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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No. 2852(W) Press.
~~B.P. No.~~ ~~Mis.~~

Dated 31-10-1882 ~~197~~.

Not to be folded or roughly handled

285.2
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 211.

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, 13th October 1882, No. 8761 :—

I have the honor to forward herewith a more complete statement regarding the Port of Cocanada than that afforded in my letter of August 29th last, No. 7581.

2. I must first, however, express my regret that the Government Order relating to the Superintending Engineer and Executive Engineer's assistance did not reach me until my return to Madras, so that I lost the benefit of their advice and co-operation. However I hope if they approve generally of the extension of the groynes, the information I have secured will enable Government to come to a decision on a point so very important to the interests of the port.

3. I find that great changes have taken place in the river, which has greatly deepened and assumed a compact form, so that instead of the ebb water and freshes of the Godávari spreading silt all over Cocanada Bay as formerly, it may fairly be assumed that it will in future go out to sea, and the numerous streamlets which did so much mischief gradually dry up. This action is already going on. Thus one difficulty in the way of improving the Cocanada river seems much diminished. I send the chart (to be returned) I took with me on which the new river is drawn over the old one, and a good idea afforded of the probable advantages to the bay. Then a very great point will be carried by turning the river mouth to the north-east, which cannot be done without great addition to the length of the groyne, for the sand in the bight formed by the north pier has a tendency to accumulate, and overlaps now the present pier end. The tides from the north will enter the river mouth without any divergence, and the ebb from the bay and river leading to Yanam and Coringa will sweep north-eastwards along the side of the groynes, and joined by the river ebb will, I consider, greatly help to reduce the bar. I may observe here that my brother, Commander A. D. Taylor, late Superintendent, Marine Surveys of India, is with me now, and after a thirty years' surveying acquaintance with Cocanada is able to speak confidently about it. He is of opinion that the easiest and most hopeful method of improvement is to lengthen and curve the groynes as proposed. We hope there will not be the same inducement to form bar as heretofore. Another important circumstance in favor of this method of improvement is the universal favor in which it is held by the whole community. This general opinion is founded upon experiences of boatmen, observation of intelligent inhabitants, opinion of ship-masters, &c. &c., and is the conclusion arrived at after years of discussion; so strong is this conviction that I am able to forward with this letter a memorial from the European merchants and Chamber of Commerce, to which is added the signatures of the Native merchants, which I thought it advisable to procure to satisfy Government as to the universal desire.

4. This memorial suggests and approves the levy of a small tax upon all articles landed or shipped, and is sufficient to provide for a sinking fund and interest upon

the capital borrowed for the occasion (amounting to about Rupees 6,000 per annum). A sum so small in proportion to the trade of this flourishing port that it will be inappreciable in its effects. Now, as the work cannot be, and is admitted by the mercantile community not to be, a legitimate charge upon Port Funds, particularly now that all Imperial contribution has ceased, the method proposed is one that strongly recommends itself, and the sum may reasonably be lent on such conditions out of the unexpended balance of Port Funds. I may mention in connection with this subject that I took the opinions of as many European merchants as I could find at Masulipatam, Vizagapatam, and Bimlipatam, and found them all in favor of similar arrangements for any improvement to their several ports. This seems to me to be evidently the method by which moderate measures of relief can be granted in future, and I beg respectfully to recommend it to the attention of Government. I have caused tenders to be called for in connection with the contemplated extension, and out of seven tenders I find that sent in by Messrs. Thalatum Swami and Vasireddi Kamarazu is the lowest, and the tenderers are prepared with good security.

5. Their tender of Rs. 53,608-5-0 brings the work into a much more favorable position than that presented by the first estimate, and the sum may well be lent on the terms offered. It will, however, be necessary, if Government approves and entertains the scheme, that the short Harbour Bill for Madras now preparing for the levy of dues on goods should be extended to Cocanada. In this event also I would respectfully advise that, as the interests of the merchants will be more directly affected than heretofore, a Board should be invited to co-operate with the Port Officer in carrying out the work, and satisfying the community that the contractor's agreement is duly carried out, and also generally assist in the conservancy of the river. The public will thus acquire a better idea of the difficulties that reasonably arise in such a situation, and will not be able to bring complaints before Government until all reasonable efforts have failed from their own point of view. The Port Officer, Mr. Gilham, would necessarily be the executive officer, and for this large increase to his work and exposure I think the enterprise should be charged with some reasonable addition to his present pay. He has not received any increase for the extra work of dredging and attending to the plant and other duties that used to be carried out by the Department of Public Works, but which since 1875 have fallen upon him.

6. As other members of the Board, I would suggest Mr. Nixon, Chairman of the Chamber of Commerce, who is warmly interested in the improvement of the port, Mr. Bryce, Agent for the British India Steam Navigation Company, and Mr. Ramakristna, a Native gentleman, who is most widely and favorably held in estimation wherever good has to be done in the public interest. The size of the boats will then be one matter that will engage their attention. It is admitted that they must from the nature of things be of large size, but there may be a limit to draft of water, which the altered condition of things will impose.

