Archives I—10,006—16-8 77.

(1) Number of pages 84

(2) Date of repair May. 82.

(3) Initials of the Referencer Lars

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D. DEPARTMENT

G.O. No. / B.P. No.	2392.W.	Press. / Mis.
Dated	15.9.1882	197 .

Not to be folded or roughly handled

2392
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 120.

READ—the following letter from J. H. TAYLOR, Esq., Lieut. R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 29th August 1882, No. 7581:—

I have the honor to forward, for the consideration of Government, estimates drawn out by the Port Officer of Cocanada for the extension of the groynes at the mouth of the river, amounting to the large sum of Rs. 78,872. You will no doubt remember that, on the occasion of our joint visit to this port, we recommended a tentative measure of improvement by extending those walls, but the length and estimate were both moderate, 500 and 700 feet respectively, as against 1,920 and 2,500 now proposed, and the experiment was worth trying. But I am not in a position to recommend that a large work like the one now contemplated, by which the efficiency of the port must stand or fall, should be undertaken from any sums at the disposal of Government, and certainly not from Port Fund, unless in the form of a loan, upon which interest and a sinking fund were clearly leviable. Such a plan is now suggested by the Cocanada Chamber of Commerce, and deserves every attention. A small charge upon all packages entering or leaving the port would realize a sum sufficient for the purposes of this undertaking. But will this undertaking prosper? I have very little confidence in it. You will remember that it has often been suggested to the merchants to keep the size of their boats within reasonable limits, but this obvious method of modifying the chief evil of the port does not recommend itself to them. Boats of 20 tons would have little difficulty in passing and repassing into the river, but it is much cheaper to transact business in large vessels, many of 40 tons and upwards, and that consideration outweighs all others, but also forms a reasonable objection to speculative expenditure of large sums of money in contention with the forces of nature. I should like to visit Cocanada before giving a conclusive opinion and consult on the spot with the District Engineer. The new mouth of the Godávari may have had some effect upon the bay in changing the currents, and the still larger mouth which is said to have opened or rather extended itself in a direct line from Yanam to the sea may prove the means of drying up the small channels which now bring silt into the neighbourhood of the Cocanada river mouth.

Vide correspondence

2. It would be very advisable not to adopt any expensive scheme without great care and consideration. New dredging machines have been ordered for the port out of Port Funds. But it is necessary to observe that the general Port Fund being now devoted in the first instance to the purely legitimate purposes for which they are raised, will no longer afford the balances out of which these and similar works have

been sanctioned. Each port therefore that brings forward a satisfactory scheme of improvement must be prepared to levy a rate for interest and sinking fund.

Enclosures.

From R. B. NIXON, Esq., Chairman, Chamber of Commerce, to the Deputy Collector in charge of the Treasury, Godávari District, dated Cocanada, 8th June 1882.

I have the honor to acknowledge receipt of your letter of 2nd instant, requesting me to favor you with the views of this Chamber regarding the state of the trade of this port, and whether there are any obstacles to the extension of trade, and, if so, how they can best be remedied.

In reply, I cannot do better than embody the previous views of the Chamber as expressed in their following letters:—

"28*th May* 1879.

"In reply to the inquiries contained in your third paragraph, as to whether any obstacles and, if so, what obstacles exist to the extension of trade in this port, I beg to enumerate a few:—

"*Firstly.*—The difficulties experienced by boats in getting out of the river, owing to the silting up of the river mouth and the want of proper appliances to keep it clear.

"*Secondly.*—The restrictive regulations of the port by which boats are prevented from leaving for the roads after 5 o'clock.

"*Thirdly.*—The want of punctuality in the attendance of the Custom officials.

"*Fourthly.*—The deficient means of communications by road in the district.

"Finally, the Chamber sees with regret that Government has decided to stop running steamers on the Upper Godávari. Sometime ago the Chamber expressed an opinion that by increasing their number and by running them more frequently and more regularly the trade in that direction might be considerably increased.

"31*st March* 1880.

"With reference to your letter of 15th December, I have the honor to put before you the views of this Chamber on the working of the Sea Customs Act.

"The only section regarding which the Chamber have any complaints to make is No. 76, which comprise the boat rules.

"The Chamber desire to call particular attention to the rule prohibiting boats going off to the shipping between the hours of 6 P.M. and 5 A.M. This rule would seem to have been framed for open ports, such as Bimlipatam, Gopálpur and other minor ports where Masula boats are used and where the surf has to be crossed, but it is not, in the opinion of this Chamber, necessary for a port like Cocanada, where boats are entirely dependant upon the tide, to cross the bar at the mouth of the river. According to the present arrangement boats can virtually only go out between the hours of 11 A.M. and 5 P.M., that is the official hours when the Custom House is open; and in this way a couple of days is generally lost, for the boat must be loaded during these hours, and then wait till the next morning's tide before going off, for it would be useless to leave in the afternoon as the boat would only arrive alongside the vessel too late to discharge its cargo that day. The boats at this port are also very different to the usual muster of boats used at most of the ports of this coast, being mostly large boats with covered decks; in fact, as the Master Attendant of Madras pointed out in his report after inspecting this port in 1877:—"In the earlier palmy days of Coringa and Masulipatam these vessels would have been classed as ships," so that the element of danger, such as exists in regard to small Masula boats, is here reduced to a minimum. The Chamber respectfully beg therefore that this rule may be rescinded, and that cargo boats may be allowed to go off to the shipping at any hour of the day or night.

"I am also requested to call attention to the unsatisfactory state of the boats. Rule X of the boat rules, though it gives authority to the Master Attendant to cause the boats to be submitted for inspection, does not render a periodical inspection compulsory. The Master Attendant of Madras called attention to this in his report already referred to, and suggested that an annual inspection should be compulsory; but the Chamber would go further than this, and suggest that a regular quarterly inspection be held to ascertain the condition of the boats.

"The Chamber would also call attention to the state of the bar, which requires constant dredging to keep the passage clear for boats, but which now has not been dredged for some months, and the consequence is that even small accommodation boats frequently stick on the bar, while with cargo boats this is the rule not the exception. This might be obviated to a very considerable extent if dredging were regularly carried on.

"There are heavy fees levied at this port, the wharf fees in particular, though originally only imposed to cover the cost of the new Custom House wharf being still in force, though the Chamber think the cost of this must long since have been defrayed. If, however, these fees are still to be continued, the Chamber would suggest that they should be at least applied towards keeping the port in proper order. Then again an annual tax is now charged on all boats at the rate of Re. 1 per ton capacity, which will give a considerable addition to the revenues of this port, and the Chamber understand that the amount of this tax is to help towards the dredging and other conservancy measures which are carried on directly in the interests of the boat-owners. The Chamber cannot but express the hope that this object may be strictly carried out, and that in future more attention may be paid to the conservancy of this Port."

The Chamber have only to add that, with reference to the official hours at the Custom-house, they would suggest that the Superintendent of Sea Customs should always be on duty at his office on these hours, or that in his absence some competent substitute should be there to carry on the work.

28*th June* 1880.

"As regards the obstacles to the extension of trade at this port, these are now so well known that it seems useless reiteration on the part of the Chamber to again call attention to the unsatisfactory state of the means of communication between the river and the roadstead. The bar at the mouth of the river has latterly got worse and worse, and for some months it was a regular and almost daily occurrence for boats going off to the vessels with cargo to stick on the bar. This state of things might certainly have been much modified had the existing appliances, in the shape of the dredge been kept at work, but as the dredge was not used on the bar at the mouth of the river from the 30th September to 19th May 1880, it is no wonder that silt accumulated and the difficulty of crossing the bar gradually but steadily increased.

"The Chamber have called attention to the state of the bar for some years now, but on this occasion the members think they have a special cause of complaint, that for a period of over seven months not the slightest attempt was made to cope with the gradual silting up of the mouth of the river.

"The other principal obstacle to trade at this port is the rule prohibiting boats going out of the river after 5 P.M., which the Chamber have also called attention to on previous occasions.

"The Chamber take this opportunity of inquiring whether Government have yet come to any decision on the different schemes lately under their consideration for the improvement of this port."

I have only to add to the foregoing that the obstacles then existing still continue to exist, and that, so far as the Chamber can see, no steps have been taken to remove them (except the unpunctuality of the Custom House officials, regarding whom the Chamber have now no cause of complaint).

From the Madras Administration Report for 1880-81, Departmental, Chapter IV, page 148, Section "Harbours on the East and West Coasts," I extract the following:—

"At Cocanada, where alone they (the Chief Engineer and Master Attendant, officers appointed to report specially upon the different ports) found it desirable to recommend works of any magnitude, an estimate was sanctioned for carrying out, in a tentative measure, a groyne leading north towards the present anchorage (six miles from the port) which, if successful in maintaining a sufficiently deep channel for the cargo boats, may be eventually extended."

Up to this date not only have no steps been taken to commence this very necessary work, but I think I am correct in stating that no adequate measures have been adopted to try and maintain the present channel in the state it used to be in a few years back, as it is now almost an utter impossibility to cross the bar even in an ordinary passenger boat at low water. This is simply the result of inefficient dredging, which perhaps cannot be remedied with the existing plant. But if this is really the case, the Chamber think that the port ought at least to be supplied with a really good dredge, as the cost of establishment would be no more for a first class dredge than for the present useless one.

Another point the Chamber desire to bring to the notice of Government is the way the Port Funds are now managed. This port, I understand, had a debit balance against it on 31st March 1881 of Rs. 37,689, while Tuticorin had a credit balance of Rs. 1,84,533. It seems to the Chamber that there must be some extraordinary reason for this great difference, and that it cannot have been brought about by heavier expenditure, seeing that little or nothing out of the ordinary way has been done for this port. I can only therefore come to the conclusion that Tuticorin's large credit balance is due to the fact of that port being fortunately situated as the most southern port of the Eastern group, so that as a general rule coasting steamers coming from the south have probably to pay all the port dues there, while Cocanada being situated in the centre of the group very seldom receives port dues from coasting steamers.

From statistics in my possession it appears that out of 169 steamers belonging to the British Indian Steam Navigation Company alone, that called at this port between 1st April 1880 and 31st March 1881, only 15 paid port dues at this port.

It seems not unreasonable therefore to suppose that were there a fairer distribution of port dues between each port, the present circumstances would be considerably altered, and Cocanada so far from being a port with a nominal debt upon it would have a considerable balance at its credit.

