability of removing it.

1st His Excellency the Governor in
Council in an order dated 21st
April 1869, having considered that the
necessity for the construction of a
jetty at Launceston had been established
requested that the Supt. Engineer
be instructed through the Public Works
Dept. to expedite the preparation
of the plans and estimates for the
work.

2nd The ground at the beach &
sea bed opposite the Old Customs
House was then carefully tested
under the instructions & directions
of

of the then District Engineer, with a view to ascertain whether it was suitable for screw-piles. Rocks being found at this place, trials were made at intervals of 50 feet northwards, and rocks were found at each trial with the exception of that at the site opposite the Old Jail Hospital. It being very difficult, troublesome, and expensive to construct such a Pier on sand and mud covered rocks, under water, and as it was desirable that the work should not cost more than Rs 64,000, it was considered by the District Engineer that this was the most suitable place for the Pier so far as regarded the nature and holding power of the ground.

3rd The Collector, Master Attendant, and

191/19
and principal Merchants having been informed of this, it was decided to recommend that the Pier be constructed at this site - about 100 yards north of the Lighthouse - for the following reasons.

First. Because the seabed at that place was most suitable for holding screw-piles.

Second. The Old Customhouse being quite inadequate to the requirements of the Port, some of the Merchants were obliged to construct large temporary sheds on the beach, to store their exports, additional Customhouse Peons were employed on this account, and hundreds of tons of valuable produce such as coffee, sugar &c. were thus exposed to the risk of fire and other disadvantages. The Collector said that the completion of

of the new jail, would render the old jail Hospital useless, and that it might be utilised for a sea Custom Office, being opposite the most suitable bed for a screw-pile Pier.

Third. The Merchants expressed a willingness to pay 1/2 annas per ton for the convenience of storing export goods (in addition to a Pier toll) if punka sheds were erected.

Fourth. The Master Attendant said that the most ~~the~~ most suitable anchorage ground for large vessels was opposite to, and north of, the old jail Hospital. A little to the south of this, and about 1 1/2 miles from the beach there is a reef covered with less than 5 fathoms of water, upon which the brig "Spirit of the North" struck when swinging round whilst at

at anchor, a few years since, and knocked a hole in her bottom. A reference to chart of the Calcutta Roads, also, showed numerous patches of rocks south of this point. The above reasons induced, the Collector, District Engineer, Master Attendant, and Merchants to recommend that the Pier should be erected opposite the old jail Hospital, and Government sanctioned the proposal.

Reasons for not moving the Pier - The "cost of taking up" and removing the materials of the Pier will cost probably Rs 4000, and no doubt many of the cast iron screws and other materials would get broken and damaged, and would have to be replaced.

old
Custom

The cost of re-erecting the materials
at a new site, free from rocks
would be about Rs. 1000. where
there are rocks it would be dif-
ficult to make an accurate esti-
mate without carefully testing the
ground again, with a trial screw
pile to ascertain how many screw
piles would have to be let into
the rock, and in order to fix the
piles in such a situation an
iron cylinder or cylinders would
have to be provided and sunk
at the proper place or places
the sand and mud would then
have to be removed from the
interior, and holes, jumped in the
rock to a depth of probably 2
feet. This would be a tedious,
troublesome

51/19
troublesome & costly undertaking.

2nd Although the principal native
merchants, joined the European mer-
chants in petitioning Government
to allow them to have such a Pier,
and in stating that all the imports
and exporters would gladly pay a
toll, experience shows that natives
as a rule will not use the Pier,
with a view to avoid the small
toll: whilst the European merchants
willingly carry out their promise. If
therefore the Pier should be moved,
the objections of native merchants
will remain so long as a toll
is levied. The European merchants are
I believe satisfied with the present
position of the Pier.

3rd. The structure would be much
more liable to damage by native ves-
sels if it is placed opposite the old
Custom

Custom House, owing to the crowded
state of the Roadstead in the busy
season in that locality -

4th. Even if the Pier should be
moved, it will not lessen the desirability
of having a few short
stone groins to protect it and the
beach from erosion, as it is well
known that the sea is making
serious encroachments on the beach
road.

