

P.W.D.

B. No 1301 N 12.5.87
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No 2040W of 29th July/87

Communicated to
the Supg Engr. II Circle for
information

11/11/87
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25/7/87

P.W.C. No 5585

Govt. of (1887) Madras.
MARINE.

Issued

Recd.

20-7-87

Encl.

G.O., 4th July 1887, No. 282.

No 2040W of 29th July/87

JULY.

S.E. VI Circle
S.E. VI Circle
refers to 004

Tuticorin Port.

Sanctioning estimate for doubling the width of the inner portion of the Tuticorin pier, and remarking with reference to certain other improvements suggested to the port.

4TH JULY 1887, No. 282, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again G.O., dated 27th May 1886, No. 262, Marine.

READ—also the following papers:—

From J. LEWARNER, Esq., Collector of Tinnevely, to the Chief Secretary to Government (through the Master Attendant, Madras), dated Tinnevely, 17th May 1887, No. 303.

I have the honor to forward herewith a paper containing the views of the principal merchants of Tuticorin on the matter referred to in G.O., dated 27th May 1886, No. 262.

2. It will be seen that the signatories to the letter reiterate their desire to see the present pier extended a further length of 50 yards on iron piles. The arguments for and against this extension are already before the Government in the letters embodied in the Government order under reference. I only feel bound to observe on the Master Attendant's condemnation of the want of forethought on the part of the British India Steam Navigation Company in procuring a steam launch of too great a draught of water, that in my belief a smaller craft would not be so serviceable. Passengers for the steamers have to go out to an open roadstead nearly seven miles from the pier, and, except for a short period between the monsoons, they have to encounter very rough seas. I would not care to put out to sea in anything smaller. The cry is not therefore entirely one-sided on behalf of the British India Steam Navigation Company's convenience. The safety and comfort of hundreds of passengers has to be considered as well.

3. I thought it well to consult the Port officer about the proposal to meddle with the spit of sand forming in front of the Sub-Collector's bungalow, especially as I learn that the Master Attendant is not in Madras. He condemns it entirely; and I think he is right. His letter is sent up.

4. The beautifying of the foreshore is in the hands of the residents and of the municipality, to which they contribute. I see no cause for the interference of the Government. Boats and dhonies must be hauled up somewhere: and I do not think that the inhabitants of Tuticorin have any cause of complaint over the insufficiency of the space allotted to them for recreation.

ENCLOSURE.

From Messrs. ADAMSON MACTAGGART AND CO., Agents, British India Steam Navigation Company (Limited), and six others, to the Collector of Tinnevely, dated Tuticorin, 7th May 1887.

We have the honor to call your attention to the G.O. of 27th May 1886, No. 262, passing orders on certain papers respecting the improvement of the Tuticorin pier, &c., in which the memorialists are requested to favor Government with a further expression of their views, pending which orders are deferred on the estimate submitted by the Master Attendant for doubling the width of the inner portion of the pier.

2. We would therefore respectfully suggest:—

- (1) That the old pier be entirely removed, and a new pier, on iron piles throughout, built as suggested, by the Collector, utilising the old material and making an addition of 50 yards at least to its present length.

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- (2) If Government consider this proposal too expensive, then we would suggest that the inner portion of the present pier, which is very old and rickety, be taken away, and renewed on iron piles, and a continuation of the present pier on iron piles for 50 yards constructed. The inner portion of the pier should be made twice its present breadth.
 - (3) That the foreshore between the Bank building and the Tuticorin Press Company's boundary be kept clear of wreckage, and no boat building or repairing allowed on that part.
 - (4) That the foreshore be planted with trees and shrubs, as much in the interests of sanitation as to beautify and make the place suitable as a healthful resort for the inhabitants.
 - (5) That a cutting be made through the large spit of sand which has formed and run out in front of the Sub-Collector's bungalow, and which increases daily in size, with a view when the south-west monsoon sets in, of the whole again being carried away, which removal would improve and deepen the water in the harbour.
3. The spit has now assumed such large dimensions that without this cutting the monsoon will have little effect on it. The work should be taken in hand immediately.
4. Claiming for the matter your best and early attention.

