GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, to the Chief Secretary to Government, dated Madras, 13th May 1884, No. 4621.

I have the honor to inform you that on the occasion of my recent inspection of the southern ports, in April, I took Mr. Massey, of the Napier Iron Works, with me to Pondicherry, and there went into a thorough examination of the iron pier and carefully studied its construction. Mr. Massey's estimate for the Vizagapatam pier of 650 feet was practically the lowest, as it embraced construction and all the necessary plant, &c. The Pondicherry pier is admirably built and combines all the attributes necessary for a pier at Gopálpur. Mr. Massey, after his inspection, requested permission to send in a plan and estimate for a pier at Gopálpur of 900 feet in length and 20 feet breadth, which he has now sent in, and are forwarded with this letter. It will be seen that an admirable method of strengthening the Pondicherry pier is adopted by carrying out projections resembling the T head at intervals of 200 feet. This method admits of stages being easily arranged for the loading of boats without delay or risk of wetting cargoes: this Mr. Massey has incorporated in his plan. All the plant, railways, turn-tables, buttress at the shore end, accommodation ladders, &c., are included in the estimate, which he has placed at the modest amount of two lakhs of rupees. This is so satisfactory an offer in every way, and agrees so completely with the French estimate for the extended Pondicherry pier, also two lakhs, that I would respectfully suggest that for Gopálpur the plan and estimate might be adopted. It is hardly necessary to point out that much time would be saved by the engineer being in Madras, and that references and suggestions could be readily interchanged during the construction. Moreover, it would be a satisfaction to be able to avoid the remarks that would be passed, and the explanation that would be called for, if the work was given to a French firm. I believe Mr. Massey's means and the facilities given by his extensive workshop in Madras are all Government could desire. As regards the interests of Gopálpur, the estimate of two lakhs is so much more favorable than any sum the community have as yet considered, that it would be a great relief to them to have the matter settled on such favorable terms. The work could be commenced in about three months and completed probably in eighteen months, a great saving in time, which is another important advantage. I propose leaving Madras on three months' leave on the 24th of this month, so that I would respectfully suggest that a message by wire might be sent to me if this proposition receive favorable consideration from Government.

ENCLOSURE.

From Messrs. MASSEY AND COMPANY, to the Master Attendant, Madras, dated Madras, 12th May 1884.

We have the honor to submit, for your consideration, plan and estimate, amounting to Rs. 2,00,000, for a wrought-iron pier, 900 feet long × 20 feet broad, to be erected at Gopálpur.

Our estimate includes erection and pier end abutment; 2 cranes to lift 3 tons each and 1 movable crane of ½ ton, 6 turn-tables, and 2 metre-gauge lines running full length of pier. The pier piles are 6 inches diameter, of solid wrought iron screwed down as per plan in the usual

manner. Cross bracings of wrought iron $1\frac{3}{4}$ inches diameter with several fasteners braced together. Cross girders of wrought iron rolled beams 12 inches × 5 inches, bolted to cast-iron heads of piles. Longitudinal beams for flooring of teak or sal 12 inches × 10 inches bolted to cross girders. Flooring of sal 9 inches × 3 inches.

We estimate the work would take 18 months to complete, commencing operations three months after date of orders. Iron work to be paid for as delivered at Gopálpur at the rate of Rs. 180 per ton, and erection at Rs. 100 per running foot completed. Work to be passed and measured each month.

Should our plans and estimates meet with your approval and order handed to us, we will prepare full detail plans for approval.

Endorsement, Marine Department, dated 19th May 1884, No. 1070.
Letter from the Master Attendant, Madras, dated 16th May 1884, No. 4712.
Endorsement thereon in Marine Department, ,, 19th ,, ,, ,, 1071.
Telegram from His Excellency the Governor of the French Settlements in India, dated 12th April 1884.
Telegram from His Excellency the Governor of the French Settlements in India, dated 19th April 1884, No. 121.
Endorsement thereon in Marine Department, dated 19th May 1884, No. 1072.

ORDER—dated 19th May 1884, No. 1263 W., Public Works.

The Government are disposed to accept Messrs. Massey and Company's tender, amounting to rupees two lakhs, for the construction of the proposed pier at Gopálpur.

2. Messrs. Massey and Company will now be requested to place themselves in communication with the Superintending Engineer, I Circle, in view to a detailed estimate and specification for the work being drawn out and submitted to Government for formal sanction and appropriation of funds.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle, with plan.
,, Examiner, Public Works Accounts.
,, Master Attendant, Madras.
,, Marine Department.
To Messrs. Massey and Company.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated May, 19*th*.

Recd. *Encl.*

G.O., 19th May 1884, No. 1263 W.

MAY.

Pier at Gopalpur

Accepting the tender of Messrs. Massey and Company for the construction of the proposed —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From Lieutenant-Colonel P. MONTGOMERIE, R.E., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 3rd October 1884, No. 389 G.N.

As directed in G.O., No. 1263 W., dated 19th May 1884, I have the honor to submit Messrs. Massey and Company's detail plans, specification and estimates, amounting to Rs. 2,30,903, for constructing an iron pier at Gopálpur.

1 Copy of letter, No. 166, dated 22nd September 1884, with two enclosures, from the Executive Engineer, Ganjam.
3 Detail plans
1 Specification
1 Estimate
} from Messrs. Massey and Company.
1 Contract.
3 Sections and plan (of Madras pier).

2. I also submit copy of letter, No. 166 S.E., dated 22nd September 1884, with its enclosures, from the Executive Engineer, Ganjam, reporting the results of the borings which have been made in the beach at Gopálpur. The Executive Engineer has been obliged to suspend the boring operation until the calm season in December and January, when it is understood the tide will recede about 100 yards further than it does at present.

3. From the borings which have already been taken and from the enquiries made by the Executive Engineer, it would appear that at 50 feet below high tide line the surface of the rock is $17\frac{3}{4}$ feet below the present level of the sand, that at the eight-fathom line there is rock, and at the three-fathom line there are rumours of rock.

4. The further borings which it is intended to make in December and January will not enable us to decide the exact depth of sand over the rock at the proposed end of pier where there will be a depth of 15 feet of water. This, however, might be approximately settled if the exact distance from the shore where the rock is bare was ascertained; for a straight line drawn on the section connecting the known points where rock exists on shore and in the sea would give the intermediate depths of the rock approximately.

5. The simplest plan to do this would be to have the bottom examined by divers, and if you approve of this suggestion, I shall feel obliged if you will arrange for a couple of divers to be sent up from the Madras harbour works for the purpose.

6. You will observe that Messrs. Massey and Company's estimates are based on the supposed absence of rock. Should it be ascertained that rock exists and will interfere with the screwing down of the piles, I have the honor to request you will be so good as to inform me whether Messrs. Massey and Company are to be called upon to submit a revised estimate.

7. The plans and documents received with your memorandum No. 1205 C., dated 3rd July 1884, are herewith returned.

Enclosure.

From Captain L. LANGLEY, R.E., Executive Engineer, Ganjam Division, to the Superintending Engineer, I Circle, dated Chatrapur, 22nd September 1884, No. 166 S.E.

I have the honor to acknowledge the receipt of your No. 347 G.N. of 12th instant (in answer to my No. 155 of 2nd instant on this subject), approving of the arrangements I proposed. I enclose a report of the progress of the work from 9th to 15th instant, and a rough sketch which please return, and have further to report as follows.

2. I have been watching the boring for the last three days at Gopálpur. Progress has been very slow, owing, according to the maistry, to stone having been met with yesterday, the boring rod only descended 2 inches or 3 inches. This morning, very shortly after commencing work, it became so much bent that there was no doubt that rock had been met with. I accordingly ordered the withdrawal of the rod.

3. I find that the sand is cut away to a depth of 2 or 3 feet by spring and neap tides, and brought up again to its former level by ordinary tides. This erosion is not likely, as far as I can ascertain, to exceed 3 feet, but it would require a series of levels continued for a considerable time to fix the amount accurately. It does not however seem to be of much importance as the average level of the sand remains the same. It may be stated that there is at least 15 feet depth of sand at C on plan.