7. I find on inquiry that one reason for the construction of large boats at Cocanada is that the owners have frequent opportunities of selling them to parties in the East Coast, Chittagong, Akyab, &c. &c., and a profitable trade is driven in that way, hence a valid reason exists of the strong disinclination exhibited towards making any change; otherwise boats of the Masulipatam type, which have the same sea work to do would suffice, the distance they have to sail is about the same, and many of them have centre boards to improve their sailing qualities, and be a substitute for larger draft.

8. In concluding this particular subject of improvement to the port, I have only to add that its interests seem to demand some immediate vigorous effort to support them, and of all plans for the purpose this has secured the greatest measure of local confidence. My own doubts, as I have explained above, have been weakened by the hopeful change I recognise in the river and general features of the bay. If, as may reasonably be expected, an arrest has been placed upon the general silting or its action only greatly reduced, the extension of the groynes must place the port in comfort and convenience for many years, and that is a very important consideration. I shall have to recur soon to Cocanada in another letter on special matter of interest.

2852/2

No. 212.

Order—dated 31st October 1882, No. 2852 W., Public Works.

The Government approve of the proposals of the Master Attendant for the improvement of the Port of Cocanada at an approximate cost of Rs. 53,608. An estimate in proper form will be framed under the orders of the Superintending Engineer and submitted for formal sanction.

2. Meanwhile the question of the provision of the requisite funds will be considered in the Financial Department.

(True Extract.)

Lieut.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Master-Attendant, Madras.
" Superintending Engineer, First Circle, with Chart and Estimate.
" Financial Department.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated October, 31st.

Read. *Encl.*

G.O., 31st Oct. 1882, No. 2852 W.

OCTOBER.
Nos. 211-212.

Port of Cocanada.

The proposals of the Master Attendant for the improvement of the — at an approximate cost of Rs. 53,608, approved with remarks.

2852/3

COCANADA CHAMBER OF COMMERCE OFFICE,

Cocanada, 22nd Sept 1882.

To

His Excellency the Right Honourable
Mountstuart Elphinstone Grant Duff,
Governor of Madras.

The Memorial of the undersigned Merchants and Traders of Cocanada, Godavari District.

Respectfully Sheweth,

As your Memorialists understand that the question of the extension of the groynes for the improvement of the Port of Cocanada is now receiving the attention of Government, and as your Memorialists are further given to understand that the approximate cost is estimated at about one lakh of rupees or thereabouts, and that there are no funds available at the credit of this Port for the purpose: the undersigned beg to suggest for the consideration of Government the advisability of levying a small charge on Imports and Exports, so as to raise a sufficient sum to pay interest and create a sinking fund for the re-payment of the amount proposed to be spent.

The Cocanada Chamber of Commerce from statistics compiled by them for one year, from 1st December 1880 to 30th November 1881, which is believed to be a fair average season, find that the exports of the principal articles of produce during that period were approximately as follows:—

Castor Seed	... ...	80,044 Cwts.
Rice	... ...	1,11,473 „
Gingelly Seed	... ...	2,65,451 „
Cotton	... ...	29,876 „
Myrabolams	... ...	20,611 „
Hemp	... ...	5,089 „
Gram	... ...	86,256 „
Jaggery	... ...	3,19,418 „
Paddy	... ...	32,049 „
	Total ...	9,50,267 Cwts.

which at the rate of one pie per Cwt. would yield Rs. 4,950.

The figures for imports are not within our reach, and your Memorialists are therefore unable to estimate them accurately, but taking them even at one-fourth of the exports, there would be about another Rs. 1,250 or roughly speaking and allowing for minor articles left out of the Chamber of Commerce calculations, we might fairly count upon a round sum of Rs. 6,50 per annum, or say 6½ % to cover interest and allow for a sinking fund on the estimated expenditure of one l h.

Your Memorialists humbly pry that your Excellency will take the above suggestion into yo favourable consideration, and allow the much needed improvement of this Port to be proceeded with with further delay.

And your Memorialists as in ty bound will ever pray.

Chairman Chamber of Commerce

pp Secretary

...so very important to the interests of the Port.

Administrative Department.

No. 8761

2685/49

Madras,
Marine Office,
13th October 1882.

From

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

To

Colonel R. H. Sankey R.E. C.I.E.

~~Chief~~ *Secretary to Government,*
Public Works ~~Marine~~ *Department,*
~~Fort Saint George.~~
Cocanada

Sir,

I have the honor to forward herewith a more complete statement regarding the Port of Cocanada than that afforded in my letter of August 29th last, No. 7581.

2. I must first, however, express my regret that the G.O. relating to the Superintending Engineer and Executive Engineer's assistance did not reach me until my return to Madras, so that I lost the benefit of their advice and co-operation. However I hope if they approve generally of the extension of the groynes, the information I have secured will enable Government to come to a decision on a point so very important to the interests of the Port.