From G. A. PHIPPS, Esq., Port Officer, to the Collector of Tinnevely, dated Tuticorin, 16th May 1887, No. 87.

With reference to your letter, No. 455, dated 12th instant, forwarding a petition (herewith returned) signed by certain merchants of this place and requesting my opinion on paragraph (5) of the same, I have the honor to inform you that any proposal to meddle with the spit of sand which runs out from the point on which the Sub-Collector's house stands does not meet with my approval. The spit has existed probably for the last 100 years or more as it was shown on a plan of the harbour made by the late Mr. J. J. Franklin, R.N., 45 years ago. In some seasons it has decreased in size and then again increased. In the year 1871 sand was required to fill up the space inside the sea wall, which was then being constructed, and it was taken from this spit, which was by this lowered considerably but not below high-water mark. Since this was done the sand has once more accumulated and now some bushes have taken root. I am of opinion that this sand bank is of much use as it forms a natural breakwater; to remove it would let the north-east swell in during that monsoon. You are aware how shallow the water is on the north side over a sandy bottom, while on the harbour side it is deeper over mud. As to the utility of making a cutting through the spit, I am quite sure it would be of no use, and probably do some harm (at times a small channel has been cut by the action of the current and after a few months again closed of itself); that it would tend to deepen the harbour is impossible as all the sand comes from the north and is only kept from washing more into the harbour by the spit which the petitioners now desire to see removed.

2. In regard to the jetty, the necessity of doubling the inner part was again brought to the notice of the Secretary to Government, Public Works Department, and the Master Attendant, on their late tour of inspection, and quite approved of by them.

3. The practice of hauling up boats for repairs on the ground south of the Bank has been nearly entirely discontinued; new boats are, however, still permitted to be built and the space now kept for this purpose also for docking and building cannot be given up as there is no other suitable place round the harbour. Every precaution to prevent the beach being fouled is taken both by the Police department and my own.

From T. E. MARSHALL, Esq., Acting Port Officer, to the Chief Secretary to Government, dated Madras, 11th June 1887, No. 5033.

I have the honor to return herewith the letter from the Collector of Tinnevely, to your address, with its enclosures as marginally noted, forwarded for report under endorsement dated 1st June 1887.

Petition from certain merchants of Tuticorin, to the Collector of Tinnevely, dated 7th May 1887.

Letter from Port Officer, Tuticorin, to the Collector of Tinnevely, dated 16th May 1887, No. 87.

Letter from the Collector of Tinnevely, to the Chief Secretary to Government, dated 17th May 1887, No. 303.

easily be done, doubling the width from the head to the shore." An estimate for this

2. In his notes of inspection in February last, the Chief Engineer, Public Works Department, remarks, in reference to the Tuticorin jetty, that "it does not seem necessary to lengthen the jetty; it would, however, be a great convenience to traffic if it were widened, and this could

work was submitted to Government for sanction with this office letter, No. 4118, of date 7th May 1886, which I would respectfully suggest may now be sanctioned, as there appears to be a consensus of opinion in favor of its execution.

3. In reference to the extension of the pier by 50 yards on iron piles, it will be seen that the memorialists still adhere to their opinion, and repeat their request, while the Collector of the district and the Port Officer, Tuticorin, are also in favor of the project. But Captain Taylor and Colonel Hasted, R.E., are against it, on the ground that the benefit to be gained by the extension will be incommensurate with its cost. The further consideration of this work may therefore stand over for Captain Taylor's return.