4. A boring could be made 10 or 12 yards further out than the second boring, but as it could only be worked at for about three hours a day, on a few days in a month, it would take a long time, and would be expensive. The result would probably be similar to that obtained by the second boring, and I do not recommend it as I do not think the result would be proportionate to the time and expense involved. There is no change in the configuration of the beach on either side of the line of borings, so there is no apparent reason for making borings on either side.

5. As far as I can ascertain there is rock at eight fathoms, which is beyond the end of the proposed pier. There are also rumours of rock at three fathoms. It seems therefore, considering also the results of the borings I have made, that, as might be expected, the rock crops up towards the surface of the sand as the bed of the sea falls. It seems to me that nothing more can usefully be done now, and that it would be advisable to wait for the recession of the sea in the cold weather, when borings could, I think, be taken for at least 100 yards from the first boring, *i.e.*, one-third the length of the proposed pier. If boring apparatus were forthcoming other lines of borings could be started at the same time, and levels and soundings could be taken more conveniently then than at present, as there is little surf at Gopálpur in the cold weather. I propose therefore to send the maistry back to Vizagapatam by the next steamer, after he has withdrawn the boring rod he is at present engaged on. I suppose there would be no difficulty in engaging him again. He understands earthwork, but I have no employment for him at present on such work. He does not understand masonry work. He anticipates that it will take a week or ten days to withdraw the boring rod. Therefore unless I hear from you *by telegraph* to the contrary, he will return to Vizagapatam by the next steamer after the withdrawal of the rod. The boring apparatus I shall keep at Gopálpur. The maistry will have orders to report, as nearly as he can, from the inspection of the rod, the strata through which it has passed. The high and low-tide lines marked on the plan are to be taken as approximate only.

No. 1766 C., Public Works.

Referred, through the Marine Department, to the Master Attendant, for favor of early remarks.

Chepâk, (Signed) J. SHAW-STEWART, Colonel, R.E.,
1st November 1884. Secretary to Government, P.W.D.

No. 2447, Marine.

Forwarded.

4th November 1884. (Signed) E. F. WEBSTER,
Chief Secretary.

To the Master Attendant.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, to the Chief Secretary to Government, dated Madras, 11th November 1884, No. 10393:—

I have the honor to return the papers received with your endorsement No. 2447, dated 4th instant, relative to the iron pier proposed to be erected at Gopálpur, and to report that I have gone over them carefully, and that they call for no remarks, except that the principle of the Pondicherry pier in regard to the projections on the two sides at intervals provides for strength if the piles should meet with obstruction from rock. I have every confidence in the success of the work, nor do I anticipate any modification, which however, if necessary, could be readily adapted. As the estimates and plans are now completed, it only remains for arrangements to be pushed forward so as to commence the work as soon as the fine season sets in.

No. 2555, Marine.

Forwarded to the Public Works Department.

Fort St. George, (Signed) E. F. WEBSTER,
17th November 1884. Chief Secretary.

Telegram from the Superintending Engineer, I Circle, Aska, through Gopálpur, to the Secretary to Government, Public Works Department, dated 10th December 1884.

Your telegram about Gopálpur pier. Certainly put iron works in hand at once.

Order—dated 13th December 1884, No. 3069 W., Public Works.

The plans and estimates, amounting to Rs. 2,30,903, submitted by Messrs. Massey and Company for the construction of an iron pier at Gopálpur, are sanctioned.

2. The question as to provision of funds will be considered in the Financial Department.

3. The work will be carried out by Messrs. Massey and Company, under the general supervision of the Superintending Engineer, I Circle.

4. Adverting to paragraph 6 of his letter, the Superintending Engineer's attention is drawn to the communication from the Master Attendant above recorded.

5. This sanction has been registered as excluded Local No. 47 W. of 1884-85, and classified as Miscellaneous Public Improvements, Original Works.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Financial Department.
" Marine "
To Messrs. Massey and Company.

Exd. W. H. French.
Spare Copies

218 h 2/2/85

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated December, 13th.

Recd. *Encl.*

G.O., 13th Dec. 1884, No. 3069 W.

DECEMBER.

Iron Pier at Gopalpur.

Orders on plans and estimates submitted by Messrs. Massey and Company for an —.

PUBLIC WORKS SECRETARIAT MADRAS

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From G. T. WALCH, Esq., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 4th May 1887, No. 125 G.N.

I have the honor to submit a revised estimate, with comparative statement, for the Gopálpur pier, amounting to Rs. 3,05,000.

2. The original estimate was Rs. 2,27,903, but this was exclusive of *extra work* which it was foreseen * would be inevitable, and which has, as is usual with large works done by contract, amounted to a very large sum.

* See "prices for extra work" at end of sanctioned estimate.

3. According to paragraph 10 of the "Agreement" of 25th June 1885 it was incumbent on the contractors to submit from time to time their claims for screwing in hard ground, as well as for other additions, &c., but they have not done this (except in the case of the one pile reported in my No. 506, dated 22nd September 1886) and I do not know at all what the total claim for such screwing will be. I have at a venture entered Rs. 2,000 for it in the estimate.

4. The claims for interest I have not thought it advisable to provide for by a separate entry in the estimate; such as are inevitable may be met from the sum (Rs. 5,297) put down "contingencies."

5. I have not included in the estimate the prolongation shorewards to take the place of the masonry abutment (see your No. 4428 C., dated 11th December 1886), but the Executive Engineer states that it will cost about Rs. 3,200 against the Rs. 3,000 which it was supposed that the masonry abutment arrangement would cost (see G.O., No. 3069, dated 13th December 1884, and Chief Engineer's memorandum, No. 598 C., dated 21st March 1885, to Superintending Engineer, I Circle).

6. It will of course be understood that there is no intention of the work of the pier being paid for by the lump sums of the various items in this estimate which is merely as near an approximation as possible to the quantities of work with the *rates* agreed to by the contractors, the only exception being in the case of the "lump sum" entry, Rs. 46,500, for "erection of the pier" as in the original estimate.

Note by the Chief Engineer, Public Works Department.

The estimate for the Gopálpur pier sanctioned in G.O., No. 3069 W., dated 13th December 1884, amounted to Rs. 2,30,903. A contract, however, was entered into with Messrs. Massey and Company for the execution of the work for Rs. 2,27,903, with the addition of extra work which it was known would be necessary, but could not be estimated for till the work was in hand, such as lengthening or cutting off piles, extra screwing down, &c., for which a schedule of prices was entered in the contract.

2. Some misunderstanding regarding the terms of the contract arose which led to the contractor making claims which were disputed by the Executive officers, and it was found that the shifting of the sand at the site of the pier would necessitate the provision of longer piles than originally estimated for. To ascertain what was necessary, the

undersigned visited Gopálpur and had several meetings with the Superintending and Executive Engineers and the contractors, and gave instructions for the preparation of a revised estimate which should provide for all additional work necessary at rates which the contractors would accept. The work was ordered to be continued in anticipation of sanction to this estimate, as, if the contractor had been stopped, there must have been considerable loss to Government.

3. It is necessary here to notice a remark made by Captain Taylor in his notes of inspection printed with G.O., Nos. 160 and 161, Marine, dated 14th April 1887. Captain Taylor says that the platform of the pier is 22′ 8″ above the sea, and objects to the height. Now, according to the agreement, the height of the platform of the pier was to be 16½ above H.W.M. and the section shows that it is 16 feet above H.W. spring tides, and the extreme range of the tides is 10 feet. From Major Baird's tide tables it is found that the extreme range of the tide at False Point, which is not much to the north of Gopálpur, is 10′ 2″, so that it is probable that the section is correct, and thus the pier has been constructed in accordance with the sanctioned design.

4. As the work has progressed, there has been evidence of continual shifting of the sand at the site of the pier, and the section of the bed from which the length of piles in the original estimate was estimated has so altered that piles of much greater length are now necessary. On seeing this the undersigned considered it necessary to provide for additional cross bracing and horizontal ties, which will cost over 15,000 rupees.

5. The original estimate did not provide for the abutment of the pier which was to be built separately of masonry; the undersigned, however, decided that it would be better to prolong the piles at the shore end, and revet the sand slope further back, and it is found that this can be done at about the same cost as the masonry abutment. It is thought desirable that the estimate should provide for this work, and it has consequently been added in this office, making the total of the revised estimate Rs. 3,08,200, which it is recommended may be sanctioned.