Signed W. Maylor,
Red Hills, Madras,
2nd April 1877.

(True copy)

W. Maylor

Collector

W. Maylor

Vertical text on the right side of the page, possibly a signature or official stamp.

Vertical text on the right side of the page, possibly a signature or official stamp.

Vertical text on the right side of the page, possibly a signature or official stamp.

Horizontal text at the bottom right of the page, possibly a signature or official stamp.

P.W.D.

12 APR 77

3532

N^o

In a letter from the Collector
Malabar dated 7 April 1877
No 34 to the Officiating
Government Engineer

Memorandum in connection
with the Calicut Pier

Ms. 296.77

46 29th June 77 J.B.H. 290

N^o 34 Malabar Coll's office
Bengaluru 7 April 1877
From
W. Logan, Engineer
Collector of Malabar

The Honorable D. F. Cairnichael,
Offg. Chief Secretary to Government,
Fort St. George.
Sir

7
In continuation of my letter
No. 32, dated 28th Ultimo, urging
that even if the present Calicut Pier
could at a cost of Rs 16,000 be moved
to a position opposite the old Custom
House the removal would still fail
to be of any additional material
benefit to the merchants generally.
I have now the honor to submit a
Memorandum by Mr. Maylor the
contractor who erected the pier which
goes to show that it would be a work
of great difficulty delay and
probably expense to erect the pier
at

at the proposed new site. The matter seems to have been thoroughly considered at the time when the present position was fixed upon and much trouble was taken to ascertain what would be the best site for such a pier.

2. Mr. Maylor you will also see concurs with me in depreciating its removal on other grounds as well.

I have the honor to be

Sir,

Your most Obedt. Servant.

W. Capen

Collector.

M

at the proposed new site. The matter seems to have been thoroughly considered at the time when the present position was fixed upon and much trouble was taken to ascertain what would be the best site for such a pier.

2. Mr. Maylor you will also see concurs with me in depreciating its removal on other grounds as well.

at the proposed new site. The matter seems to have been thoroughly considered at the time when the present position was fixed upon and much trouble was taken to ascertain what would be the best site for such a pier.

2. Mr. Maylor you will also see concurs with me in depreciating its removal on other grounds as well.

No. 827

P.W.D. 12 APR 77

Transferred to the Public Works Department for disposal in continuation of endorsement No. 770. dated 4th April 1877

11. April 1877
To the Public Works Department
Offg Chief Secretary

1877
Marine Department
The Collector of Madras
Offg. Chief Secretary to Government
Madras
Recd 10. April 1877
No. 34
Encl. 1
Transferred
4029 of June 1877 No. 290a

Administrative Department.

No. 1639

MADRAS, Marine Office,

12th April 1877.

From

J. H. TAYLOR, Esq., LIUT., R.N.R.,

Master Attendant,

Administrative Department,

Madras,

To

The Honorable D. F. Carmichael,

Officiating Chief Secretary to Government,

Marine Department,

Fort Saint George.

SIR,

I have the honor to acknowledge receipt of the Proceedings of Government, in the Marine Department, of date 12th March 1877, and respectfully to offer the following remarks and suggestions on the subject therein discussed.

2. In a letter dated 31st March, the Master Attendant, Calicut, reports that the erosion of the beach has been going on steadily since the month of January last, and that no less than 70 feet of the fore shore has been washed away. The sea now washes up to the abutment wall of the Pier at high water spring tides, and there is great danger of this masonry work being undermined. The burst of the South-west Monsoon will doubtless occur about the end of May or first week in June, and if no protective measures are adopted before that period,

I fear considerable damage will be the result.

3. It is therefore imperatively necessary that immediate action should be resorted to for either protecting the Pier from the encroachment of the sea, or for removing the piles and abandoning the site. This question has been transferred to the D. P. works for decision, but as the Calicut Pier was originally constructed out of Port Funds, and is at present maintained from the same source, I venture most respectfully to deprecate any further expenditure being incurred on that structure from the port fund.