I beg to conclude with the fervent hope that as the extension of the groynes has already been sanctioned (as appears from the Madras Administration Report already quoted), that this work may be proceeded with without further delay. If something is not done and that soon, the result must inevitably be that more expensive measures will eventually have to be resorted to unless Government wish to see the port of Cocanada closed up altogether.

From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, Madras, to the Chairman, Chamber of Commerce, Cocanada, dated Madras, 5th July 1882, No. 5623.

I have the honor to acknowledge receipt of a copy of your letter addressed to the Deputy Collector in charge of the Treasury, Godávari District, bearing date 8th June 1882, and to furnish the following reply thereto.

2. The obstacles to trade experienced by the Chamber in May 1879 appear to have been five in number. Of these the two first only appertained to the Marine Department to remedy.

3. In March 1880 these obstacles were enhanced by two others, and in your letter under notice you further suggest that fresh plant be obtained for dredging, as the operation has been hitherto carried out inefficiently in your opinion, and you further disapprove of the manner in which the general Port Funds of the Presidency are administered.

4. I shall now proceed to notice the obstacles brought to light and the suggestions made by your Chamber.

5. The first obstacle complained of is naturally the shallow state of the bar and the consequent difficulties attendant upon the ingress and egress of boats in and out of the rivers. This complaint dates far back and will continue in the future, I regret to say, though the evil would doubtless be mitigated by constant dredging. Two dredges and ten punts were transferred from the Public Works Department in the year 1875 to this department. Dredge No. 1 was condemned; No. 2 has worked ever since and has of course become worn out. The charges in connection with this dredge alone for the year 1881-82 I find amount to Rs. 5,824-13-2, and bearing in mind that the commercial interests of the port depend in a great measure in keeping the bar and its approaches open and clear, this department has lately indented on the Secretary of State for India for two patent dredges for the port of Cocanada. In the meanwhile the attention of the Port Officer will be called to the importance of keeping the bar of the river constantly dredged.

6. The next obstacle referred to is the restrictive regulation prohibiting boats leaving for the roads after 5 P.M. The regulation referred to is one that is maintained at all ports in the Presidency, and it is a wise and prudent measure and a safeguard to life and property. But, as observed by you, doubtless, the longer decked boats would be perfectly safe at night afloat in the roads, and as a temporary measure the Port Officer will be directed, pending the confirmation of the Master Attendant, to permit all decked vessels to leave the river for the roads after hours, provided in each case that special permission to do so is sought for during office hours from the Port and Customs Officers.

7. Your third ground of complaint is the unsatisfactory state of the boats plying in the port. I would observe that without question in a port like Cocanada, where boats have to travel over a large area of water space to reach the shipping and frequently have to be beaten to windward to reach the shore, it is essentially necessary that all boats should be kept in a state of repair and perfectly seaworthy. This is a duty which devolves on the Port Officer under Rule X of the Boat Rules, and he will be instructed to hold a quarterly muster of all registered boats plying in the port, giving a week's previous notice of the day in which such inspection will be held. It will be suggested to the Port Officer that the numbers of all seaworthy boats be put up for inspection at his office after the quarterly muster.

8. Referring to the fees levied on the Cocanada wharf, I would observe that such fees are levied at all ports where wharves, jetties or piers exist, and the Government have in sanctioning the construction of such works always maintained that they should be self-supporting. The fees must therefore be continued to be levied.

9. In conclusion I will briefly refer to your remarks on the management of the Port Fund. You draw a comparison of the receipts of the ports of Tuticorin and Cocanada, and point out that there is a debit balance against the latter. All *receipts* are credited to one common general fund, from which fund allotments are made annually by budget for the requirements of each port, and it by no means follows that because Tuticorin has a sum of Rs. 1,84,533 to its credit that she is likely to benefit to a greater extent than Cocanada in the matter of disbursements. The reason why Cocanada is in a state of insolvency is simply that her expenditure has always

been incurred with a lavish hand, and to institute a fair comparison with other ports you should have compared their relative expenditure as well, and it will be seen in the margin that the budget allotments for the present official year for the ports of Cochin and Tuticorin are less than the allotment for Cocanada. In the year 1872 the port had Rs. 19,220 to its credit; since that period she has regularly expended on an average a sum of Rs. 7,665-13-3 per annum over and above her receipts—a fact which clearly exhibits the principle upon which the general Port Fund is managed.

For 1882-83.	RS.
Cochin	10,153
Tuticorin	4,760
Cocanada	24,352

No. 5760.

True copy forwarded to the Port Officer, Cocanada, for careful attention with reference to paragraphs 5, 6, and 7.

MADRAS,
10th July 1882.

(Signed) T. E. MARSHALL,
Acting Master Attendant.

From T. H. BAKER, Esq, Acting Port Officer, Cocanada, to the Master Attendant, Administrative Department, Madras, dated Cocanada, 13th July 1882, No. 1024.

I herewith have the honor to forward, for your approval and sanction, estimates and plans* of the groynes to be carried out in extension of the existing ones with a turn to the north-east; the south groyne will have to be extended 2,500 feet, and the north 1,900 feet. As the stone will have to be brought from Sámalkót or Dowlaishweram, the rate is high, but I have framed the estimate as per following items:—

* Under separate cover.

		RS.	A.	P.
Per 1 Cubic yard of stone at Dowlaishweram Quarry		0	6	0
Do.	Carriage from Quarry to Boat	0	6	0
Do.	Boat to Cocanada	0	8	0
Do.	Loading	0	4	0
Do.	Unloading and placing in position	0	8	0
	Total ...	2	0	0

I understand that the stone procurable at Dowlaishweram about ½ cubic foot, and I am not quite certain whether the slope I propose, 1½ in 1, will be sufficient to meet the not inconsiderable seas that run into the Bay during the north-east monsoon, but with a 38-feet base I should imagine it ought to. I have allowed 1 foot for sinkage and settling into the soft mud that forms the bottom.

There is a considerable quantity of stone ballast belonging to various dubashes lying near the office. I have offered 1 rupee per ton, and if the men consent that will assist considerably in lowering the rate, but they have not yet answered my request. When they do, I will communicate the result.

I would here respectfully suggest that the old Cocanada lighthouse column, which is of no further service, might be pulled down and the stone used for the groynes. This would cheapen the work.

The experiments with mud, cement, chunam, and sand to form blocks have failed; the stuff hardens, but will not stand friction of water.

In conclusion I would beg to recommend that a sum, say Rs. 5,000, be allotted to commence the work, and it would then be practically ascertained what the actual cost of extending the groynes will be.

From R. B. NIXON, Esq., Chairman, Chamber of Commerce, to the Acting Master Attendant, Administrative Department, Madras, dated Cocanada, 19th July 1882.

I have the honor to acknowledge receipt of your letter of 5th instant, and beg to thank you for the full and explicit manner in which you have dealt with the obstacles to trade at this port.

The Chamber is particularly glad to hear that two new dredges have already been ordered for the port. These when they arrive and are regularly at work will no doubt do much to mitigate one of the greatest evils—the accumulation of silt.

The Chamber trust, however, that the extension of the groynes (a point which you have not touched upon in your reply, as possibly not being strictly within the province of your department) may not be overlooked, and the members of this Chamber would feel much obliged to you if you would urge the importance of this upon Government.

The Chamber note with interest your remarks upon the administration of the Port Funds, and are glad to learn that the allotment for expenditure on the upkeep of the port is not restricted to the receipts as credited under the present system of accounts, but that the port participates in a share of the general Port Fund.

The Chamber is of opinion, however, that the existing method of keeping the accounts cannot but be injurious to the interests of this port, as making it appear to be in a state of insolvency, while the Chamber believe that were the port credited with fair port dues on every vessel, steamer or otherwise, that calls at Cocanada, the financial position would be very different, and would probably prove that the port is self-supporting instead of having a large balance at its debit, which must naturally stand in the way of proposed improvements.

From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, Madras, to the Chairman, Chamber of Commerce, Cocanada, dated Madras, 26th July 1882, No. 6356.

I have the honor to acknowledge the receipt of your letter, dated July 19th, 1882, and to inform you that an estimate has just been received from the Port Officer, Cocanada, for the groynes amounting to Rs. (75,000) seventy-five thousand and which will be laid before the Master Attendant on his return on the 1st proximo.

From R. B. NIXON, Esq., Chairman, Chamber of Commerce, Cocanada, to the Acting Master Attendant, Administrative Department, Madras, dated Cocanada, 10th August 1882.

I have the honor to acknowledge receipt of your letter of 26th ultimo, and am glad to learn that an estimate has been forwarded for the extension of the groynes at this port, and that it was to be laid before the Master Attendant on 1st instant.

The Chamber trust that the estimate will be sanctioned. If there is any difficulty on the score of insufficiency of funds, the Chamber would suggest the advisability of levying dues at the rate of one pie per package on all imports and exports, which would be so small that the incidence would scarcely be felt, and yet the Chamber believe that a revenue of from Rs. 6,000 to Rs. 8,000 per annum would thereby be raised, which would represent an interest of 3 to 4 per cent. on an expenditure of two lakhs.

From T. H. BAKER, Esq., Acting Port Officer, Cocanada, to the Master Attendant, Administrative Department, Madras, dated Cocanada, 26th July 1882, No. 1063.

With reference to paragraph 2 of your No. 6015, of 18th July 1882, I herewith have the honor to forward a list of all cargo and passenger boats with their tonnage, quantity of cargo they can carry, and as nearly as I can ascertain their draft of water when loaded.

From T. E. MARSHALL, Esq., Acting Master Attendant, Administrative Department, Madras, to the Chairman, Chamber of Commerce, Cocanada, dated Madras, 18th July 1882, No 5991.

In continuation of my letter, No. 5623, of 5th instant, I would beg to draw the attention of the Chamber to the large size of the boats employed at your port—a fact which has just been brought to my notice. This has been remarked already on several occasions, and it appears to me that a very different class of boats is required to those now in existence. Boats of great beam and light draft of water, with or without centre boards, seem to be suited to the conditions existing at Cocanada. It is a case where boats must be provided to suit the requirements of a port, and not that the port must be made available for any class of boats that parties may choose to bring into it with the intention of plying for hire.

I throw out this suggestion in the hope that the Chamber will take such steps in shipping or landing only in moderately-sized boats as will ensure an easy passage into or out of the river at all times of the tide.