6. The estimate as revised provides for all that the contractor can claim under the original estimate, and for additional work considered necessary at the rates he has agreed to.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

21st May 1887.

Order—dated 27th May 1887, No. 1450 W., Public Works.

In the circumstances stated by the Chief Engineer, the revised estimate, amounting to Rs. 3,08,200, for constructing an iron pier at Gopálpur, is sanctioned in supersession of the estimate of Rs. 2,30,903 sanctioned in G.O., No. 3069 W., dated 13th December 1884.

2. The expenditure on the work to the end of 1886-87 amounted to Rs. 2,11,096, and the question of providing the additional funds required, Rs. 97,104, will be considered in the Financial Department.

3. This sanction has been registered as Excluded Local, No. 8 W. of 1887-88, and classified as Miscellaneous Public Improvements, Original Works.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle, with two enclosures.
„ Examiner, Public Works Accounts.
„ Financial Department.
„ Marine Department.

Exd. P. L. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated May, 27th.

Recd. *Encl.*

G.O., 27th May 1887, No. 1450 W.

MAY.

Iron Pier at Gopalpur

Revised estimate of Rs. 3,08,200 for constructing an —, sanctioned.

PUBLIC WORKS SECRETARIAT MADRAS

Hender
Letter - Please return when
Issued

3996
8.VIII

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 6th March 1888, No. G.-100.

I have the honor to acquaint you, for the information of Government, that, on the 13th January last, I received a report from the Port Officer at Gopálpur, that the pier under construction at that port would probably be completed by the end of February, and that nothing had been done in respect to the "pier approaches," without which traffic could not be carried on; he also requested instructions relative to the working of the pier tariff, &c. I immediately placed myself in communication with the Executive Engineer, Ganjam district, and ascertained from him that the "approaches" in question would be commenced in February. I also have been in correspondence with the Port Officer at Gopálpur on the subject of the pier tariff, &c.; and with reference thereto and the pier generally, I submit the following remarks :—

As to the Pier.

I. In paragraph 9 of his letter, No. 155, dated 22nd February 1888, to my address, the Port Officer at Gopálpur remarks in respect to the pier—

"For general shipping and landing all the year round, it is not long enough, as during the south-west monsoon the outer surf breaks beyond the end of the pier. This difficulty in the case of bag cargo shipped from shoots and stages can, I think, be successfully met by careful management of the boats, but we shall, I am afraid, during those months, seldom be able to work the cranes."

In another letter, No. 160, dated 23rd February 1888, the Port Officer remarks—

"I beg to state that 300 feet is the minimum distance to which the pier should be extended.

"As far as can be known without actual experience, June, July and August seem to be the only months when work at the pier will be totally stopped. I am doubtful if during these months any extension within a reasonable cost will be sufficient. I would strongly recommend a 12 months' trial of the existing length before deciding. Under any circumstances, 12 months must elapse before the extension would be ready for use."

He further reports that—

"Mr. Minchin writes: 'The pier should be at once lengthened and much ultimate cost saved by using the staff now actually on the spot with all their appliances and all their experience. The staff consists of Messrs. Massey and Co.'s Engineer, a maistry, and an engine driver. The labor is all on the spot. The appliances are a 12 horse-power boiler and a ship's winch.'"

II. It also appears that at a meeting of merchants and shippers held at the Port Office at Gopálpur, on the 18th February 1888, to discuss the question of pier approaches and tariff, "one of the Europeans present raised the question of the length of the pier—a matter not under discussion. The native members then declined to accept any schedule of rates unless the pier was lengthened, and the meeting was accordingly closed." No further communication on the subject from the native merchants has, as yet, reached the Port Officer at Gopálpur.

2. The question now to be decided is, whether the pier is to be extended at once 300 feet as proposed, for the reasons given by Mr. Minchin, or a 12 months' trial of the existing length made before deciding on an extension.

I recommend the latter course, for the reason that, with the pier in its present state "a large amount of work can be done with it"—*vide* concluding portion of paragraph 11 of Port Officer at Gopálpur's letter to me, No. 155, dated 22nd February 1888—and besides, I do not think that the trade at Gopálpur is at present sufficiently large to make the extension a matter of urgency. There would also be some difficulty in providing funds for the extension, as Gopálpur, according to the last administration report of this office, was Rs. 44,820 to the bad.

As to the Pier Dues.

3. As the pier can now be used to some extent, it will be necessary to sanction a scale of tolls to be levied at Gopálpur on all goods passing over that structure, and a proposal with reference thereto is now under preparation in communication with the Port Officer at Gopálpur, and will be submitted in due course. There seems, however, to be some strong opposition on the part of a portion of the mercantile community to the levying of any tolls, pending the lengthening of the pier, as the native shippers refused to accept any schedule unless the pier is extended, and Mr. Minchin, in a letter to the Port Officer, writes: "If the pier is too short for passengers, it is equally too short for goods, and it would be manifestly unfair to levy dues on a pier that could not be used when it could be done without."

4. The question of pier approaches will also have to be considered, and will form the subject of a separate communication. In the meantime, I have sanctioned the construction of a temporary ramp at the cost of Rs. 36.

5. In conclusion, I would point out that the first official intimation I had of the pier not being long enough was contained in a letter I received from the Port Officer at Gopálpur on the 1st February 1888, and it was on receiving this report that I immediately called for further information.

That some idea could have been formed before even the pier was commenced that it would not extend far enough seaward seems clear, and I consider that it was the duty of the Port Officer at Gopálpur to have brought this to notice before, instead of waiting till the pier was on the point of completion. I may add that no hint respecting the pier being too short is contained in the last administration report of this office.

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 20th March 1888, No. G.-122.

I have the honor to forward for consideration, in continuation of my letter, No. G.-100, dated 6th March 1888, a scale of tolls drawn up in communication with the Port Officer at Gopálpur, and which, I submit, might be approved tentatively for one year.

2. The schedule contains certain amendments proposed at the last meeting of the mercantile community held at the Port Office at Gopálpur to discuss the question, but as pointed out in paragraph 3 of my letter, No. G.-100, of 6th March 1888, no definite decision was arrived at owing to the native merchants refusing to agree to any schedule of rates, unless arrangements were made for extending the pier.

3. The Gopálpur Port Officer, in forwarding the amended schedule, states that the mercantile community object to any extra charges on goods landed or shipped at the pier on Sundays, and also to all fees for Sundays, holidays and overtime.

4. With respect to these two points, I submit that all goods passing over the pier on Sundays and after 6 P.M. should be subjected, as at Madras, to double rates, and that the fees on the occasions specified should be as laid down in G.O., No. 493, of 28th August 1877.

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 20th March 1888, No. G.-123.

In continuation of my letter, No. G.-100, dated 6th March 1888, I have the honor to submit the annexed draft notification respecting rules for the Gopálpur pier for approval. These rules have been framed in communication with the Port Officer at Gopálpur on the lines of those sanctioned for the Tuticorin pier (G.O., Marine, No. 190, of 7th May 1885), with necessary modifications.

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 29th March 1888, No. G.-143.

I have the honor to forward, for the approval of Government, the accompanying draft rules respecting the levy of dues at the Gopálpur pier.

2. The Port Officer, Gopálpur, has reported to me that these rules have the approval of the leading merchants of that place.

ENCLOSURE.

RULES for levy of dues at Gopálpur Pier.

1. All goods intended for shipment to be assessed on shipping bills and the dues paid before the permit is signed.

2. All goods landed to be assessed on bills of entry or duplicate shipping bills, and in the case of transhipped or dutiable cargo, payment to be made before leaving the Custom House; on other goods before leaving the Agents of the vessels' godowns.

3. In cases of disputed weight or measurement, the goods to be detained until arrival of the bills of lading, and the weight or measurement upon which freight has been paid to be deemed the tonnage for levy of dues. Seventy-five (75) cubic feet or thirty hundredweight to be considered one boat-load.

4. Rate of dues as per schedule.

5. The minimum dues leviable, when levied by boat load, to be those on one-fourth of a boat-load.

6. Goods returned from vessels, damaged, to be relanded free; but relanding pass to be furnished within 24 hours.

7. No dangerous goods as defined by general pass rules to be landed at the pier without special permission.

ORDER—dated 27th April 1888, No. 155, Marine.