The pier which was constructed contrary to the opinions and protestations of my predecessor, Mr. Dabry, has proved a failure financially, as it has barely paid its expenses. In September, when I visited the port, I recommended a reduction of the Establishment, which was effected, resulting in a small increase in the receipts for a time.

But during the past official year, that is from April 1876 to February 1877, the receipts amounted to Rupees 603-2-6, while the Establishment and Contingent repairs amounted to Rupees 722-11-4. The structure originally cost the Port Fund Rupees 64,000, besides the cost of buoys and cranes, which amounted to Rupees 11,076 eleven thousand and seventy six, and if it is protected with stone groynes at a cost of Rupees 30,000, the gross expenditure will have amounted to a lac of Rupees. On financial grounds

grounds I would strongly recommend that this idea be abandoned, and that the Decayed pier be at once removed and stored on shore, in order to prevent further damage and expense, and finding a decision upon the question of change of site. The pier is not, and never has been a necessity to the Shipping trade at Calicut, and I am of opinion that it should no longer be permitted to be a drag on the Port Fund, more particularly as if a change of site is decided on, the preliminary boring experiments alone would cost, judging from those carried out off Hope Island, Koringa, at least 15,000 Rs, irrespective of the cost of rescrewing the piles, which will amount to a considerable sum.

4. At present, the Native merchants appear to do all their Shipping abrist of their godowns, the produce being first put into canoes on the beach, and transhipped into the large cargo boats in deep water. If, therefore, the pier was demolished, and the piles and planking sold in convenient lots, it is probable that the Native Merchants in the place would be induced to purchase the materials for the purpose of constructing small wharves opposite their respective godowns, so that the larger boats might be loaded alongside without the intervention of canoes, and the extra expense attendant

500 211

The Chief Secretary to Government
Madras

Live

2700 We the undersigned European Merchants of Calicut bear with profound regret that it is the intention of Government to remove the Calicut pier from its present position to a point further to the South, where it would be practically useless for the purposes for which it was originally erected & for our trade.

If Government has really determined on this step we cannot but express our surprise that we, who have hitherto ^{been} _{are} likely to continue to be, almost the sole payers of pier tolls, should not have been asked for an expression of our opinion on the contemplated change.

While recognising the justice & expediency of the claims of our Native neighbours to have the Custom house removed from its present site to a more convenient position for their trade, we would point out that there is no reason whatever for indissolubly linking the Custom house & pier together, & there is every reason for separating these.

In the first place the Native Merchants do not want the pier removed. In fact they do not want it at all. They never have used it to any extent & never will use it even if no toll whatever

46 29 June 77 Bk-290
No. 839.

Forwarded to the Public Works
Department for disposal.
D. Manning

H. J. S. S. S.
12. April 1912

To: The Public Works Department

W. Ching Lee

Merrill (1877) / A. C. M.
Grand Central Div.

The Master's Assistant
Administration Department
Shades (3)

2

The Secretary
to Government

Marine Department

That's all George

October. } April 1874
Dec. 12. }

1875

Submits certain remarks

and suggestions respecting
the subject then for the
early consideration and
order of His Grace the
Governor in Council.

7/6/2021

N. 290B

21
is charged.

Their trade is carried on almost entirely in small Coasting craft which anchor within a few yards of the beach opposite the old Custom house & light house, the produce they ship is almost all in bags, Robbins or bundles which are easily handled, & carried in Coolies heads to the beach where they are put on board small flat bottomed boats which for this purpose are hauled up dry on the sand.

Putting aside any question of pier toll it will be manifest that the cost of lowering the cargo from the pier into the boats would effectively stop Native Merchants from using it. They are perfectly satisfied with their present arrangements.

Could the paltamare be laid alongside the pier to load, Native Merchants would no doubt make use of it, but this would be impossible, for even a 10 ton Cargo boat ^{the} paltamare I head considerably, & with the usual midday swell paltamare would soon destroy it.