It is the intention of the Master Attendant, Administrative Department, to propose to Government to limit the licensing of cargo boats to a certain tonnage, and thus ensuring complete efficiency for service according to the existent conditions at each of the ports in this Presidency.

From R. B. NIXON, Esq., Chairman, Chamber of Commerce, Cocanada, to the Acting Master Attendant, Administrative Department, Madras, dated Cocanada, 10th August 1882.

I have the honor to acknowledge receipt of your letter of 18th July, and have laid the same before the members of the Chamber, and I now enclose copies of replies from some of the members who have requested that their views may be specially brought to your notice.

2. I am further desired to add that the Chamber considers it would be extremely detrimental to the interests of the port if any rule were passed limiting the size of boats.

3. If it were clearly understood that a certain minimum depth of water would always be maintained on the bar, Government may rest assured that the boat-owners themselves will in their own interests build boats best adapted to the condition of the port.

Copies of replies.

We fail to see the force of the argument; boat-owners can be trusted to build the descriptions of boats most likely to suit the conditions of the port. The boats employed used to be found very convenient before the port was allowed to be in its present state: if it cannot be improved so as to allow large boats to get out of the river, smaller boats will be built in future, as boat-owners will find that it does not pay them to send boats out with only half of their proper cargo, but this is a retrograde movement, and the Master Attendant might as well propose to limit the quantity of cargo to be exported daily because the river has become so shallow (through sheer neglect) that only small open boats are available. Boats have often to beat five miles out to sea against the wind, and we doubt whether boats of great beam and light draft of water, with or without centre boards, would answer as well as our present efficient sea-going craft. To use the Master Attendant's mode of speech, it is a case where the regulations should be made to suit the requirements of the port, and not that the port and the interests of the mercantile community should be made subservient to regulations as to size of tonnage, &c., simply to avoid the necessity of doing the needful to keep the port in proper order.

(Signed) GILL DEANE AND Co.

Approved.

(Signed) INNES AND Co.

We endorse the above. A boat-owner tells us the earnings of smaller boats would not pay the wages of the crew, who have to take them to such a distance as the shipping. Boats and port must therefore cease to exist if Captain Taylor's views are to be carried out.

(Signed) SIMSON BROTHERS.

I cannot approve the Master Attendant's proposition. The boats of the port are such as suit the port in its normal state. If reduced in size now, what guarantee is there against the necessity for further reduction? The real remedy is not to reduce the size of the boats, but to remove the accumulation at the bar.

It is a pity that this vital point has been so long neglected, when it is remembered that vast commercial interests are at stake. I think that all the firms in Cocanada should speak out in this matter, and request that their views be submitted by Captain Taylor to the Government in the very words employed.

(Signed) J. M. MacLENNAN,
Agent, Bank of Madras.

From T. H. BAKER, Esq., Acting Port Officer, Cocanada, to the Master Attendant, Administrative Department, Madras, dated Cocanada, 10th August 1882, No. 1174.

In acknowledging receipt of copy of your letter, No. 5991, to the Chairman of the Cocanada Chamber of Commerce, I have the honor respectfully to lay before you my opinion regarding limiting the tonnage of licensed boats.

1*st*.—During the north-east monsoon, at times of bad weather, a not inconsiderable sea gets up in the Harbour, and to enable boats to beat off, and at the same time keep their cargo dry, they must be of some size and deep in the water.

2*nd*.—As the trade of the port is considerable, a very large number of boats of smaller tonnage would have to go off to the vessels, thereby incurring greater risk when lying alongside than when a fewer number are employed.

2. I, however, am of opinion that a limitation of draft would work well. Should the groynes be extended with the curve to the north-east, as shown in plan submitted with my No. 1024, of 13th July 1882, I have every reason to believe that a good six feet of water at all times can be ensured. Under this belief I would suggest that a limit of 5½ feet be put on the draft of all licensed boats, and the owners informed that should they send boats of a greater draft and they stick and prove an obstruction to other boats, that the Port Officer be empowered

to lighten them at the expense of the owners, and further that no complaints regarding the state of the bar or river emanating from owners of boats drawing over the maximum draft will be attended to.

3. In conclusion I would mention that a good serviceable boat carrying 50 tons of dead weight could, I believe, be built here with a maximum draft of 5 to 5½ feet, and that such a one would answer all requirements.

No. 121.

ORDER—dated 15th September 1882, No. 2392 W., Public Works.

The project for extending the groynes at the mouth of the river at Cocanada will be deferred as suggested by the Master Attendant, Madras.

2. If the Superintending Engineer as well as the Executive Engineer could meet Captain Taylor at Cocanada on the occasion of his proposed inspection, it would facilitate the consideration of the question of improvements to the port.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Master Attendant, Madras.
" Superintending Engineer, First Circle, with Plans and Estimates.
" Marine Department.

Exd. C. Howarth.
Spare Copies

2392
5

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated September, 15th.

Read. *Encl.*

G.O., 15th Sept. 1882, No. 2392 W.

SEPTEMBER.

Nos. 120-121.

Groynes at the mouth of the river at Cocanada.

The project for extending the — deferred as suggested by the Master Attendant, Madras, and the Superintending Engineer and Executive Engineer directed to meet the Master Attendant during his visit to Cocanada.

Proceedings of the Madras Government, Public Works Department,
18th November 1874.

Read the following papers :—

No. 307. Proceedings of the Madras Government in the Revenue Department, dated 13th August 1874, No. 1,016.

Proceedings of the Board of Revenue, dated 10th July 1874, No. 1,759.

Read the following replies of Collectors to Board's Proceedings, dated 31st March 1873, No. 482 :—

From the Collector of Ganjam,		dated 10th Feb.	1874, No.	404.
,, ,,	of Vizagapatam,	,, 21st June	1873, ,,	904.
,, ,,	of Godavery,	,, 15th Dec.	,, ,,	414.
recorded in Board's Procs., dated 19th Feb. 1874, No. 372.				
From the Collector of Nellore,		dated 10th June	1873, No.	1,318.
,, ,,	of Bellary,	,, 26th Aug.	,, ,,	288.
,, ,,	of Cuddapah,	,, 15th May	,, ,,	65.
,, ,,	of Kurnool,	,, 7th Oct.	,, ,,	315.
,, ,,	of Chingleput,	,, 23rd July	,, ,,	291.
,, ,,	of North Arcot,	,, 22nd May	,, ,,	287.
,, ,,	of South Arcot,	,, 22nd Oct.	,, ,,	407.
,, ,,	of Tanjore,	,, 12th June	,, ,,	208.
,, ,,	of Trichinopoly,	,, 7th Oct.	,, ,,	223.
,, ,,	of Madura,	,, 28th May	1874, ,,	153.
,, ,,	of Tinnevelly,	,, 16th June	1873, ,,	321.
,, ,,	of Coimbatore,	,, 16th May	,, ,,	89.
,, Commissioner of Neilgherries,		,, 17th ,,	,, ,,	40.
,, Collector of Salem,		,, 12th ,,	,, ,,	135.
,, ,,	of South Canara,	,, 6th Feb.	1874, ,,	236.
recorded in Board's Proceedings, No. 1,315 Mis., dated 25th Feb. 1874.				
From the Collector of Malabar, dated 11th June 1873, No. 147.				

These replies will be submitted to Government, with reference to G. O., dated 5th March 1873, No. 713, Public Works Department, in which the following passage occurs :—

" Instructions will accordingly be issued in the Revenue and Public Works Departments absolutely restricting the functions of the subordinate officers of the latter department to the regulation in the water supply in channels which supply the lands of more than one village, and vesting in the village officers the charge of the water supplied to single villages from the moment it quits the regulating sluice, over which, however, they will have no control."

2. The state of the case in the several districts is as follows :—

Ganjam.—The system is already in force.

Vizagapatam.—Do. do.

Godavery.—As regards this district the matter is settled in G. O., dated 29th May 1874, No. 651. The transfer is to take place from the beginning of fasli 1284. No new Neerguntics are allowed, though the Collector said he might possibly want some.

Kistna.—The case of this district will be disposed of separately, as the Collector's reply involves other subjects.

Nellore.—The system is already in force.

Bellary.—The system is already in force, except as regards the Tungabudra channels, and when the Collector wrote in July 1873 he was about to order that it should be in force in these channels also.

Cuddapah.—The village officers have charge of all distribution channels. There are no large works.

Kurnool.—The village officers have charge of all the channels, but more Neerguntics are wanted, and the emoluments of those already in existence should be improved.

Chingleput.—The arrangement can be carried out, but the Neerguntics must first be increased as recommended by Mr. Pelly in his letter to Government of the 25th September 1863, No. 1,620.

North Arcot.—The system is already in force.

South Arcot.—All field channels and most village channels are under the control of the villagers, but there are some long channels to tanks supplying only one village, which are kept in order by the Public Works Department, and it is desirable that this arrangement should continue.

Tanjore.—The villagers control all field and village channels, but more than this they manage the sluices at the head of the village channels, and have always done so. This practice works well, and should not be interfered with.

Trichinopoly.—The control over field and village channels is exercised by the villagers. The distribution of water in the Trichinopoly Taluq is supervised by the establishment paid out of the Irrigation Cess Fund.

Madura.—The Revenue Department supervises the distribution of water from all the channels. The best are much out of repair; sluices are wanted. There are seventeen channels irrigating more than one village. It would be useless to transfer them to the Department Public Works under existing circumstances.

Tinnevelly.—The case of field and village channels is provided for, as the new settlement is introduced.

Coimbatore.—Mr. Wedderburn introduced the same system some time ago, and finds it works well. In the sub-division all the channels are kept in repair by the ryots.

Neilgherries.—There are no such works.

Salem.—The system is already in force.

South Canara.—There are no such works.

Malabar.— Do. do.

3. It thus appears that no orders are required so far as regards Ganjam, Vizagapatam, Nellore, Bellary, Cuddapah, North Arcot, and Salem.

4. In Tinnevelly the Collector does not state whether the system approved by Government is in force in those parts of the district which have not yet been settled. He will report more fully.

5. In Godavery the matter is already settled. The case of the Kistna District will be dealt with in separate proceedings.

6. In Tanjore, Trichinopoly, Madura, and Coimbatore, the village officers do more and the subordinates less than they would under the system which Government wish to establish. The arrangements work well however and should certainly not be disturbed.

Proceedings of the Madras Government, Public Works Department,
18th November 1874.