The Gopálpur pier was built out of Port funds upon the "general consent of the mercantile community to the levy of a toll upon all the export and import trade, whether using the pier or not"—*vide* paragraph 3 of the late Captain Taylor's letter recorded in G.O., 11th April 1884, No. 156; and paragraph 4 of the same letter shows clearly that the understanding was that the toll was to be sufficient—when added to any surplus Port funds—to meet the cost of establishment, to pay interest on the sums advanced for the construction of the pier from the balances of other ports, and to provide a sinking fund which should defray the cost of the pier in about 20 years.

2. Again in 1885, when it was first proposed to apply the provisions of Madras Act III of 1885 to Gopálpur, the merchants of the place held a meeting and confirmed their previous agreement without question, stipulating only that the fees should not be levied before the completion of the pier.*

* G.O., 6th November 1885, No. 474.

3. The pier has now been completed according to the original design, but there seems to be a general desire that it should be considerably extended, and it is stated that the native merchants decline to accept any schedule of fees until this has been

done. The guarantee above alluded to was, however, given after the present length of the pier had been fixed and when it was well known, and the Government cannot now allow it to be withdrawn.

4. His Excellency in Council is decidedly of opinion that the further extension of the pier should not be undertaken lightly or until considerable experience has been gained of its present usefulness and defects. It is certain that, even with its present length, it will be of great use, since it has been carried out beyond the dangerous belt of sand described by Captain Taylor in paragraphs 7 and 8 of his letter already quoted, and according to the local Port Officer it is doubtful whether "any extension within a reasonable cost" would be sufficient to meet the difficulties caused by the outer surf in the months of June, July and August. Accordingly the Government accept Captain Street's suggestion that all question of lengthening the pier should be deferred for the present.

5. Under Section 7, Madras Act VII of 1871, the Government have power to prescribe rates for the use of the pier, and those proposed by Captain Street in his second letter read above will accordingly be brought into force from the 1st June next. They can be subsequently altered if sufficient cause is shown. The Government see no reason for departing from the usual practice in regard to extra charges for work done on Sundays and holidays and out of the usual working hours. The bye-laws proposed in Captain Street's third letter are also approved.

6. The sanction of the Government of India will now be requested for the levy, under section 4 of Madras Act III of 1885, of the rates referred to in the foregoing paragraph on all goods, &c., landed within the limits of the port. On the receipt of such sanction, notifications will issue (*a*) bringing the Act into force in the port of Gopálpur, and (*b*) notifying the rates above mentioned under section 5. Rules will then be made under section 6 on the basis of those submitted in the Port Officer's letter of the 29th March. In the meantime these draft rules will be referred to the Collector for remarks, more especially with regard to Rule 1, which he formerly thought unsafe (paragraph 5 of his letter recorded in G.O., 6th November 1885, No. 474). The officer to be appointed under section 7 to levy and receive fees will, of course, be the Port Officer.

7. The following notifications will be published in the *Fort St. George Gazette*:—

NOTIFICATIONS.

The Right Honorable the Governor in Council hereby notifies that, under section 7 of Madras Act VII of 1871, the provisions of the said Act and of Madras Act V of 1863 are extended from this date to the pier at Gopálpur, and that under section 1 of Act V of 1863, tolls according to the following schedule will be levied upon all persons, carriages, merchandize, baggage and other articles shipped from or landed at the said pier from and after the 1st day of June 1888:—

SCHEDULE.

	RS.	A.	P.
Bag cargo per boat-load of 20 bags, each not exceeding 172 lb. ..	0	2	6
Sleepers per boat-load not exceeding 1½ tons weight	0	2	6
Hides, hemp, mats, per boat-load or 1½ tons	0	4	0
Four-wheeled carriage	2	8	0
Two-wheeled do.	1	8	0
Horse or pony	2	0	0
Bullock and cattle generally, each	1	0	0
Dogs, sheep, and other small animals, each	0	1	0
Machinery or each piece exceeding 1 ton and less than 5 tons, per ton	2	8	0
Machinery or each piece exceeding 5 tons, per ton	3	0	0
Articles of ½ ton or upwards and not otherwise specified, per ton or part of a ton, each	1	8	0
Pianoforte	5	0	0
All exports not provided for by schedule, per 1½ ton or boat-load ..	0	8	0
All imports do. do. do. do. ..	0	8	0
Passengers, each	0	1	0
Native passengers under Act X of 1887, each	0	0	6
Goods landed or shipped by pier on Sundays	Double rates.		

Fees for Sundays, holidays and overtime shall be charged as per G.O., No. 493, of 28th August 1877.

Under the provisions of Section 14, (Madras) Act V of 1863, the Right Honorable the Governor in Council sanctions the following bye-laws for observance on the said pier:—

1. No toll will be levied on persons using the pier for recreation, but no one will be allowed to pass through the gates at the top of the ladders, either up or down, without paying toll.

2. Passengers when paying the toll are requested to demand a ticket, which may be at once destroyed, as after its issue, it is no longer of value.

3. All officers and others in the service of Government, proceeding over the pier on duty, are exempt from toll.

4. The toll on goods is payable before they leave the pier.

5. No idlers will be allowed on the pier between 7 A.M. and 5 P.M. on week days. At other times, the pier will be open to visitors.

6. The working hours of the pier shall be from 6 A.M. to 6 P.M. on week days, but no goods shall be sent from the pier except on emergency after 5 P.M.

7. No goods will be permitted to pass over the pier on Sundays, except in case of great emergency.

8. All coolies employed on the pier shall wear a distinctive badge and number, and all others will be turned off during working hours.

9. The Port Officer is empowered to remove from alongside the pier all boats or rafts by cutting or casting off their painters, if not removed when ordered.

10. Boats' crews must remain in their boats.

11. All smoking between the hours of 7 A.M. and 5 P.M. or while work is going on, and the use of any fire whatsoever on the pier without special permission, is strictly forbidden.

N.B.—Any infringement of the foregoing bye-laws is punishable under section 14, Act V of 1863, by five of (25) twenty fine rupees, or, in default of payment, imprisonment for one month.

(True Extract.)

H. E. STOKES,
Chief Secretary.

To the Port Officer, Madras.
" Public Works Department.
" Collector of Tanjore.
" " of Ganjam.
" " of Godávari.

Exd. A. Raitt.

No 160 b w/ps 2 June 1888

Communicated to the Supty Engineer I Circle for information.

1/6/88

W

Govt. of {1888} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 27th April 1888, No. 155.

No 160 b w/ps 2 June 1888

APRIL.

Gopalpur Pier.

Extending the provisions of Madras Acts V of 1863 and VII of 1871 to the — ; prescribing certain tolls for the use of, and bye-laws for observance on, the pier; and requesting the sanction of the Government of India for the levy of rates under section 4 of Madras Act III of 1885.

P.W. I Circle

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From F. J. V. MINCHIN, Esq., to the Chief Secretary to Government, dated Gopálpur, 18th June 1888.

The Order of Government intimating that the pier dues would shortly be collected, pier used or not, has caused very great commotion here.

2. A meeting has been held and a petition drawn up and forwarded to the Collector for submission to Government.

3. I think it well, as being one of the prime movers in the matter of the pier, to write you also a few lines explaining how matters stand, for it is quite evident Government has been most extraordinarily misled as to the facts of the case.

4. There is every willingness on the side of the shippers from this port, to carry out their part of the contract with Government to pay, whether they use the pier or no, as soon as it is serviceable, but they naturally trusted to Government carrying out their part and giving them a workable pier before demanding tolls, which this pier certainly is not.

5. Captain Taylor was told by me on the 3rd March 1884—the day he marked out 900 feet and took soundings—that in the opinion of our Port Officer and of the boatmen of the port, the point fixed upon as the limit of the pier was within the surf line. He simply poohpoohed it, and, looking through his glass, remarked: "I can see the coast surf line; it is all right." So that no one here had anything to say to the *length* of the pier as fixed, the insufficiency of which is demonstrated by the fact that, in an ordinary surf day when no surf is flying, the surf breaks 10 and 20 yards beyond the pier, and on a surf day fully 30 yards! Of what use, then, is the pier until it is lengthened?