4. The memorialists have introduced a fresh subject in their present report, viz., a project of "cutting through the large spit of sand which has formed and run out in front of the Sub-Collector's bungalow, and which they state is daily increasing in size." From this description one would conclude that the spit was a formation of very recent origin, instead of which, as pointed out by the Port Officer, Tuticorin, it has doubtless been in existence for the past century. In Mr. Franklin's survey of Tuticorin harbour in 1842 the spit of sand is most clearly delineated as extending 660 yards from the shore in a south by east direction, while under the more recent survey in 1879 by the Indian Marine Survey Department the same spit is most distinctly marked only in a little more southerly direction to an extent of 653 yards, but in both charts it is named "shoemaker or horse-shoe spit," and is thus identified to be one and the same. I would therefore earnestly deprecate any interference with this spit of sand as likely to lead only to mischievous results, the spit being, as pointed out by the Port Officer, Tuticorin, a safeguard to the jetty and a defence during the strong winds and heavy seas of the north-east monsoons.

5. Finally, there is the proposal to beautify the foreshore south of the jetty, but as the Collector observes this is a matter which does not call for the interference of Government; and its cost cannot legally be met from the General Port Fund.

ORDER—dated 4th July 1887, No. 282, Marine.

The estimate for doubling the width of the inner portion of the Tuticorin pier submitted with the Port officer's letter of 7th May 1886, No. 4118, will now be sanctioned.

2. The Government accept the view expressed by Captain Taylor in his letter of 4th May 1886, No. 3994, and by the Chief Engineer, Public Works Department, in his recent inspection report (recorded in G.O., dated 14th April 1887, No. 160), that owing to the shallowness of the water the further extension of the pier would yield no advantage commensurate with the outlay involved.

3. The embellishment of the foreshore falls within the province of the municipal council.

4. The Government agree with the local Port officer and with Mr. Marshall in considering that it would be inexpedient to interfere in any way with the spit of sand opposite the Sub-Collector's bungalow.

(True Extract.)

H. P. Pereira
Ag. Chief Secretary.

To the Port Officer, Madras.

" Collector of Tinnevely.

" Public Works Department.

" Local and Municipal Department.

" Accountant-General.

Exd. P. L. Pereira.

B. No 1301 W. 12.5.87
" 1550 W. 19.6.86

No 2040 W of 29th July/87

Communicated to
the Supt. Circle for
information

11/11/87
23.7.87

25/7/87

PWC No 5585
Govt. of 1887 Madras.
MARINE.

Issued

Recd. 20.7.87

Encl.

G.O., 4th July 1887, No. 282.

No 2040 W of 29th July/87
JULY.

Tuticorin Port.

Sanctioning estimate for doubling the width of
the inner portion of the Tuticorin pier, and re-
marking with reference to certain other improve-
ments suggested to the port.

S.E. VI Circle
29/7
replies to 004

PWC No 5826
Govt. of 1887 Madras.
PENSION.

To

THE ACCOUNTANT-GENERAL,

&c., &c., &c.

Dated

Despd. 27.7.87

G.O.,

Granting

No 2041 W of 29th July/87

Recorded.
Recorded

11/11/87
20.7.87

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers:—

From the Superintending Engineer, 1st Circle, dated 7th June 1887, No. 629.

Certificate and Report from the Examiner of Public Works Accounts,
dated 4th July 1887, No. 961 ^A/_R

ORDER THEREON 25 July 1887, No. 932

Under Sections 106 and 121 (6) of the Civil Pension Code

(6th Edition), the Right Honorable the Governor in Council is pleased to grant to

Goodapaty Venkannah, late Lock Lascar, Navigation
Establishment, Godavari Eastern Division, an Invalid

pension of Rupees (3 — — —) Three per mensem payable

at Rajahmundry from the date of relief or receipt of this

order whichever is earlier in consideration of

his qualifying inferior service of thirty eight years, one

month, and four days.

(True Extract.)

H. A. Stuart.

Ag. Under Secretary to Government.

To the Accountant-General, with Register.
" Examiner of Public Works Accounts.
" Public Works Department.
" Superintending Engineer, 1st Circle.
" Collector of

P. W. DEPARTMENT.

Current No. 5788

From

The Pub. Dept.

ENCLOS.—

No. 930. A. M. S.
Dated 8th July 1887
Received 26th Do.

SUBJECT.

Report on Native
Newspapers for May
1887.

DISPOSAL.

No. 706th Dated 29th July 1887

Recorded

[Sd]/W. L. C. B.