9397/7

7. In South Arcot there are some long channels of considerable importance supplying the tanks of large villages. According to the letter of the Government Order, these channels ought to be kept up by the villagers, but they are of such a character that they ought to be kept under the control of the Public Works Department.

8. In Chingleput the Collector states generally that the new system can be introduced when Government allow him 534 Neerguntics in addition to the 337 which he has now for 2,672 tanks. The cost would be at Rupees 30 each, Rupees 19,506 more than the present cost. In all probability the Public Works Department have never had anything to do with most of the tanks, and the Collector will report what work is done now by officers of the Department Public Works which the new system will impose on village officers, and what Neerguntics are required on this account.

From the Hon. C. Pelly, to Government, dated 25th September 1863, No. 1,620.

9. The Kurnool representation that more Neerguntics are wanted, etc., should be separately submitted, and the proposals should show how the necessary expenditure can be met from the Village Service Fund.

Irrigation, No. 2.

No special orders are called for on these proceedings. Paragraphs 6 and 7 will be considered in the Public Works Department. The further reports from Tinnevelly, Chingleput, and Kurnool, will be dealt with when hereafter received.

(True Extract.)

(Signed) A. DEC. SCOTT, Major, R.E.,
Under Secretary, P.W.D.,
for *Acting Secy. to Government, R.D.*

No. 308.

No. 563-A.

Note by the Chief Engineer for Irrigation.

I DO not concur fully with the views of the Board of Revenue as to the propriety of allowing the system of distribution of irrigation water in Tanjore, Trichinopoly, and Coimbatore to continue indefinitely, but I am not prepared to advocate any general change at present, though proposals to that end in particular cases may from time to time be made. The system does not, in my opinion, either in Tanjore or in Trichinopoly work well for the general interests, and it hardly needs argument to show that such general interests cannot be secured when individuals are allowed to take as much water from the general supply available as they can divert into their channels. In Coimbatore also there is much room for improvement, complaints being very general that the water-supply at lower ends of channels is very inadequate, owing to waste higher up. Regarding Madura I have no information.

2. No changes will be proposed unless there be good reason to suppose that such changes are necessary, and unless the means of carrying out and working an improved system are available, and these remarks are now submitted to prevent

its being assumed, on what appears to be *ex parte* evidence, that the present system in certain districts is one which should not be interfered with.

OOTACAMUND, *1st August* 1874.

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Chief Engineer for Irrigation.

No. 309. ORDER THEREON, 18th November 1874, No. 3,261.

IRRIGATION, No. 32.

His Excellency the Governor in Council will not at present disturb the arrangements referred to in paragraph 6 of the Board's Proceedings as being in force in the Tanjore, Trichinopoly, Madura, and Coimbatore Districts in respect to the distribution of water from village and field channels. The Chief Engineer for Irrigation however affirms that the system which prevails in those districts is liable to affect prejudicially individual interests and has given rise to frequent complaints. The subject will accordingly be referred back to the Board of Revenue for a further expression of their opinion.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Revenue Department.
,, Chief Engineer for Irrigation.
To District Engineers.

Exd. E. C. Shunker.

Spare Copies

2392/8

Govt. of 1874 Madras.

PUBLIC WORKS.

THE REVENUE DEPARTMENT.

&c., &c., &c.

Dated November 1875.

Read

Encl.

G. O., 18th November 1874, No. 3,201.

NOVEMBER.

Nos. 307-309

Village and Field Channels.—The subject of the distribution of water from — in respect to the arrangements as being in force in the Tanjore, Trichinopoly, Madura, and Coimbatore Districts, referred to the Board of Revenue for a further expression of their opinion.

Proceedings of the Madras Government, Revenue Department, 3rd November 1875.

9392/79

No. 30. Read the following Proceedings of the Board of Revenue, dated 16th September 1875, No. 2,584 :—

Read the following letters :—

From H. S. THOMAS, Esq., Collector of Tanjore, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Point Calimere, 18th June 1875, No. 226.

WITH reference to the Board's Proceedings, Miscellaneous No. 2,075, dated 15th March 1875, I have the honor to report that for the present I concur in the main with what my predecessor and the late Sub-Collector Mr. Stokes have stated on the subject of the control of the village and field channels in this district.

2. The Chief Engineer for Irrigation is also not prepared with any proposal for an improved system, which would seem an additional reason for letting well alone, for it must be admitted that, considering the vast area under irrigation in this district, the complaints of unequal distribution of water are astonishingly few. The question is not so much whether the present system is perfect as whether the means of improvement are practicably within our reach.

3. If there existed in India such a thing as an incorruptible agency, and that of the requisite numerical strength as well as of an order of intelligence sufficiently high to take charge of three thousand channels, and with nice justice to distribute water to each village with due regard to its own wants as well as to those of the other villages concerned, it would be all that could be desired with respect to the regulation of irrigation; but even then not Solomon himself nor the ideal just man of Horace could escape complaints of error and corruption, and the very best man would soon be disheartened thereby.

4. On the other hand, a system under which the supply of water from a channel to the several villages dependent on it is regulated by a well-defined understanding among the several parties concerned and is regulated by the community and not by individuals in authority is preferable to one which would place a large body of landed proprietors in a position of dependence on a practically uncontrolled Taluq Overseer or Revenue Inspector. The result of individual authority could hardly be other than general discontent and demoralization.

5. As regards the present system, the Chief Engineer for Irrigation is somewhat in error in thinking that "individuals are allowed to take as much water from the general supply available as they can divert into their channels," and that consequently "general interests cannot be secured," for practically such unrestrained diversion of the available supply is not possible under the system in force in Tanjore. A Tanjore mirassidar will not allow his vested rights to be invaded by his neighbour or anybody else.

6. Sluices can be, and are, in fact, closed by turns, and if the mirassidars of one village, in contravention of the established custom, throw a bund across a main stream to divert it into their branch, those of the village lower down cut it away immediately and, if necessary, lay a complaint of criminal trespass before the magistrate.

7. Thus, then, I am of opinion that, as matters now stand, there is not only no way of improving present irrigational arrangements, but much to be feared

from placing the distribution of water in village and field channels in the hands of the Public Works Department. The main channels are properly in their hands, and that is as much as they are able to attend to.

8. But these remarks have reference only to matters as they now stand, and it would seem proper to add that, under an altered revenue system, there might be room for much improvement. . .

9. As I have submitted years ago in detail in reports from South Canara and from Salem, our present system of taxing wet lands—

(1.) Encourages waste of water.
(2.) Consequently restricts irrigable area.
(3.) Is costly to the ryot in that he pays for more water than he really wants.
(4.) Is costly to the State in its restriction of irrigable area.
(5.) Is costly and troublesome to the State in its entailed remissions.
(6.) Is unequal in its incidence on the poor and the influential.
(7.) Prevents rotation of crop, and is therefore injurious to the soil.

10. My view is that all these objections could be surmounted by making the land assessment distinct from the water-tax and charging for the latter, not by the acre on which it is wasted, but by the cubic yard by which it is used. The consumer will then have the strongest and the most generally reliable motive for economy—to wit, self-interest.

11. There is no doubt in my mind but that every detail of this scheme could be worked out so that every imaginable objection to it—and they are neither few nor insignificant—could be met; but, having already done so to some extent without results, I hesitate to waste valuable time on doing so again until the theory is considered at least worth discussion. It may suffice to say that the distribution should not be made by personal agency, or it would be open to the objections which I have raised in paragraph 4, but by means of gauges which cannot falsify or be tampered with, so that each ryot can take, and be liable for, as much or as little matter as he likes. The thing is done in every Gas and Water Company in England, and could, I am convinced, be done in India, and the primary objection, the magnitude of the undertaking, affords, in truth, the greatest argument for its adoption—to wit, the magnitude of the gains both to the Government and the people. In this district alone a whole extra taluq, and probably much more, could be brought under irrigation from economy of water now wasted.

12. But the subject is one to be very carefully considered at leisure, and it is for this purpose only that I have thrown it out as an idea.

From H. SEWELL, Esq., Ag. Collector of Trichinopoly, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 21st August 1875, No. 210.

With reference to the Board's Proceedings, Miscellaneous No. 2,075, dated 15th March last, I have the honor to submit the following full report on the management of the irrigating channels in this district, the most important of which are in the Trichinopoly Taluq. The whole system, from the original river to

the village channels, is under control of the revenue authorities. When the water is let into the village channel, it is under the control of the villagers themselves, and is regulated by custom, any disputes being settled by the Tahsildar. Each main channel has its establishment of shutter men, divers, and coolies with a monigar at its head, and the most important channels have an ameen to superintend the conservancy. When the river is full, the conservancy establishment is employed in letting into the channel just as much water as would be enough to supply all the villages without causing any damage to the banks. Each village channel has its head sluice at the main channel, and the shutters at these heads are also regulated according to the wants in each village under the superintendence of a maistry, who has the charge of the whole or half the length of the main channel according to its importance. In the case of smaller channels this work is managed by the channel monigar. Each shutter man is in charge of the regulating sluices of three or four branch channels. When the river goes down, coramboos or mud dams are raised across the river to divert the water into the channels. It is at this time that most care is required in the proper distribution of the water. The shutters of the branch channels are generally let down at this season; the water that escapes through the apertures between these shutters, or in some cases through the space of one or two of the shutters which are kept out on purpose, is sufficient for the wants of the villages; the rest of the shutters are chained and locked. The keys of these locks are generally in charge of the Tahsildar, and in those cases where chains and locks are not provided, as in small channels where there are no regulating sluices, the maistry or the monigar, as the case may be, shuts up the village channel by a mud dam and opens them according to the wants of each village and in proportion to the supply in the channel. The villagers cannot be said to be quite at the mercy of the maistries or monigars, as they can at any time represent their grievances, if any, to the Tahsildar, who attends to their wants without delay. When the supply in the main channel goes so low that the water only gets half way along its whole length, the branch channels belonging to the upper half of the main channel are shut up and the apertures between the shutters are blocked up with straw and the water is distributed from the lower end of the channel. The regulation of the supply to the village or field channels cannot, I think, be better managed as far as this district is concerned. As for wastage of water, I don't think there is more than is necessary to keep the sand sluices at work to clear the silt in the main channels during the high freshes and to let off the freshes brought in by the jungle streams which empty themselves into the channels. The channels in this district are so carefully planned that scarcely a drop of water is wasted. What may be more than necessary finds its way into the surplus channel, which in its turn irrigates several other villages. The Panguni, which is as large as any of the main channel, carries the surplus water of the fields under the Iyan channel on the south and the Peruvalai channel on the north, and this surplus channel irrigates as many villages as any of the two main channels of which it is the surplus. The Uyyakondan has its surplus channel and irrigation under it. I cannot but consider the present arrangement with reference to the distribution of water as satisfactory as could possibly be expected under the circumstances. As far as I can learn, under the

present system there are scarcely any complaints made by the ryots as regards the distribution.