6. Again, it was distinctly promised to connect all our godowns with the pier by a tramway (correspondence on which is being submitted to Government). This has not been even commenced, and we are now told to cart our produce on the ordinary road, the cost of which added to pier dues will considerably exceed our present charges, and to do which during the busy season is not practicable, as the road is so blocked with produce from the interior, there is no moving on it.

7. I would therefore urge that the Port Officer of Madras come up and see things for himself, and that the order of Government with reference to pier dues being levied on all goods landed and shipped within limits of the port be kept in abeyance until the pier has been lengthened.

8. If the pier, as it now is, is on any day used, of course the pier dues will be paid.

From J. G. HORSFALL, Esq., Collector of Ganjam, to the Chief Secretary to Government, dated Chatrapur, 20th June 1888, No. 2680.

I have the honor, with reference to paragraph 6 of G.O., dated the 27th April 1888, No. 155, Marine, to state that I consider the proposed rules for levy of dues at the Gopálpur pier suitable. I withdraw my objection to Rule 1, as the officer appointed to levy and receive dues can, in case of doubt, exercise a check upon the actual goods shipped by insisting under Rule 3 upon measurement or weighment as the case may be.

2. The notification as to Madras Acts VII of 1871 and V of 1863 has been brought into force from the 1st instant, but I regret to say that the pier is not at all used, nor is it likely to be used, by the merchants of Gopálpur without considerable alterations and extension.

3. The pier does not extend beyond the surf and is virtually useless in its present state, whilst the distance that merchants have to carry their goods from their godowns to the pier debars them from using it even if there were any advantage to be obtained by doing so.

4. I was present at a meeting held at Gopálpur on the 8th instant, and am bound to admit that the representations made at that meeting by the merchants appear to me to be well founded. There was a steamer in the roads at the time the meeting was held, and the boats were plying to and fro from the beach to the steamer. The surf-flag was not flying, and yet the Port Officer confessed that he dare not offer to ship cargo from the pier. The members of the meeting personally inspected the pier the same day, and found the surf breaking in heavy waves some fifteen yards outside its extreme end.

5. I submit for the consideration of Government the resolution adopted at the meeting.

6. In paragraph 6 of the Government Order under reply, it is stated that the sanction of the Government of India will now be requested for the levy under section 4 of Madras Act III of 1885 of certain rates upon all goods, &c., landed within the limits of the port. I presume that such rates are to be levied upon all goods shipped as well as landed. I have also to ask if such rates are to be levied in addition to the pier rates. I presume this is not intended and that the intention is merely to levy pier dues whether the pier is used or not, but if so I would respectfully draw attention to the concluding sentence of paragraph 4 of the Act, which runs as follows:—"Such fees shall be payable in addition to all tolls and charges now lawfully levied within such port." As Madras Acts VII of 1871 and V of 1863 have already been brought into force, and as pier dues are legally demandable under those Acts, it will be necessary to provide that the landing and shipping fees to be charged under this Act are in lieu of, and not in addition to, the pier dues.

Enclosures.

At a meeting held at Gopálpur on the 8th June 1888, at which the following gentlemen were present, the Collector communicated to the meeting the purport of G.O., dated 27th April 1888, No. 155, that the Gopálpur pier dues were brought into force on the 1st June 1888:—

F. J. V. Minchin, Esq.	S. Kodandaramiah Naidu Garu.
J. Harden, Esq.	B. Sundararama Sastri Garu.
A. Fletcher, Esq.	V. Patnaik Garu.
E. W. Fraser, Esq.	P. Ramaswamy Chetti Garu.
A. Appalanarasiah Chetti Garu.	K. Nagiah Chetti Garu.
Patarla Viswanadham Garu.	R. Veeraswamy Chetti Garu.

This meeting unanimously deprecates the introduction of the levy of pier dues as premature, and respectfully submits for the consideration of Government the following reasons:—

That the merchants of Gopálpur had nothing to do with the length of the pier.

That they were never consulted as to its length and that that is a question for experts.

That the pier is admittedly within the range of surf, even in ordinary weather, and does not therefore meet the purpose for which it was erected.

That the Port Officer admits that at the present moment—8th June—shipments can be made from the beach, while it is not practicable to work from the pier, and this although the surf flag is not flying.

That the express object for which the pier was asked was to enable shipments to be made during the months of June, July and August. That until, therefore, the pier has been made long enough to be used at all seasons, excepting, of course, during stormy weather, pier dues should not be levied.

That this meeting desires to record that it was distinctly further promised when the pier was discussed with the late Captain Taylor, that a tramway should be constructed the whole length of the present godowns on the beach, connecting them with the pier. In proof of this,

the meeting requests a reference to the memorandum of the Chief Engineer to the Superintending Engineer, dated 7th August 1886, No. 2711-C, forwarded in a letter from the Executive Engineer, Ganjam, to Messrs. Minchin and Co., No. 1657, dated 30th September 1886, copies of which are hereto attached, and submits that until this tramway is constructed as a part of the pier scheme, the pier cannot be used with any advantage.

That this meeting considers that the introduction of the levy of pier dues before the pier is rendered practically serviceable will have the effect of driving away the trade of the port, upon which solely the pier dues depend.

(Signed) F. J. V. MINCHIN, &c., &c.

We, the undersigned merchants, trading in the Ganjam district, having seen copy of the proceedings of a meeting held at Gopálpur on the 8th June regarding the levying of pier dues, beg to express our entire approval of the same, and in support thereof attach our names hereto.

(Signed) W. AUDINARAYANASAMY NAIDU, &c., &c.

From the Public Works Department, dated 13th July 1888, No. 408D-A.

From E. J. SINKINSON, Esq., Officiating Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Simla, the 7th July 1888, No. 3678.

I am directed to acknowledge the receipt of your letter, No. 156, dated the 27th April 1888, reporting that the Government of Madras has, under section 7 of Madras Act VII of 1871, sanctioned the levy of tolls upon goods and passengers passing over the pier at Gopálpur at the rates mentioned in the notification embodied in the order of the Government of Madras, No. 155, Marine, dated the 27th April 1888. The Government of Madras now requests that sanction may be given under section 4 of Madras Act III of 1885 to the levy of tolls at the same rates on articles landed at any place within the port otherwise than over the pier.

2. The Governor-General in Council has considered the proposal and sanctions the levy of the tolls as proposed, with effect from the 1st September next.

Order—dated 14th August 1888, No. 397, Marine.

It has been already pointed out in G.O., 27th April 1888, No. 155, that the arrangement for the levy of fees was made after the length of the pier was fixed. It has been proved by practical experiment that the lee side of the pier is quite workable even when there is considerable surf. It was never expected that there would be no difficulty in the heavy surfs of June, July and August, nor do the papers at all show that "the express object for which the pier was asked or constructed was to enable shipments to be made in those months." There is nothing, moreover, in any of the papers to bear out the statement that the construction of a tramway on either side of the pier was any part of the arrangement. The undertaking in regard to fees was given before the passing of G.O., 11th April 1884, No. 156, and the first mention of these auxiliary tramways is in the Superintending Engineer's inspection notes of 30th April 1886. Even then the idea was only entertained on the assumption that the merchants would guarantee a percentage on the capital cost (Chief Engineer's memorandum, dated 7th August 1886, No. 2711 C). At the meeting, proceedings of which are recorded in G.O., 6th November 1885, No. 474, Marine, not a word was said about this alleged promise. The Chief Engineer's memorandum of 7th August 1886, No. 2711 C., quoted as proof of it, in no way bears out the allegation. Even at the meeting of 12th October 1886, there was no suggestion of any such condition, and, in Mr. Minchin's farewell letter to

Public Works No. 4374-C., dated 9th December 1886.

G.O., Public, No. 48, dated 15th January 1887.

the late Governor, where he mentioned that no steps had yet been taken to reconstruct the Custom House or form the Marina, not a word was said about tramways. His Excellency the Governor in Council has therefore determined that the decision announced in G.O., No. 155, dated 27th April 1888, shall be strictly adhered to, and that the programme set forth in paragraph 6 of that order shall be carried out without further delay.

2. The Government of India having now communicated their sanction to the levy of the tolls under section 4, Act III of 1885, the following notifications will be published in the *Fort St. George Gazette*:—

NOTIFICATIONS.

A.