At the present time very large quantities of rice are being landed from Steamers & vessels in the outer roads & stored in the new Custom house, but the pier is not used. The rice is brought from alongside in large barges which are anchored close in shore, it is then landed by means of small boats put at the land end of the pier. This is surely conclusive that under no circumstances would it be used by natives.

The original purpose for which the pier was erected was to facilitate & develop the European trade of the port, but this purpose seems now to have been lost sight of by Government entirely, if we are correctly informed that it is the intention of Government to remove the pier.

3)
This trade consists principally of Coffee & Ginger - both articles of great value.

Before the erection of the pier & new Custom house, we were under the necessity of annually erecting a thatched building (with the consent of the Collector of Malabar) on the beach, in which to store our cargo pending shipment. It was then subject to continual danger from fire & rain, & could not be covered by insurance against the former. At present it would be impossible to erect sheds sufficiently large to store this cargo, as all shipments are now made by large steamers, so that it is necessary to store cargo for a considerable time & in great quantities before enough is accumulated to load over.

Should the pier be removed to the South beach & we be again compelled to store our cargo near it, the pier would be a complete block of traffic, as we would greatly interfere with the present arrangements of Native shipowners who have always had the exclusive use of the South beach for their trade.

In 1843 we entered into a formal arrangement with the Collector of Malabar (Copy here with) for storing our cargo in the new Custom house on payment of a rent of 3 annas per ton in all the cargo we ship from the port during each season, whether stored in Custom house or not. This encourages us to use pier & pay its tolls on all our cargo.

In the event of the pier being removed we should be obliged to withdraw from this agreement & Government would lose its sole regular revenue for the buildings of the new Custom house.

In former years when our cargo was shipped on board small sailing vessels we had about 30

4)
sailing day to load a vessel of 500 tons & that no
lined proceed. Usually 8 ships are sent sailing
from 3 to 3 1/2 times of coffee by small boats
from the beach by taking advantage of the early
morning smooth sea.

These are obliged to shift about 130 tons
per day to load steamers having fewer days, & are
consequently forced to use large coastal barges &
steamers large, which can only be of use in connection
with the pier.

A reference to a chart of the harbor ports
will show that vessels of large burden are obliged
to anchor in a north westerly direction from the
pier, & as the wind, almost uniformly, blows strong
from the NW during the shipping season, it is almost
impossible for harbor barges to make head against
it to the pier & anchor in the outer roads, if the
pier be removed to the south; even from the present
site barges are frequently obliged to return
unable to reach the shipping after 10 AM.

Again should the pier be removed to the south
the old Custom House, it would be subjected to
imminent risk during the stiff sea breezes of
April & May from the breaking down of the
pattamers anchored all round it, as this is the
site they meet frequently, not to mention the inevitable
destruction of any pattamers that might come into
collision with it. This risk is far from being
imaginary as any one will admit who knows the
Custom House & carefully those vessels are moored &
handled.

The present site of the pier was
decided on, after very mature deliberation,
for two good reasons:
1st because after the most careful survey by

Lieut. Commr. R. L. & W. Maylor, who erected it, it was found that there was no nearer available site where the rocky bottom would not interfere with its erection.

2nd Even had the nature of the ground permitted its erection at the old Customs house, the space available for the erection of the necessary buildings was then utterly inadequate & this reason now holds good & is likely to continue to do so with redoubled force in view of the increasing trade of the port.

Finally we would respectfully urge Government to leave matters, so far as the pier is concerned, in statu quo, as its removal would be highly detrimental to our interests & would confer no benefit, but quite the opposite, on the native trade.

So far as the removal of the Customs house & re-establishment to its old site, for the convenience of native Merchants, is concerned we have not a word to offer in objection.

Memo.

The total amounts received for pier tolls on Report from opening of pier to 31 March 1877 was Rs 4153

Paid by Europeans Rs 126.3.3
" Natives 26.12.9 Rs 4153

The total amount received for pier tolls on Imports for same period was Rs 1649.4.9
Paid by Europeans Rs 1618.0.9
" Natives 31.4.0 Rs 1649.4.9

These figures include pier tolls on goods landed for native Consignees at B. I. Steamers. The agents of which find it more convenient to land the goods

61
in their barges at the pier.