I may as well add here that the whole of this conservancy is kept up by the voluntary cess fund, which is a commutation in money of the customary labor furnished by the ryots. It is only in two or three cases that monigars and shutter-men are employed from the Imperial funds.

From A. WEDDERBURN, Esq., Collector of Coimbatore, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 24th March 1875, No. 78.

I HAVE the honor to report, as requested in Miscellaneous Proceedings, No. 2,075, Board of Revenue, dated 15th March 1875, with reference to the remarks of the Chief Engineer for Irrigation in Proceedings, Madras Government, 18th November 1874, No. 3,261, Public Works Department.

The remarks are: "In Coimbatore also there is much room for improvement, complaints being very general that the water-supply at lower ends of channels is very inadequate owing to waste higher up."

2. I admit the premiss, but not the inference.

3. The supply at lower ends of channels is indeed often found to be inadequate.

4. The particular channel to which allusion is made is not stated, but I have on record a reference regarding the Kalingaroyen channel, the water at the end of which occasionally falls short.

5. On my personal inspection of this channel I found that when it had been under Public Works Department repairs a ring bund at the head had been formed, but not afterwards removed; it could be plainly seen, and was not calculated to improve the supply at the head sluice. It was thought that the current would in time wear it away, and so it had not been removed.

6. Government are aware that the mode of distributing responsibility I adopted in preference to former modes of exclusive management by either Revenue or Public Works Department (in the former case it was complained that the channels were endangered by not being under professional management; in the latter it was complained that the distribution was inefficient) was to place the head sluice and main channel under professional management, the head sluice men being under the exclusive control of the Public Works Department. That being so, I received information from my Deputy Collector that the cause of diminished supply in the lower channel arose from the head sluice men not abiding in their huts at the head sluice as before by night, but going to their village and making safe for the night by shutting off the water. This system would cause a diminution in the lower channels by the diminished flow during the night.

7. There was no need to economise the water of the Bhowany river, which fed the Kalingaroyen channel; any waste water from the fields runs into the Cauvery river just as it does over the anicut; the result is the same to the water, but not to the local cultivation. It is necessary to enter into such details to show the bearings of the case.

8. I do not know that the upper or Kodiveli anicut of the Bhowany, Arkencottah, &c., channels were inspected or referred to, but I may mention a

239

difficulty I contend with and meet, which is a tendency in the ryots to cultivate the six months' "shamba" crop, *i.e.*, from September to January, in preference to the "car" or three months' crop from June to August. The whole land under these channels *cannot be cultivated with two crops;* so certain channels get the early water, and others the latter supply. The early supply from the freshes of the south-west monsoon is fuller and more able to reach the lower end of the channels and branch channels, where new cultivation has been extended, while the originally-cultivated or "ayn" lands get their established long and more valuable crop. Unless rules are adhered to, one crop will be surreptitiously substituted for the other to the general damage.

9. An instance of this lately came before me when a Public Works Department subordinate recommended to the Tahsildar an extension of the time during which the "car" water was to be allowed along a certain channel belonging to the car crop. On my noticing this interference to the Superintending Engineer, he rebuked his subordinate for the same.

10. Another tendency to produce short water in the tail channels is from ryots extending cultivation of the upper channels without leave; this, of course, is only done at the expense of the lower supply.

11. I think a perusal of these remarks will show, first, that there cannot be "waste higher up," for all "surplus" water must fall into the line of drainage and be eventually utilized lower down; second, that other causes exist for short supply in the lower channels, which are removed whenever brought to notice; third, that this plan of conservancy and distribution is the best that can be devised for this district.

12. The other two systems, exclusive management by either department, have been tried with the results before noted; and, though complaints may still exist, they would not be removed, but rather aggravated, by a change to exclusive management by Public Works Department. It was contended on the revenue side that divided control would issue in failure, that no man could serve two masters; this I met by putting the head sluice men, though paid by the Revenue Department, under the exclusive power of the Public Works Department. Without such Public Works Department control, it was stated, on the other side, that the professional department might advise the closing of sluices in freshes and not be obeyed, and in such emergencies there was no time for arguments or references. The department could not be responsible for the banks of a channel unless they had the command of the head sluice.

From W. McQUHAE, Esq., Collector of Madura, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Tirumungalam, 8th April 1875, No. 152.

WITH reference to the Proceedings of the Board of Revenue, dated 15th March 1875, Miscellaneous No. 2,075, calling for a further report with reference to the remarks of the Chief Engineer for Irrigation, I have the honor to observe that I have no idea what the Chief Engineer means by "*ex-parte* evidence," or what it is that he proposes.

2. I know perfectly well what the Madura channels want most urgently. They want sluices and a law for the maintenance of channel conservancy establishments when Government does not undertake the duty. The voluntary system has failed, and Government neither clears and maintains the channels nor compels the ryots to unite together for the purpose of doing so.

3. The distribution of water, like everything else in the world, is capable of improvement. It is the ancient system which has lasted for hundreds of years, and has the advantage of being inexpensive, which is of great consequence to us, seeing that we have not money for things more urgent than improving the system of distributing water.

These letters will be submitted to Government with reference to G.O., dated 2nd March 1875, No. 419, communicating G.O., dated 18th November 1874, No. 3,261, in which the Board were ordered to furnish a further expression of opinion as to the arrangements for the distribution of water from village and field channels in Tanjore, Trichinopoly, Madura, and Coimbatore.

2. The system which the Government desired to see introduced was that the distribution in field channels and channels irrigating single villages should be left to the villagers, but that all larger channels and the sluices of village channels should be managed by the Public Works Department.

3. In Tanjore the departure from this system is that the village sluices are under the control of the villagers. The Collector states that the care of the main channels is as much as the Public Works Department can manage; that the arrangements for the distribution of the water into the village channels are well known and jealously watched, so that any attempted encroachment on the general supply is at once checked; and that, in his opinion, as matters now stand, the prevailing system works better than any which could be substituted for it. He apprehends that complaints, which are now singularly few, would be made of error and corruption if the sluices were put in charge of the Public Works Department.

4. In Trichinopoly the channels are all under the management of a special establishment paid from the voluntary cess fund and under the orders of the revenue officers, and the villagers have control over the water only after it passes into the village channels. It would appear from the Collector's letter that all possible pains are taken to secure fair distribution, and that there is no waste or complaints by the ryots. There seems no occasion for the interference of the Public Works Department.

5. The Collector of Coimbatore admits that there have been complaints, but not, he affirms, owing to waste near the heads of the channels. The channel establishment in charge of the head sluices are under the orders of the Public Works Department, and the Collector says that experience has proved that undivided control by either department has been a failure. The deficient supply arises from attempts to secure supply for the cultivation of the samba instead of the car crop.

6. The Board have been informed by Mr. Puckle, who recently inspected the Kalingaroyan channel, that great waste was going on in the upper sections owing to imperfectly-stopped shutters and holes in the bank, and that the

239/12

excess water thus escaping passes into the Cauvery, and so fails to benefit the cultivation lower down. The remedy for this he considered to be the appointment as channel monigar of a ryot of one of the villages at the tail end of the channel. This suggestion, as well as Mr. Puckle's assertion as to waste and imperfect conservancy of the channel, should have the Collector's attention.

7. In Madura the Collector states that what is most wanted is the provision of sluices and a law for the maintenance of conservancy when Government does not undertake the duty. The voluntary cess system, which was in force in the river channels in Madura, has entirely broken down as reported to Government in Board's Proceedings, dated 30th April 1875, No. 1,089.

8. The Board then observe that they are not prepared to propose any general change in the arrangements for the distribution of water in the districts above mentioned. They consider that those in Tanjore and Trichinopoly are as efficient as present circumstances admit of their being. In Coimbatore what seems to be required has been indicated above. In Madura the provision of proper sluices appears to be urgently required, and no administrative arrangements can be efficacious until this want is supplied. If the Public Works Department are then prepared to undertake further supervision of distribution, their assistance will be gladly accepted by the Revenue Department. Meanwhile, the Collectors should enforce the provisions of Act I. of 1858 as far as possible. The general question of a law to further facilitate the enforcement of customary labor is under discussion.

G.O., dated 31st July 1875, No. 1,155.

(True Copies and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 31. Order thereon, 3rd November 1875, No. 1,562.

Irrigation, No. 2.

The Government concur with the Board of Revenue, and see no reason for any general change in existing arrangements.

(True Extract.)

(Signed) L. A. CAMPBELL,
Under-Secretary to Government.

To the Public Works Department, with copy of His Excellency's Note.
„ the Board of Revenue.

Exd. J. W. Fischer.

239 copy 9/9 never to say, I should

Govt. of {1875} Madras.

REVENUE.

To

THE PUBLIC WORKS DEPARTMENT,

&c., &c., &c.

Dated November, 3rd.

Recd.

Encl.

G.O., 3rd November 1875, No. 1,562.

NOVEMBER.

Nos. 30-31.

Village and Field Channels in Tanjore, Trichinopoly, Madura, and Coimbatore.—Concurring with the Board of Revenue that there is no reason for any general change in the existing arrangements for the distribution of water from —.

Proceedings of the Madras Government, Public Works Department, 22nd November 1875.

Read the following Proceedings of the Madras Government in the Revenue Department, dated 3rd November 1875, No. 1,562:—

ABSTRACT.—*Village and Field Channels in Tanjore, Trichinopoly, Madura, and Coimbatore.*—Concurring with the Board of Revenue that there is no reason for any general change in the existing arrangements for the distribution of water from —.

ORDER THEREON, 22nd November 1875, No. 164.

COMMUNICATED to the District Engineers, Tanjore, Madura, Trichinopoly and Coimbatore.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,

Secretary to Government.

To the Superintending Engineer, Coimbatore.

" " " Tanjore.

" District Engineer, Madura.

" " Trichinopoly.

" Chief Engineer for Irrigation.

Exd. E. C. Shunker.