Under the provisions of section 1, Act III of 1885 (Madras), the Right Honorable the Governor in Council hereby directs that the said Act shall come into force in the port of Gopálpur on and from the 1st September 1888.

B.

Under the provisions of section 4, Act III of 1885, Madras, the Right Honorable the Governor in Council hereby notifies, with the sanction of the Governor-General in Council, that on and after the 1*st October* 1888, fees, according to the following schedule, will be levied on all goods, carts, carriages, animals, baggage and other articles landed from or shipped into any vessel lying or being within the limits of the *port* of Gopálpur otherwise than over the pier.

Schedule.

	Rs.	A.	P.
Bag cargo per boat-load of 20 bags, each not exceeding 172 lb. ..	0	2	6
Sleepers per boat-load not exceeding 1½ tons weight	0	2	6
Hides, hemp, mats, per boat-load or 1½ tons	0	4	0
Four-wheeled carriage	2	8	0
Two wheeled do.	1	8	0
Horse or pony	2	0	0
Bullock and cattle generally, each	1	0	0
Dogs, sheep, and other small animals, each	0	1	0
Machinery or each piece exceeding 1 ton and less than 5 tons, per ton	2	8	0
Machinery or each piece exceeding 5 tons, per ton	3	0	0
Articles of ½ ton or upwards and not otherwise specified, per ton or part of a ton, each	1	8	0
Pianoforte	5	0	0
All exports not provided for by schedule, per 1½ ton or boat-load..	0	8	0
All imports do. do. do. do. ..	0	8	0
Goods landed or shipped by pier on Sundays	Double rates.		

Fees for Sundays, holidays and overtime, shall be charged as per G.O., No. 493, dated 28th August 1877.

And with reference to section 7 of the said Act III of 1885, the Governor in Council is pleased to appoint the Port Officer of Gopálpur for the time being to levy the fees above mentioned and to perform the other duties specified in the said section and section 8.

C.

Under the provisions of section 6, Act III of 1885, Madras, the Right Honorable the Governor in Council sanctions the following rules for observance throughout the port of Gopálpur on and after the 1st day of October 1888:—

Rules.

1. All goods intended for shipment will be assessed on shipping bills, and the dues must be paid before the permit is signed.

2. All goods landed within the limits of the port will be assessed on bills of entry or duplicate shipping bills. In the case of transhipped or dutiable cargo, payment must be made before it leaves the Custom House; in the case of other goods, before they leave the godowns of the Agents of the vessel.

3. In cases of disputed weight or measurement, the goods will be detained until the arrival of the bills of lading, and the weight or measurement upon which freight has been paid will be deemed to be the tonnage on which the dues are to be levied. Seventy-five (75) cubic feet or 50 cwt. will be considered to be one boat load.

4. The minimum dues leviable, when levied by boat load, will be those on one-fourth of a boat load.

5. Goods returned from vessels damaged will be relanded, free; but the relanding pass must be furnished within 24 hours.

6. No dangerous goods as defined by the general pass rules can be landed at the pier without special permission.

3. The Presidency Port Officer will issue the necessary instructions to the Port Officer, Gopálpur, with reference to levying, receiving, and accounting for all fees under section 7 of the Act, and carrying out the provisions of section 8. A separate account should be kept of the receipts and charges relating to the pier.

4. The rules and rates now sanctioned should be republished in the District Gazette, and legibly painted in English and the Vernaculars, as directed in section 5, Act III of 1885.

(True Extract.)

J. F. PRICE,
Ag. Chief Secretary.

To the Presidency Port Officer.
" Public Works Department.
" Revenue Department.
" Collector of Ganjam.
" " of Godávari.
" " of Tanjore.
" Chamber of Commerce, Madras.
" " Cocanada.
To F. J. V. Minchin, Esq., Gopálpur.

Endorsement—dated 14th August 1888, No. 398, Marine.

Copy to the Government of India, Department of Finance and Commerce.

J. F. PRICE,
Ag. Chief Secretary.

Exd. A. Raitt.

Order thereon No 2854 dd 4
13th September 1888

Communicated
to the Superintending Engineer
I Circle in continuation
of G.O. no 1660 dated
2nd June 1888

Sd/ J.O.A

S.E. I Circle

Govt. of {1888} Madras.

MARINE.

Issued

Recd. *Encl.*

**G.O., &c., 14th August 1888,
Nos. 397, 398.**

No 1851 dd/13 Sept 1888

AUGUST.

Gopalpur.

Passing orders for the introduction of Act III of 1885 into the port of —, and forwarding copy of proceedings to the Government of India.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From F. J. V. MINCHIN, Esq., to the Chief Secretary to Government, dated Gopálpur, 18th June 1888.

The Order of Government intimating that the pier dues would shortly be collected, pier used or not, has caused very great commotion here.

2. A meeting has been held and a petition drawn up and forwarded to the Collector for submission to Government.

3. I think it well, as being one of the prime movers in the matter of the pier, to write you also a few lines explaining how matters stand, for it is quite evident Government has been most extraordinarily misled as to the facts of the case.

4. There is every willingness on the side of the shippers from this port, to carry out their part of the contract with Government to pay, whether they use the pier or no, as soon as it is serviceable, but they naturally trusted to Government carrying out their part and giving them a workable pier before demanding tolls, which this pier certainly is not.

5. Captain Taylor was told by me on the 3rd March 1884—the day he marked out 900 feet and took soundings—that in the opinion of our Port Officer and of the boatmen of the port, the point fixed upon as the limit of the pier was within the surf line. He simply poohpoohed it, and, looking through his glass, remarked: "I can see the coast surf line; it is all right." So that no one here had anything to say to the *length* of the pier as fixed, the insufficiency of which is demonstrated by the fact that, in an ordinary surf day when no surf is flying, the surf breaks 10 and 20 yards beyond the pier, and on a surf day fully 30 yards! Of what use, then, is the pier until it is lengthened?

6. Again, it was distinctly promised to connect all our godowns with the pier by a tramway (correspondence on which is being submitted to Government). This has not been even commenced, and we are now told to cart our produce on the ordinary road, the cost of which added to pier dues will considerably exceed our present charges, and to do which during the busy season is not practicable, as the road is so blocked with produce from the interior, there is no moving on it.

7. I would therefore urge that the Port Officer of Madras come up and see things for himself, and that the order of Government with reference to pier dues being levied on all goods landed and shipped within limits of the port be kept in abeyance until the pier has been lengthened.

8. If the pier, as it now is, is on any day used, of course the pier dues will be paid.

From J. G. HORSFALL, Esq., Collector of Ganjam, to the Chief Secretary to Government, dated Chatrapur, 20th June 1888, No. 2680.

I have the honor, with reference to paragraph 6 of G.O., dated the 27th April 1888, No. 155, Marine, to state that I consider the proposed rules for levy of dues at the Gopálpur pier suitable. I withdraw my objection to Rule 1, as the officer appointed to levy and receive dues can, in case of doubt, exercise a check upon the actual goods shipped by insisting under Rule 3 upon measurement or weighment as the case may be.

2. The notification as to Madras Acts VII of 1871 and V of 1863 has been brought into force from the 1st instant, but I regret to say that the pier is not at all used, nor is it likely to be used, by the merchants of Gopálpur without considerable alterations and extension.

3. The pier does not extend beyond the surf and is virtually useless in its present state, whilst the distance that merchants have to carry their goods from their godowns to the pier debars them from using it even if there were any advantage to be obtained by doing so.

4. I was present at a meeting held at Gopálpur on the 8th instant, and am bound to admit that the representations made at that meeting by the merchants appear to me to be well founded. There was a steamer in the roads at the time the meeting was held, and the boats were plying to and fro from the beach to the steamer. The surf-flag was not flying, and yet the Port Officer confessed that he dare not offer to ship cargo from the pier. The members of the meeting personally inspected the pier the same day, and found the surf breaking in heavy waves some fifteen yards outside its extreme end.