We have the honor to be

your obedient servants

Per Sirs the

John W. Smith

Agent for Messrs. King & Co.

London

Yours &c

ppm Stames & Co.
R. Borden

J. H. Perkins Prothonary &
Gust. Henke

Mr. Robert B. B. B.
Am. & Hum. Am.

500

This Indenture made on the seven-
teenth day of February 1873 between Messrs Sunde
and Company of Calicut on the one part and
the Collector of Malabar on the other part, witness-
eth, that the said Messrs Sunde and Company
having applied to the said Collector of Malabar
have obtained permission for the storage of their
Coffee awaiting Shipment in the Calicut Sea
Customs House sheds on condition that they
pay as rent 3 Annas a ton on all Coffee shipped
by them from the Port of Calicut, whether
the whole be stored in the shed or not.

3 It is agreed that the amount of
rent shall be paid by the said Messrs Sunde
and Company when the Shipment of the Coffee
is made from time to time and upon the
Superintendent of Sea Customs furnishing
them with a bill on that account. The amount
shipped will be determined by the Sea Customs
accounts.

It is also agreed that the northern
shed is to be set apart for the purpose, further
space adjoining being made available if
necessary.

It is further agreed that as long as
the said Messrs Sunde and Company's Coffee
remains in the shed, the responsibility of
guarding it from loss and damage shall lie
with

Q 629 J. 17 10 b. 290

with them, and that they make their own arrangements to guard against it with the concurrence of the Superintendent.

It is furthermore agreed that upon six months clear notice being given by the aforesaid Collector of Malabar, there shall be an end to this agreement, and that in such case any undue damage that may have been occasioned to the floor or building beyond fair wear and tear shall be made good by the said Messrs Sinde and Company.

Should any firm wish to give up storing in the Customs House, they are not to be bound by this agreement, provided they give notice before the beginning of the Shipping Season.

Should any dispute occur with regard to this agreement, it shall be settled by the Board of Revenue, whose decision shall be final.

In witness of this agreement, they the said Messrs Sinde and Company and the Collector of Malabar set their hands and seals hereunder in the day and year first above written

(Signed) Sinde & Co
Witnesses to the
Signature of
Messrs

Messrs Sinde and Company
(Signed) P. Pereira Booth-Keeper to

Messrs Sinde & Co

(—) F. Escrader Cash-Keeper to
Messrs Sinde & Co

(Signed) A. MacGregor

Collector

Witness

(Signed) J. H. Gwynne

2nd Clerk Malabar

Collectors Office

(True Copy)

(Signed) A. MacGregor
Collector

For

Messrs Sinde & Co

Calicut

P.W.D.
1877

in a letter from the Collector
of Malabar to the Chief
Secretary to Govt. Dated 24th
May 1877 etc. etc.

Letter from European
firm trading at Calicut
regarding the removal of
Calicut pier.

A Memo dated 11/6/77

4029 June 77 P.D. 290

Malabar Collectors Office
Calicut 24 May 1877

From

W Logan Esquire
Collector of Malabar

The Honble D. F. Carmichael
Chief Secretary to Government
Fort St George

Sir,

I have the honor to forward
herewith a letter to you, received from the
European firm trading here, regarding
the proposed removal of the Calicut Pier to
another site, and to observe that I have
already fully stated my views on the subject
in my letter No. 32 dated 28 March last
and have no further remarks to offer.

Have the honor to be
Sir

Your most obedt servant

W Logan
Collector

1877-278
to P.W.D.
for consideration
with
Dated 24/5/77
4/6/77

By all means put
under glass. But
do at 1/2 till we
see the effect of air
moisson 11/4 1773

But since this copy
 Kennedy for his services
 in landing of his copy
 of the Gov. about the thing
 the Gov. of the
 approximate estimate
 of the cost of the landing
 stage at the old factory
 of the Gov. suggested by
 Mr. Cooper.

...the first house with
be repaired or
disturbance at the
... it is a
pre

40

Marine
Farm

To the Chief Clerk of the Court.
Jas. K. Porter

et. 58

Recd 26. July 1857
 Dennis D. May

Eucl. 1.