Spare Copies

Public Works Department, 1882-83.

2392/14

Current No. 6034

Letter No. 7581

Dated the 29th Augt: /82

From the Master Attendant Administrative Dept: Madras.

If the S.E. could meet the Master Attendant an also the E. E. [illegible] be [illegible] [illegible] to [illegible] the letter

[illegible]

11/9

Note of Remarks.

Independent of any proposal the Port Officer of Coconada submits an Est. with a rough sketch for extending the existing Groyn at Coconada, Godavari D. amounting to Rs: 78,872.

The Est: provides for stone groynes to be carried out in extension of the existing ones with a curve to the N. East, the south groyn to be extended 2500 ft: & north 1900 ft: - The stones are to be brought from Samulcotta or Dowlishwaram & therefore the rate allowed is high.

W/0915

The Est: is not approved nor countersigned by the Master Attendant - who writes to say, "I should

off. 2/9 only 9/9

e to visit Coconada
before giving a conclusive
opinion, & consult on the
spot with the Dist:
Engr. &c." — & again in
his second para, "It
would be very advisable
not to adopt any
expensive scheme without
great care & consideration
as dredging machinery
have been ordered for
the Port, out of Port
Funds" —

No.

Administrative Department.

No. 7581.

Madras,
Marine Office,
29th August 1882

From
J. H. TAYLOR, Esq., Lieut., R.N.R.,
Master Attendant,
Administrative Department,
Madras,

9392/15

To
Colonel R. H. Sankey R.E. C.B.
Chief Secretary to Government,
Public Works Marine Department,
Fort Saint George.

P1

Sir,

I have the honour to forward, for the consideration of Government, estimates drawn out by the Port Officer of Coconada for the extension of the groynes at the mouth of the river, amounting to the large sum of 78,872 Rupees. You will no doubt remember that, on the occasion of our joint visit to this Port, we recommended a tentative measure of improvement by extending these walls, but the length and estimate were both moderate, 500 and 700 feet respectively, as against 1920 and 2500 now proposed, and the experiment was worth trying. But I am not in a position to recommend that a large work like the one now contemplated, by which the efficiency
of

of the Port must stand or fall, should be undertaken from any sums at the disposal of Government, and certainly not from Port Funds, unless in the form of a loan, upon which interest and a sinking fund were clearly leviable. Such a plan is now suggested by the Coconada Chamber of Commerce, and deserves every attention. A small charge upon all packages entering or leaving the port would realize a sum sufficient for the purposes of this undertaking. But still this undertaking proves I have very little confidence in it. You will remember that it has often been suggested to the merchants to keep the size of their boats within reasonable limits, but this obvious method of modifying the Chief evil of the port does not recommend itself to them. vide corresp. Boats of 20 tons would have little difficulty in passing & repassing into the river, but it is much cheaper to transact business in large vessels, many of 40 tons and upwards, and that Consideration outweighs all others, but also forms a reasonable objection to speculative expenditure of large sums of money in contention with the forces of nature. I should like to visit Coconada before giving a conclusive opinion, and Consult on the spot with the District Engineer. The new mouth of the Godavary may have had some effect upon the Bay in changing the currents and the still larger mouth which is said to have opened or rather extended itself in a direct line from Yanam to the sea may prove the means of drying up the small Channels which now bring silt into the neighbourhood of the Coconada river mouth.

2 It would be very advisable not to adopt any expensive scheme without great Care and Consideration. Now dredging machines have been ordered for the Port out of Port Funds. But is unnecessary to observe that the General Port Fund being now devoted in the first instance to the purely legitimate purposes for which they are raised will no longer + afford the balances out of which these and similar works have been sanctioned. Each port therefore that brings forward a satisfactory scheme of improvement must be prepared to levy a rate for interest and

Sinking

f.

sinking Fund.

I have the honor to be
Sir
Your most Obedient Servant
W Lawson
Master Attendant
Administrative Department

The following papers are submitted herewith:-
Letter from Coconada Chamber of Commerce dated
— Do — to — Do — No 8623 dated 8th June 1882.
— Do — from the Port Officer Coconada No 1021 dated 13th July 1882.
— Do — from Coconada Chamber of Commerce dated 19th July 1882.
— Do — to — Do — dated 26th July 1882 No 6356.
— Do — from — Do — dated 10th August 1882.
— Do — from Port Officer Coconada No 1103 dated 26th July 1882.
— Do — to Coconada Chamber of Commerce No 5991 dated 18th July 1882.
— Do — from — Do — dated 10th August 1882.
— Do — from Port Officer Coconada No 1174 dated 10th August 1882.
1 rough Sketch of proposed Groynes for Coconada.

2392/17

(188) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

THE ~~CHIEF~~ SECY. TO GOVERNMENT,
~~MARINE~~ DEPARTMENT,
Fort St. George.

No. 758.

Dated 29 August 1882.
Received

No.

Subject.

Forwarding Harn. Letter and correspondence relating to extension of Groyne at Cocanada with remarks.

Cocanada, 8th June 1882.

From

R. B. Nixon, Esq.,
Chairman, Chamber of Commerce,

To

The Deputy Collector
In charge of the Treasury,
Godavari District.

Sir,

I have the honor to acknowledge receipt of your letter of 2nd instant, requesting me to favor you with the views of this Chamber regarding the state of the Trade of this Port and whether there are any obstacles to its extension of Trade, and if so how they can best be remedied.

In reply I cannot do better than embody the previous views of the Chamber as expressed in their following letters:-

28th May 1879.

In reply to the enquiries contained in your third paragraph as to whether any obstacles and if so what obstacles exist to the extension of Trade in this Port, I beg to

enumerate a few.'

'Firstly – The difficulties experienced by boats in getting out of the river, owing to the silting up of the river mouth and the want of proper appliances to keep it clear.'

'Secondly – The restrictive regulations of the Port by which boats are prevented from leaving for the pass after 5 o'clock.'

'Thirdly – The want of punctuality in the attendance of the Custom officials.'

'Fourthly – The deficient means of Communications by road in the District.'

'Finally the Chamber sees with regret that Government has decided to stop running steamers on the Upper Godavari. Sometime ago the Chamber expressed an opinion that by increasing their number and by running them more frequently and more regularly the Grade in that direction might be considerably im-

'With reference to your letter of 15th December, I have the honor to put before you the views of this Chamber on the working of the Sea Customs Act.'

'The only section regarding which the Chamber have any complaints to make is No. 46 which comprise the boat rules.'

'The Chamber desire to call particular attention to the rule prohibiting boats going off to the ships between the hours of 6 P.M. and 5 A.M. This rule would seem to have been framed for open ports such as Bimlipatam, Coconada or and other minor Ports where Masula boats are used and where the surf has to be crossed, but it is not in the opinion of this Chamber, necessary for a Port like Cocanada where boats are entirely dependant upon the tide to cross the Bar at the mouth of the river. According to the present arrangement, boats can virtually only

go out between the hours of 11 A.M. and 5 P.M. that is the official hours when the Custom House is open; and in this way a couple of days is gen=erally lost for the boat must be loaded during these hours, and then wait till the next mornings tide before going off, for it would be useless to leave in the afternoon as the boat would only arrive alongside the vessel too late to discharge its cargo that day. The boats at this port are also very different to the usual Musher of boat used at most of the Ports of this Coast, being mostly large boats with covered decks, in fact as the Master Attendant of Madras pointed out in his report after inspecting this Port in 1877. "In the earlier palmy days of Coringa and Masulipatam these vessels would have been classed as ships" so that the element of danger such as exists in regard to small Masula boats is here reduced to a minimum. The Chamber respect=fully beg therefore that this rule

may be rescinded, and that cargo boats may be allowed to go off to the shipping at any hour of the day or night.

I am also requested to call attention to the unsatisfactory state of the boats. Rule X of the boat rules, though it gives authority to the Master Attendant to cause the boats to be submitted for inspection does not render a periodical inspection compulsory. The Master Attendant of Madras called attention to this, in his report already referred to, and suggested that an annual inspection should be compulsory, but the Chamber would go further than this, and suggest that a re=gular quarterly inspection be held to ascertain the condition of the boats.

The Chamber would also call at=tention to the state of the Bar, which requires constant dredging to keep the passage clear for boats but which now has not been dredged for some months, and the conse=quence is that even small

accommodation

accommodation boats frequently stick on the Bar, while with cargo boats this is the rule not the exception. This might be obviated to a very considerable extent if dredging was regularly carried on.

There are heavy fees levied at this Port, the wharf fees in particular though originally only imposed to cover the cost of the new Custom House wharf, being still in force, though the Chamber think the cost of this must long since have been defrayed. If continued, the Chamber would suggest that they should be at least applied towards keeping the Port in proper order. Then again an annual tax is now charged, on all boats at the rate of Re 1 per Ton capacity, which will give a considerable addition to the revenues of this Port, and the Chamber understand that the amount of this tax is to help towards the dredging and other measures which are carried on directly in the interest

The Chamber cannot but express the hope that this object may be strictly carried out, and that in future more attention may be paid to the conservancy of this Port.

The Chamber have only to add that with reference to the official hours at the Custom House, they would suggest that the Superintendent of Sea Customs should always be on duty at his office on these hours or that in his absence some Competent substitute should be there to carry on the work.

28th June 1880

As regards the obstacles to the extension of Trade at this Port, these are now so well known that it seems useless preiteration on the part of the Chamber to again call attention to the unsatisfactory state of the means of communication between the river and the roadstead. The Bar at the mouth of the river has latterly got worse and worse and for some months it was a regular

and

and almost daily occurrence for boats going off to the vessels with cargo to stick on the Bar. This state of things might certainly have been much modified, had the existing appliances in the shape of the dredge been kept at work, but as the dredge was not used on the Bar at the mouth of the river from the 30th September to 19th May 1880, it is no wonder that silt accumulated and the difficulty of crossing the Bar gradually but steadily increased."

"The Chamber have called attention to the state of the Bar for some years now, but on this occasion the Members think they have a special cause of complaint that for a period of over seven months not the slightest attempt was made to cope with the gradual silting up of the mouth of the river."

"The other principal obstacle to Trade at this Port, is the rule prohibiting boats going out of the river after 5 P.M. which the Chamber have also called attention to on previous occasions."

The Chamber take this opportunity of enquiring whether Government have yet come to any decision on the different schemes lately under their consideration for the improvement of this Port."