5. I submit for the consideration of Government the resolution adopted at the meeting.

6. In paragraph 6 of the Government Order under reply, it is stated that the sanction of the Government of India will now be requested for the levy under section 4 of Madras Act III of 1885 of certain rates upon all goods, &c., landed within the limits of the port. I presume that such rates are to be levied upon all goods shipped as well as landed. I have also to ask if such rates are to be levied in addition to the pier rates. I presume this is not intended and that the intention is merely to levy pier dues whether the pier is used or not, but if so I would respectfully draw attention to the concluding sentence of paragraph 4 of the Act, which runs as follows:—"Such fees shall be payable in addition to all tolls and charges now lawfully levied within such port." As Madras Acts VII of 1871 and V of 1863 have already been brought into force, and as pier dues are legally demandable under those Acts, it will be necessary to provide that the landing and shipping fees to be charged under this Act are in lieu of, and not in addition to, the pier dues.

Enclosures.

At a meeting held at Gopálpur on the 8th June 1888, at which the following gentlemen were present, the Collector communicated to the meeting the purport of G.O., dated 27th April 1888, No. 155, that the Gopálpur pier dues were brought into force on the 1st June 1888:—

F. J. V. Minchin, Esq.
J. Harden, Esq.
A. Fletcher, Esq.
E. W. Fraser, Esq.
A. Appalanarasiah Chetti Garu.
Patarla Viswanadham Garu.
S. Kodandaramiah Naidu Garu.
B. Sundararama Sastri Garu.
V. Patnaik Garu.
P. Ramaswamy Chetti Garu.
K. Nagiah Chetti Garu.
R. Veeraswamy Chetti Garu.

This meeting unanimously deprecates the introduction of the levy of pier dues as premature, and respectfully submits for the consideration of Government the following reasons:—

That the merchants of Gopálpur had nothing to do with the length of the pier.

That they were never consulted as to its length and that that is a question for experts.

That the pier is admittedly within the range of surf, even in ordinary weather, and does not therefore meet the purpose for which it was erected.

That the Port Officer admits that at the present moment—8th June—shipments can be made from the beach, while it is not practicable to work from the pier, and this although the surf flag is not flying.

That the express object for which the pier was asked was to enable shipments to be made during the months of June, July and August. That until, therefore, the pier has been made long enough to be used at all seasons, excepting, of course, during stormy weather, pier dues should not be levied.

That this meeting desires to record that it was distinctly further promised when the pier was discussed with the late Captain Taylor, that a tramway should be constructed the whole length of the present godowns on the beach, connecting them with the pier. In proof of this,

the meeting requests a reference to the memorandum of the Chief Engineer to the Superintending Engineer, dated 7th August 1886, No. 2711-C, forwarded in a letter from the Executive Engineer, Ganjam, to Messrs. Minchin and Co., No. 1657, dated 30th September 1886, copies of which are hereto attached, and submits that until this tramway is constructed as a part of the pier scheme, the pier cannot be used with any advantage.

That this meeting considers that the introduction of the levy of pier dues before the pier is rendered practically serviceable will have the effect of driving away the trade of the port, upon which solely the pier dues depend.

(Signed) F. J. V. MINCHIN, &c., &c.

We, the undersigned merchants, trading in the Ganjam district, having seen copy of the proceedings of a meeting held at Gopálpur on the 8th June regarding the levying of pier dues, beg to express our entire approval of the same, and in support thereof attach our names hereto.

(Signed) W. AUDINARAYANASAMY NAIDU, &c., &c.

From the Public Works Department, dated 13th July 1888, No. 408D-A.

From E. J. SINKINSON, Esq., Officiating Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Simla, the 7th July 1888, No. 3678.

I am directed to acknowledge the receipt of your letter, No. 156, dated the 27th April 1888, reporting that the Government of Madras has, under section 7 of Madras Act VII of 1871, sanctioned the levy of tolls upon goods and passengers passing over the pier at Gopálpur at the rates mentioned in the notification embodied in the order of the Government of Madras, No. 155, Marine, dated the 27th April 1888. The Government of Madras now requests that sanction may be given under section 4 of Madras Act III of 1885 to the levy of tolls at the same rates on articles landed at any place within the port otherwise than over the pier.

2. The Governor-General in Council has considered the proposal and sanctions the levy of the tolls as proposed, with effect from the 1st September next.

Order—dated 14th August 1888, No. 397, Marine.

It has been already pointed out in G.O., 27th April 1888, No. 155, that the arrangement for the levy of fees was made after the length of the pier was fixed. It has been proved by practical experiment that the lee side of the pier is quite workable even when there is considerable surf. It was never expected that there would be no difficulty in the heavy surfs of June, July and August, nor do the papers at all show that "the express object for which the pier was asked or constructed was to enable shipments to be made in those months." There is nothing, moreover, in any of the papers to bear out the statement that the construction of a tramway on either side of the pier was any part of the arrangement. The undertaking in regard to fees was given before the passing of G.O., 11th April 1884, No. 156, and the first mention of these auxiliary tramways is in the Superintending Engineer's inspection notes of 30th April 1886. Even then the idea was only entertained on the assumption that the merchants would guarantee a percentage on the capital cost (Chief Engineer's memorandum, dated 7th August 1886, No. 2711 C). At the meeting, proceedings of which are recorded in G.O., 6th November 1885, No. 474, Marine, not a word was said about this alleged promise. The Chief Engineer's memorandum of 7th August 1886, No. 2711 C., quoted as proof of it, in no way bears out the allegation. Even at the meeting of 12th October 1886, there was no suggestion of any such condition, and, in Mr. Minchin's farewell letter to

Public Works No. 4374-C., dated 9th December 1886.

G.O., Public, No. 48, dated 15th January 1887.

the late Governor, where he mentioned that no steps had yet been taken to reconstruct the Custom House or form the Marina, not a word was said about tramways. His Excellency the Governor in Council has therefore determined that the decision announced in G.O., No. 155, dated 27th April 1888, shall be strictly adhered to, and that the programme set forth in paragraph 6 of that order shall be carried out without further delay.

2. The Government of India having now communicated their sanction to the levy of the tolls under section 4, Act III of 1885, the following notifications will be published in the *Fort St. George Gazette*:—

NOTIFICATIONS.

A.

Under the provisions of section 1, Act III of 1885 (Madras), the Right Honorable the Governor in Council hereby directs that the said Act shall come into force in the port of Gopálpur on and from the 1st September 1888.

B.

Under the provisions of section 4, Act III of 1885, Madras, the Right Honorable the Governor in Council hereby notifies, with the sanction of the Governor-General in Council, that on and after the 1*st October* 1888, fees, according to the following schedule, will be levied on all goods, carts, carriages, animals, baggage and other articles landed from or shipped into any vessel lying or being within the limits of the *port* of Gopálpur otherwise than over the pier.

SCHEDULE.

	RS.	A.	P.
Bag cargo per boat-load of 20 bags, each not exceeding 172 lb. ..	0	2	6
Sleepers per boat-load not exceeding 1½ tons weight	0	2	6
Hides, hemp, mats, per boat-load or 1½ tons	0	4	0
Four-wheeled carriage	2	8	0
Two wheeled do.	1	8	0
Horse or pony	2	0	0
Bullock and cattle generally, each	1	0	0
Dogs, sheep, and other small animals, each	0	1	0
Machinery or each piece exceeding 1 ton and less than 5 tons, per ton	2	8	0
Machinery or each piece exceeding 5 tons, per ton	3	0	0
Articles of ½ ton or upwards and not otherwise specified, per ton or part of a ton, each	1	8	0
Pianoforte	5	0	0
All exports not provided for by schedule, per 1½ ton or boat-load ..	0	8	0
All imports do. do. do. do. ..	0	8	0
Goods landed or shipped by pier on Sundays	Double rates.		

Fees for Sundays, holidays and overtime, shall be charged as per G.O., No. 493, dated 28th August 1877.

And with reference to section 7 of the said Act III of 1885, the Governor in Council is pleased to appoint the Port Officer of Gopálpur for the time being to levy the fees above mentioned and to perform the other duties specified in the said section and section 8.

C.

Under the provisions of section 6, Act III of 1885, Madras, the Right Honorable the Governor in Council sanctions the following rules for observance throughout the port of Gopálpur on and after the 1st day of October 1888:—

RULES.

1. All goods intended for shipment will be assessed on shipping bills, and the dues must be paid before the permit is signed.

2. All goods landed within the limits of the port will be assessed on bills of entry or duplicate shipping bills. In the case of transhipped or dutiable cargo, payment must be made before it leaves the Custom House; in the case of other goods, before they leave the godowns of the Agents of the vessel.