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I find that great changes have taken place in the river, which has greatly deepened and assumed a compact form, so that instead of the ebb water and freshes of the Godavery spreading silt all over Cocanada Bay as formerly, it may fairly be assumed that it will in future go out to sea, and the numerous streamlets which did so much mischief gradually dry up. This action is already going on. Thus one difficulty in the way of improving the Cocanada River seems much diminished. I send the Chart (to be returned) to take with me on which the new river is drawn over the old one, and a good idea afforded of the probable advantages to the Bay. Then a very great point will be carried by turning the river mouth to the N.E., which cannot be done without great addition to the lengths of the Groynes, for the sand in the bight formed by the N. pier has a tendency to accumulate, and overlaps even the present Pier end. The tides from the South will enter the river mouth without any divergence, and the ebb from the Bay and river leading to Pyramm and Coringa will sweep N.E. wards along

285/1

along the side of the Groynes, and joined by the river ebb will, I consider, greatly help to reduce the bar. I may observe here that my brother, Commander A.D. Taylor, late Superintendent Marine Surveys of India, is with me now, and after a thirty years surveying acquaintance with Cocanada, is able to speak confidently about it. He is of opinion that the easiest and most hopeful method of improvement is to lengthen and curve the groynes as proposed. We hope there will not be the same inducement to form a Bar as heretofore. Another important circumstance in favor of this method of improvement is the universal favour in which it is held by the whole community. This general opinion is founded upon experiences of boatmen, observation of intelligent inhabitants opinion of ship masters &c. &c., and is the conclusion arrived at after years of discussion, so strong is this conviction that I am able to forward with this letter a memorial from the European merchants and Chamber of Commerce, to which is added the signatures of the native merchants, which I thought it advisable to procure to satisfy Government as to the universal desire.

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articles landed or shipped, and is sufficient to provide for a sinking Fund and interest upon the Capital borrowed for the occasion, Commuting to about Rupees (6000) Six thousand per annum; a sum so small in proportion to the Trade of this flourishing Port that it will be inappreciable in its effects. Now as the work cannot be, and is admitted by the Mercantile Community not to be, a legitimate charge upon Port Funds, particularly now that all Imperial contribution has ceased, the method proposed is one that strongly recommends itself, and the sum may reasonably be lent on such conditions out of the unexpended balance of Port Funds. I may mention in connection with this subject that I took the opinions of as many European Merchants as I could find at Masulipatam, Vizagapatam, and Bimlipatam, and found them all in favour of similar arrangements for any improvement to their several Ports. This seems to me to be evidently the method by which moderate measures of relief can be granted in future, and I beg respectfully to recommend it to the attention of Government. I have caused

tenders

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2832/80

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Officer

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2857/7

V 4

as that the owners have frequent opportunities of selling them to parties in the East coast, Chittagong, Akyab &c. &c. and a profitable trade is driven in that way, hence a valid reason exists of the strong disinclination exhibited towards making any change, otherwise boats of the Masulipatam type, which have the same sea work to do would suffice, the distance they have to sail is about the same, and many of them have centre boards to improve their sailing qualities, and be a substitute for larger draft.

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Comfort

comfort and convenience for many years, and that is a very important consideration. I shall have to recur soon to Commander in another letter on special matter of interest.

I have the honor to be

Sir

Your most Obedt Servant

W Taylor

Master Attendant

Administrative Department

(188) DEPARTMENT.

From W. C. No 7414

THE MASTER ATTENDANT,

ADMINISTRATIVE DEPARTMENT,

Madras,

To

THE ~~CHIEF~~ SECY. TO GOVERNMENT,

Public Works ~~MARINE~~ DEPARTMENT,

~~*Fort St. George,*~~

Octacamund

No. 8761

Dated 13th } October 1882.
Received }

No.

Subject.

Endorsed 2

Submits proposals in connection with the improvement of the port of Cocanada.

Ex. 15-83. M. 6.7.83
Mi 2240 M. 24.9.83
" 2239. M. 24.9.83
No 903. E. M. 83

M. Sig. 11
Cir: 21/10

No. 2852 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 31st October 82.

Read the following:—

2852/9

Letter from the Master Attendant, Madras (A.E. No. 8761 of 13th Oct. 1882)

The Government approve of the proposals of the Master Attendant for the improvement of the Port of Cocanada at an approximate cost of Rupees 53,608.— An estimate in proper form will be framed under the orders of the Supty Engineer and submitted for formal sanction.— Meanwhile the question

2852
10

of the provision of the
requisite funds will be
considered in the financial
Department.

38
4

To,
The Master Attendant, Madras.
" Supty Engr First Circle with Chart &c
" Financial Supt
Despatch 4-11-82-
21

To,
The Chief Secretary to Govt
for communication

RS Cert 31/10

24-3-96
16-2-28

4/10/11

7414

Govt. of {1882} Madras.

PUBLIC WORKS.

1/11

Dated

Read. Read.

G. O., 31st Jan 1882, No. 28524.

Nos.

Port of Cocanada.

The proposals of the Master attendant for the improvement of the ___ at an estimated Cost ___ a report

20/1/10 Oct 5-5. Jan 31/10