I have only to add to the foregoing that the obstacles then existing still continue to exist, and that so far as the Chamber can see no steps have been taken to remove them (except the punctuality of the Custom House officials regarding whom the Chamber have now no cause of Complaints.)

From the Madras Administration Report for 1880-81 Departmental Chapter II page 148, Sec. "Harbours on the East and West Coasts," I extract the following:-

"At Cocanada where alone they

they (the Chief Engineer and Master Attendant, officers appointed to report specially upon the different Ports), found it desirable to recommend works of any magni= =tude, an estimate was sanc= =tioned for carrying out, in a tentative measure, a groyne leading north towards the present anchorage (five miles from the Port), which, if successful in maintain= =ing a sufficiently deep channel for the cargo boats, may be eventually extended."

Up to this date not only have no steps been taken to commence this very necessary work, but I think I am correct in stating that no adequate measures have been adopted to try and maintain the present channel in the state it used to be in a few years back, as it is now almost an utter impossibility to cross the Bar even in an ordinary

ordinary passenger boat at low water. This is simply the result of inefficient dredging which perhaps cannot be remedied with the existing plant. But if this is really the case, the Chamber think that the Port ought at least to be supplied with a really good dredge, as the cost of establishment would be no more for a first class dredge than for the present useless one.

Another point the Chamber de= =sire bringing to the notice of Govern= =ment is the way the Port Funds are now managed. This Port I understand had a debit balance against it on 31st March 1891 of Rs: 37,689, while Tuticorin had a credit balance of Rs: 1,84,533. It seems to the Chamber that there must be some extraord= =inary reason for this great difference, and that it cannot have been brought about by heavier expenditure, seeing that Cocha=

Cocha=

little or nothing out of the ordinary way has been done for this Port. I can only therefore come to the conclusion that Tuticorin's large credit balance is due to the fact of that Port being fortunately situated as the most Southern Port of the Eastern group so that as a general rule Coasting steamers coming from the South, have probably to pay all the Port dues there, while Cocanada being situated in the centre of the group very seldom receives Port dues from Coasting steamers

From statistics in my possession it appears that out of 169 steamers belonging to the British India Steam Navigation Company alone, that called at this Port between 1st April 1880 and 31st March 1881, only 15 paid Port dues at this Port

It seems not unreasonable therefore to suppose that were there a fairer distribution of Port

Port Dues between each Port, the present circumstances would be considerably altered, and Cocanada so far from being at Port with a nominal debt upon it, would have a Considerable balance at its credit

I beg to conclude with the fervent hope that as the extension of the groynes has already been sanctioned, (as appears from the Madras Administration Report already quoted), that this work may be proceeded with without further delay. If something is not done and that soon, the result must inevitably be, that more expensive measures will eventually have to be resorted to, unless Government wish to see the Port of Cocanada closed up altogether

I have &c.

(Signed) Robt. B. Nixon

Chairman

No. 5623. To

Madras Marine Office
5th July 1882.

The Chairman Chamber of Commerce,

Cocanada

Sir,

Paid

I have the honor to acknowledge receipt of a copy of your letter addressed to the Deputy Collector in charge of the Treasury, Godavery District, bearing date 8th June 1882, and to furnish the following reply thereto.

2. The obstacles to trade experienced by the Chamber in may 1879 appear to have been five in number. Of these the two first only appertained to the Marine Department to remedy.

3. In March 1880 these obstacles were enhanced by two others and in your letter under notice your further suggest that fresh plant be obtained for dredging, as the operation has been hitherto carried out inefficiently in your opinion, and you further disapprove of the manner in which the general Port Funds of the Presidency are administered.

4. I shall now proceed to notice the obstacles brought to light and the suggestions made by your Chamber.

5 The first obstacle complained of is naturally the shallow state of the bar and the consequent difficulties attendant upon the ingress and egress of boats in and out of the rivers. This complaint dates far back and will continue in the future, I regret to say, though the evil would doubtless be mitigated by constant dredging. Two dredges and ten punts were transferred from the P. W. Department in the year 1875 to this Department. Dredge No 1 was condemned 1872 has worked ever since and has of course become worn out. The charges in connection with this dredge alone for the year 1881 82 I find, amount to Rs 5824 13 2 and bearing in mind that the commercial interests of the port depend in a great measure in keeping the bar and its approaches open and clear this Department has lately indented on the Secretary of State for India for two patent dredges for the port of Cocanada. In the mean while the attention of the Port officer will be called to the importance of keeping the bar of the river constantly dredged.

6. The nixt obstacle referred to is the restrictive regulation prohibiting boats leaving for the roads after 5. P.M. The regulation referred to is one that is maintained at all ports in the Presidency and it

is a wise & prudent measure and a safe guard to life and property. But, as observed by you, doubtless, the longer decked boats would be perfectly safe at night afloat in the roads, and as a temporary measure the Port officer will be directed, pending the confirmation of the Master Attendant to permit all decked vessels to leave the river for the roads after hours provided in each case that special permission to do so is sought for during office hours from the Port and Customs officers.

7. Your 3rd ground of complaint is the unsatisfactory state of the boats plying in the port. I would observe that without question in a port like Cocanada where boats have to travel over a large area of water space to reach the shipping and frequently have to be beaten to windward to reach the shore it is essentially necessary that all boats should be kept in a state of repair and perfectly sea worthy. This is a duty which devolves on the Port officer under Rule X of the Boat Rules and he will be instructed to hold a quarterly muster of all registered boats plying in the port giving a week's previous

notice

notice of the day in which such inspection will be held. It will be suggested to the Port Officer that the numbers of all seaworthy boats be put up for inspection at his office after the quarterly muster.

8 Referring to the fees levied on the Cocanada wharf I would observe that such fees are levied at all ports where Wharves, Jetties or Piers exist, and the Government have in sanctioning the Construction of such works always maintained that they should be self supporting. The fees must therefore be continued to be levied.

9 In conclusion I will briefly refer to your remarks on the management of the Port Fund. You draw a Comparison of the receipts of the Port of Tuticorin and Cocanada and point out that there is a debit balance against the latter. All receipts are credited to one Common General Fund from which funds, allotments are made annually by Budget for the requirements of each port and it, by no means, follows that because Tuticorin has a Sum of Rs 184533 to its credit that she is likely to benefit to a greater extent than Cocanada in the matter of disbursements. The reason why

Cocanada is in a state of insolvency is simply that her expenditure has always been incurred with a lavish hand and to institute a fair Comparison with other ports, you should have Compared their relative expenditure as well, and it will be seen in the margin that the Budget allotments for the present official year for the ports of Cochin and Tuticorin are less than the allotment for Cocanada. In the year 1872 the port had 19220 Rs. to its credit, since that period she has regularly expended on an average a sum of Rs 7665. 13 3 per annum over and above her receipts, a fact which clearly exhibits the principle upon which the General Port Fund is managed.

For 1882/83.
Cochin — Rs 10153
Tuticorin " 4760
Cocanada - 24352

I have &c.

/Signed/ T. E. Marshall
Ag Master Attendant
Administrative Department

No 5760

True copy forwarded to the Port officer Cocanada for careful attention with reference to paras 5. 6. and 7.

Madras Marine Office 10th July 1882

/Signed/ T. E. Marshall
Master Attendant

/True copy/
1st Asstt Master Attendant

2372/98

No. 1024

Master Attendants
Office Cocanada
13th Dec 1882

From J. H. Baker Esqre
Ag Port Officer
Cocanada

To The Master Attendant
Administrative Dept.
Madras.

Sir

I herewith have the honor to forward for your approval and sanction Estimates & plans of the Groynes to be carried out in Extention of the Existing ones with a turn to the N.E. the South Groyne will have to be extended 2,500 ft. and the North 1,900 feet. As the stone will have to be brought from Samulcotta or Dowlesh waram, the rate is high but I have framed the Estimate as per following items.

Per.

Under Separate Cover.

Per 1 Cubic yard of Stone at Dowleshwaram Quarry	Rs. as. P. " – 6 – "
do. Cartage from Quarry to Boat	" – 6 – "
do. Boat to Cocanada	" – 8 – "
do Loading	" – 4 – "
do Unloading & placing in position	" – 8 – "
	Rupees 2 – " – "

I understand that the Stone procurable at Dowleshwaram about ½ Cubic feet and I am not quite certain whether the Slope I propose 1½ in 1 will be sufficient to meet the not inconsiderable Seas that run into the Bay during the N. E. monsoon, but with a 38 feet base, I should imagine it ought to. I have allowed 1 foot for Sinkage and Settling into the soft mud that forms the bottom.

There is a considerable Quantity of Stone ballast belonging to various dubashes lying near the Office. I have offered 1 Rupee per ton, & if the men consent that will assist considerably in lowering the rate but they have not yet answered my request, when they do, I will communicate the result.

I would here respectfully suggest that the Old Cocanada Light House Column which is of no further service, might be pulled down and the Stone used for the Groynes. This would cheapen the work.

The experiments with mud, Ciment, Chunam, and Sand, to form blocks have failed the stuff hardens, but will not stand friction of water.

In conclusion I would beg to recommend that a Sum Say Rs. 5,000 be allotted to commence the work and it would then be practically ascertained what the actual cost of extending the Groynes will be.

I have the honor to be
Sir
Your Most Obdt Servt
J. N. Baker
A. S. Port Officer

No. 2773 Sept 1882
No. 1092

From the Port Officer
Cocanada

Dated 13th July /82
Recd 17 "

Enclosures
Nos.

Forwarding Clause
& Returned for
[illegible]
[illegible] Cocanada Port

COCANADA CHAMBER OF COMMERCE OFFICE.

Cocanada, 19th July 1882

2393
31
AP 17

From R. B. Nixon Esqre.
Chairman Chamber of Commerce

To The Acting Master Attendant
Administrative Department
Madras

Sir,

I have the honor to acknowledge receipt of your letter of 5th inst. and beg to thank you for the full and explicit manner in which you have dealt with the obstacles to trade at this port.

The Chamber is particularly glad to hear that two new Dredges have already been ordered for the port. These when they arrive and are regularly at work will no doubt do much to mitigate one of the greatest evils, the accumulation of silt.

The Chamber trust however that the extension of the Groynes, (a point which you have not touched upon in your reply as possibly not being strictly within the province of your department) may not be overlooked, and the Members of this Chamber would feel much obliged to you, if you would urge the importance of this upon Government.