Suspended the table
 20th Sept in continuance.
 - tion of the Sept books
 20th, dated 4. 4. 1901.

1877-

James

Opp. Sect. Secretary

for Sale
31st May 1877.

Transform

24. May 1877 No. 155 W.
16 — " — " " 35 W.
4 — " — " — " 45. 10.
7 Apr: " — " 1209.
" — " — " 1268
23 " — " — " 269
4 — " — " — " 1800
10 March " — " 825
19 - Feby " — " 393 a.
7 — " — " — " 441
24 - Nov. 76 — " 3157

4029 June 11, 1901 B-13

[Faint, illegible handwritten notes]

Endorsement in the Marine Dept. No. 1168 of 31st
May 1877, on letter from the Collector of Malabar,
forwarding letter from the European Merchants
at Calicut, on the proposed removal of the
Calicut Pier.

FOR ORDERS

The proposed removal of the
Calicut Pier.

E A Ford Colonel R.E.

Secy to Govt. P.W.D.

Handwritten notes in the bottom right corner, possibly a list or summary of the project details.

1. *Staphylinus* *Staphylinus*
 2. *Staphylinus* *Staphylinus*
 3. *Staphylinus* *Staphylinus*
 4. *Staphylinus* *Staphylinus*
 5. *Staphylinus* *Staphylinus*
 6. *Staphylinus* *Staphylinus*

Car 18.677. 100

✓

From these papers we learn that the structure is exclusively for anti-beam use & is hence of use, as respects, probably $3/4$ of the grade of the Port.

FOR ORDERS.

that we have drawn
under bond of the Tolls as
a structure which toll
some years ago 6000 2
has miles added to
it cost since. It is a
very hopeless task
concern.
I agree with Mr.
Coll. as to the answer the
given of the mentioned
and I wish them
to be as prepared
to give a full report
and take the structure
from hand
21/6 1877

Enclosed
is

No. 328 W of 29 June 77 P.H. (Sept 77)
P.H. G. to H.

dated Read the following:-

Enclosurement in the Maxene report No. 1162 of 31 May 1877 on
letter from the collector of Malabar forwarding letter from the
European Merchants at Calicut.

Enclosurement in the Mysore report No. 77 of 24 April 1877 on letter
from the Collector of Malabar.

do do do 827. 11. do - - do - do
do do do 827. 12. do - - on letter
from the Master Attendant, Administrative Department, Quardag -
Council.

The structure in
has carefully considered
the memorial above
recorded, signed by
the leading European
firms of Calicut, to
the tollage and traffic
of wharves. The
use of the pier is
mainly for the
pier in question has
been found unable to
pay its own expenses.
constructed in the first
instance at a cost
of some sixty four
thousand rupees, it is
now reported to require
a

a large additional ex-
penditure, to prevent its
destruction by the ex-
isting fire. The
receipts of the
Government only
for the year 1876
are \$1,000,000. The
Government
under these circumstances
decided that it would
be against the public
interests to disburse
more money for on account
of the fire from part
of the funds, on which it
has ~~been~~ ^{been} a
constant drain.

2. While resolving this
much, however, the
Government did not ~~get~~
arrived, nor have they
yet arrived, at any
definite decision regarding
the question of removing
the

the fire from when it
now stands, and making
use of its materials,
if dismantled, &c. &c.
Before this point can
be determined, further
report and experience
are required by
Government.

3. His Excellency in Council
would be glad to
learn whether the
memorials are
prepared to form a
fire company, and to
the structure in to
their own hands.

Oct 28/76

The Petitioners - thro' the
Collectors of Malacca ✓
At Malacca ✓
Meine Department ✓

E.T. Dated 14-7-77

54

Gobt. of 1877 Madras
PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

2-7-77
G.O. 29 June 1877, No. 328 W

Nos. 290-291

Calicut Rev. Paving

Orders in Memorial from
the European merchants
at Calicut regarding the
proposed removal of the

Suburban Register
1877