The Chamber note with interest your remarks upon the Administration of the Port Funds, and are glad to learn that the allotment for expenditure on the up keep of the port is not restricted to the receipts as credited under the present system of accounts, but that the port participates in a share of the General Port Fund.

The Chamber is of opinion however that the existing method of keeping the accounts cannot but be injurious to the interests of this port, as making it appear to be in a state of insolvency, while the Chamber believe that were the port credited with fair port dues on every vessel, steamer or otherwise, that calls at Cocanada, the financial position would be very different, and would probably prove that the port is self supporting instead of having a large balance at its debit, which must naturally stand in the way of proposed improvements.

I have the honor to be
Sir
Your most obedient Servant

R. B. Nixon
Chairman

Administrative Department.

MADRAS,

Marine Office,

No. 6356. 26th July 1882.

From

THE MASTER ATTENDANT,

ADMINISTRATIVE DEPARTMENT,

Madras,

To

The Chairman

Chamber of Commerce

Cocanada.

SIR,

I have the honor to acknowledge the receipt of your letter dated July 19th 1882, and to inform you that an estimate has just been received from the Port Officer, Cocanada, for the groynes amounting to Rupees (75,000) seventy five thousand and which will be laid before the Master Attendant on his return on the 1st proximo.

I have &c.

(signed) J. E. Marshall

Ag: Master Attendant

Administrative Department.

(True copy)

W. H. Bartlett

1st Asstt. Master Attendant.

P. W. 1247
002

COCANADA CHAMBER OF COMMERCE OFFICE.

Cocanada, 10th August 1882

1819

From R. B. Nixon Esqr
Chairman Chamber of Commerce
Cocanada

To
The Acting Master Attendant
Administrative Department
Madras

Sir

I have the honor to acknowledge receipt of your letter of 26th ultimo, and am glad to learn that an estimate has been forwarded for the extension of the groynes at this port, and that it was to be laid before the Master Attendant on 1st instant.

The Chamber trust that the Estimate will be sanctioned. If there is any difficulty on the score of insufficiency of funds, the Chamber would suggest the advisability of levying dues at the rate of one pie per package on all imports and exports which would be so small that the incidence would scarcely be felt, and yet the Chamber believe that a revenue of from Rs 6000/- to Rs 8000/- per annum would thereby be raised which would represent an interest of 3 to 4% on an expenditure of 2 Lacs.

I have the honor to be
Sir
Your most obedient Servant

R B Nixon

Chairman

MARINE OFFICE, MADRAS.
14 AUG 82
ADMINISTRATIVE DEPARTMENT

No. 1063

Marine Office
Cocanada
26 Jan 1882

From J. H. Baker Esqr
A/Port Officer
Cocanada

To The Master Attendant
Administrative Dept
Madras.

Sir

With reference to Para 2 of your No. 6015 18-7-81 I have the honor to forwarda list of all cargo and passenger boats with their tonnage, quantity of cargo they can carry and as nearly as I can ascertain their draft of water when loaded.

I have the honor to be
Sir
Your Most obedt Servt

J H Baker
A/Port Officer

Administrative Department.

MADRAS,

Marine Office,

18th July 1882.

No. 5991.

From

THE MASTER ATTENDANT,

ADMINISTRATIVE DEPARTMENT,

Madras,

9392/35

To

The Chairman

Chamber of Commerce

Cocanada.

SIR,

In continuation of my letter No 5623 of 5th instant I would beg to draw the attention of the Chamber to the large size of the boats employed at your port, a fact which has just been brought to my notice. This has been remarked already on several occasions, and it appears to me that a very different class of boats is required to those now in existence. Boats of great beam and light draft of water with or without centre boards seem to be suited to the conditions existing at Cocanada. It is a case where boats must be provided to suit the requirements of a port and

not

No 5991/1882 1663.
From the [illegible] Office Cocanada
To the Master Attendant Administrative Dept Madras.
Dated 26th July 1882
Recd [illegible]

Forwarding a list of all Cargo & passenger boats with their tonnage & capacity and draft of water when loaded belonging to this Port

2392/36

not that the port must be made available for any class of boats that parties may choose to bring into it with the intention of plying for hire.

I throw out this suggestion in the hope that the Chamber will take such steps in shipping or landing only in moderately sized boats as will ensure an easy passage into or out of the river at all times of the tide.

It is the intention of the Master Attendant Administrative Department to propose to Government to limit the licensing of cargo boats to a certain tonnage, and thus ensuring complete efficiency for service according to the existent conditions at each of the ports in this Presidency.

(True copy)

I have &c.

Signed/ J. E. Marshall
Ag. Master Attendant
Administrative Department

Asst. Master Attendant Administrative Department

From
The Master Attendant,
Administrative Department,
Madras,
To
The
Dated
Received 188

P. W. Sn 4 / 6034

COCANADA CHAMBER OF COMMERCE OFFICE.

Cocanada, 10th August 1882

From R. B. Nixon Esqr. 9392/37
Chairman, Chamber of Commerce
Cocanada

Print

To
The Acting Master Attendant
Administrative Department
Madras

Sir,

I have the honor to acknowledge receipt of your letter of 18th July, and have laid the same before the members of the Chamber, and I now enclose copies of replies from some of the Members who have requested that their views may be specially brought to your notice.

I am further desired to add that the Chamber considers it would be extremely detrimental to the interests of the port if any rule were passed limiting the size of boats.

If it were clearly understood that a certain minimum depth of water would always be maintained on the Bar, Government may rest assured that the boat owners themselves will in their own interests build boats best adapted to the condition of the port.

I have the honor to be
Sir
Your most obedient Servant
Robt. B. Nixon
Chairman

MARINE OFFICE, MADRAS.
14 AUG 82
ADMINISTRATIVE DEPARTMENT.

No 11714

Marine Office
Cocanada
August 1882.

From The Acting Port Officer,
Cocanada.

To The Master Attendant
Administrative Dept
Madras.

Sir,

In acknowledging receipt of copy of your letter No 5991 to the Chairman of the Cocanada Chamber of Commerce, I have the honor respectfully to lay before you my opinion regarding limiting the tonnage of licensed Boats.

1st. During the N.E. monsoon, at times of bad weather a not inconsiderable Sea gets up in the harbour, and to enable boats to beat off, and at the same time, keep their Cargo dry, they must be of some size and deep in the water.

2nd. As the trade of the Port is considerable, a very large number of boats of smaller tonnage would have to go off to the vessels thereby incurring

incurring greater risk when lying alongside, than when a fewer number are Employed.

I, however, am of opinion that a limitation of draft would work well; Should the groynes be Extended with the Curve to the N.E. as shown in plan Submitted with my No. 1024/13.7.82. I have Every reason to believe that a good Six feet of water at all times can be Ensured; under this belief I would Suggest that a limit of 5½ feet be put on the draft of all licensed Boats and the owners informed that should they send boats of a greater draft and they stick and prove an obstruction to other boats, that the Port Officer be Empowered to lighten them at the Expense of the owners, and further that no Complaints, regarding the State of the bar or river Emanating from owners of boats drawing over the maximum draft, will be Attended to.

In Conclusion I would mention that a good Serviceable boat Carrying 50 Tons of dead weight Could, I believe, be built here with a maximum draft of 5 to 5½ feet, and that Such a one would answer all requirements.

I have the Honor to be
Sir,
Your most obedient Servant,

D. D. Carter

Acting Port Officer

We fail to see the force of the argument: boat owners can be trusted to build the descriptions of boats most likely to suit the conditions of the port. The boats employed used to be found very convenient before the Port was allowed to be in its present state: if it cannot be improved so as to allow large boats to get out of the river, smaller boats will be built in future as boat owners will find that it does not pay them to send boats out with only half of their proper Cargo, but this is a retrograde movement, and the Master attendant might as well propose to limit the quantity of Cargo to be exported daily because the river has become so shallow (through sheer neglect) that only small open boats are available. — Boats have often to beat 5 miles out to sea against the wind, and we doubt whether boats of great beam & light draft of water with or without Centre-boards would answer as well as our present efficient sea-going Craft. — To use the Master attendants' mode of speech, it is a case where the regulations should be made to suit the requirements of the port, and not that the Port & the interests of the mercantile Community should be made subservient to Regulations as to size of tonnage &c, simply to avoid the necessity of doing the needful to keep the port in proper order.

Signed/ Gill Deane & Co

Approved.

Signed/ Innes & Co

We endorse the above. A boat owner tells us the earnings of smaller boats would not pay the wages of the Crew who have to take them to such a distance as the Shipping. Boats & port must therefore cease to exist if Capt. Taylor's views are to be carried out.

Signed/ Simson Bros:

I cannot approve the Master attendants proposition. The boats of the port are such as suit the port in its normal state. If reduced in size now, what guarantee is there against the necessity for further reduction? The real remedy is not to reduce the size of the boats, but to remove the accumulation at the bar —
It is a pity that this vital point has been so long neglected, when, it is remembered that vast commercial interests are at stake
I think that all the firms in Cocanada should speak out in this matter & request that their views be submitted by Capt. Taylor to the Government in the very words employed.

Signed. J. M. MacLennan
agent, Bank of Madras

True copies
Robt B. [illegible]

No 2392 W. 37 B. of Links.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT

UNDER date the 15th Septr/82

Read the following;—

2379/81

Letter from the Master Attendant, Administrative Dept., Madras } (A.E. No 7581 d/ 29th Augt 1882)

The project for extending the groynes at the mouth of the river at Cocanada will be deferred as suggested by the Master Attendant, Madras.

2. If the Supty. Engr. as well as the Executive Engineer could meet Captain Taylor at Cocanada on the occasion of his proposed inspection it would facilitate the consideration

38/4

To,

The Master Attendant, Madras. }

" Supty Eng. First Circle with plans & Estimates (& 4 Enclosures) }

" Marine Dept

Desp. 23/9 21

E.A.S.

of the question of improve-
-ments to the Fort.

13.9.82

2392
42

21-3-96 ✓

6034

Govt. of {1882} Madras.

PUBLIC WORKS.

10/9

Dated

Recd. Entd.

G. O. 15th Septr 1882, No. 2392 W.

Nos. 120 to 121

Groynes at the mouth of the river at Cocanada.

The project for extending the — deferred as suggested by the Master Attendant Madras & the S.E. & E.E. Engrs directed to meet the Master Attendant during his visit to Cocanada.

Entd in Receipt Register

11.

8/9

145/9