3. In cases of disputed weight or measurement, the goods will be detained until the arrival of the bills of lading, and the weight or measurement upon which freight has been paid will be deemed to be the tonnage on which the dues are to be levied. Seventy-five (75) cubic feet or 30 cwt. will be considered to be one boat load.

4. The minimum dues leviable, when levied by boat load, will be those on one-fourth of a boat load.

5. Goods returned from vessels damaged will be relanded, free; but the relanding pass must be furnished within 24 hours.

6. No dangerous goods as defined by the general pass rules can be landed at the pier without special permission.

3. The Presidency Port Officer will issue the necessary instructions to the Port Officer, Gopálpur, with reference to levying, receiving, and accounting for all fees under section 7 of the Act, and carrying out the provisions of section 8. A separate account should be kept of the receipts and charges relating to the pier.

4. The rules and rates now sanctioned should be republished in the District Gazette, and legibly painted in English and the Vernaculars, as directed in section 5, Act III of 1885.

(True Extract.)

J. F. PRICE,
Ag. Chief Secretary.

To the Presidency Port Officer.
" Public Works Department.
" Revenue Department.
" Collector of Ganjam.
" " of Godávari.
" " of Tanjore.
" Chamber of Commerce, Madras.
Cocanada.
To F. J. V. Minchin, Esq., Gopálpur.

ENDORSEMENT—dated 14th August 1888, No. 398, Marine.

Copy to the Government of India, Department of Finance and Commerce.

J. F. PRICE,
Ag. Chief Secretary.

Exd. A. Raitt.

No. 2851 W d/ 13 Sept. 1888

Communicated to the Supdg. Engineer I Circle in continuation of G.O. No. 1608 W d/ 2d June 1888.

(Sd) J. H.

Gobt. of {1888} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., &c., 14th August 1888,
Nos. 397, 398.

BA 2851 W d 13-9-88

AUGUST.

Supdg. Engr I Circle

Gopalpur.

Passing orders for the introduction of Act III of 1885 into the port of —, and forwarding copy of proceedings to the Government of India.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Secretary to Government, Public Works department, dated Madras, 15th March 1884, No. 2534.

Administrative department.

In order of Government, No. 572, Marine, 23rd November 1883, I was directed to report whether a short Harbour Bill for the Port of Gopálpur on the lines of Cocanada Port Dues Bill should be prepared, with a view to securing for the port the advantages of a screw pile pier, which would render the trade almost independent of the delays and losses caused by the surf, which is peculiarly troublesome on that exposed coast. In order to enable me to report confidently upon this subject, much information was needed upon the following points :—

1*st.*—The disposition of the mercantile community towards the levy of the necessary toll on goods landed and shipped.

2*nd.*—The ability of the trade of the port to bear the infliction of such tolls without injury to its competition with rival ports enjoying similar advantage of trade and similar products.

3*rd.*—The nature of the surf, its distance from the beach, its general altitude and peculiarities.

4*th.*—The quality of the bottom, and facilities for erection of such a pier as would answer all ordinary conditions.

2. During my recent visit I have gone carefully into all these questions, aided by the opinions and advice of the leading merchants and the Port officer, and beg respectfully to place before Government the following report.

3. On the first item I find a general consent of the mercantile community to the levy of a toll upon all the export and import trade whether using the pier or not. This is an essential condition, for in very fine weather and smooth water, the beach might be reverted to, and the income of the pier seriously compromised.

4. On the second the trade in Gopálpur is very large, and, looking to the advantage that will accrue by immunity from delays and direct losses from damage, I am confident it will largely benefit. The amount to be raised was fully discussed and fixed at one rupee a boat, or say ten annas a ton equal to nine pies a package each boat carrying about a ton and a-half. The number of boats during the past year amounted to 28,000, equal to Rs. (28,000) twenty-eight thousand, and the trade is increasing. I calculate that the pier will cost about (3) three lakhs, so that a sinking fund for 20 years, which in a perishable article like a pier is a necessity, will absorb annually Rs. (15,000) fifteen thousand and interest on the money, supposing it to be lent from the balance of the General Port fund at ($4\frac{1}{2}$) four and a-half per cent. to cover upkeep, &c., say Rs. (13,700) thirteen thousand and seven hundred, bring the total to (28,700) twenty-eight thousand and seven hundred, or about the sum required. While consenting

to this arrangement, the community are of opinion that, looking to the possibilities of famine, when the food of the district might either fail, or be in a position to export rice to other portions of the presidency where distress prevails, a portion of the capital might be reasonably granted from the Famine fund, which they believe the Government have the use of. Mr. Minchin, who is authorized to speak for the community, will be in Madras in a few days to press this latter proposition upon Government.

5. With regard to the operation of a toll upon food supplies in time of scarcity, I may mention that I have given full consideration to the matter, as it is one of great interest to Government. The imposition of ten annas a ton upon rice will only increase the selling-price of that article by less than one pie a pound, one-sixth less, so that it is almost inappreciable.

6. In the last season of famine during a period of high surf the rice could not be landed, and the starving population crowded the beach, having before their very eyes the relief that, under the circumstances, could not be conveyed to them. A pier would prevent a recurrence of this misfortune. The surf at Gopálpur presents certain peculiarities not met with at other ports on this coast.

7. The beach is very flat for a long distance from L.W.M., and the boats have to be carried out until they are in the surf, before loading, which accounts for their small size, and to make matters worse a belt of sand exists parallel to the shore, a little below L.W.M., which is a source of continual danger to the boats. It is nearly dry at certain times of tide, and has comparatively deep water inside it, the consequence is that boats proceeding outwards are detained beating upon this bank, and their cargoes as well as boats themselves liable to injury.

8. On the return trip, the boats, which have then great speed upon them, are almost certain to touch upon this bank, and broaching to, cause danger to life and property. The surf itself I do not believe to be of unusual height, or distance from shore. I caused boats to be anchored at certain well-measured distance from shore, and arrived at the conclusion that a pier of 900 feet from H.W.M. would meet all the difficulties. The Madras Pier is 1,100 feet, but 300 of that is now dry at L.W.

9. The quality of the bottom is good being sand throughout. There would be no difficulty in erecting a pier suitable to the wants of the port. The character of the imports and exports resembles generally that of Vizagapatam, and a pier of similar construction to that at Pondicherry would suffice in both cases.

10. With regard to a suitable pier for Gopálpur, I have the honor to state that, under sanction conveyed in G.O., 12th September 1883, No. 458, Marine, I have called upon all the best known Engineering firms in India, and have received plans and estimates from four. The size suggested to them as required for Vizagapatam corresponded nearly with the original Pondicherry pier, which was 633 feet against 650 now required, all other conditions being similar.

The cost of the original French pier was ... ... £ 11,595
or at present rate of exchange ... ... Rs. 1,40,901

The estimates received are one from Lieutenant Baddeley, Public Works Superintendent, amounting to ... ... Rs. 2,73,180
but this does not seem to include erection nor cranes, both important items.

The second is from a well-known firm in Bombay, Messrs. Richardson and Cruddas, their pier is longer and wider than the instructions given, and the estimate does not provide for erection; it amounts to .. Rs. 1,85,552
but they suggest various alterations and reductions, if further consideration is given.

The third is from Messrs. Massey of Madras, the plan does not show cranes or turntables, and no estimate accompanied it, but a telegraph reached me at Gopálpur—Pier erected ... ... Rs. 2,30,000

The fourth is Messrs. Marrillier and Edwards of Calcutta, it corresponds in many respects with the requisition, but the piles longitudinally are 15 feet apart in lieu of 10, and it does not clearly appear that they undertake erection, though the closing item is certainly for travelling expenses, tools and plant, &c. ... ... Rs. 2,37,643

11. All these sums are vastly in excess of the Pondicherry estimate as supplied me by the French Government, and further inquiries must be made.

12. A pier for Gopálpur would require to be 30 per cent. longer and proportionately expensive. I have sent to Pondicherry for the names and addresses of the Engineers of that pier, who may be communicated with, and I would suggest a reference to the Secretary of State calling for tenders in England. I may mention that I received a private letter lately from General Hyde, Inspector-General of Railway Store department, India office, suggesting my application to him for any information I wanted, he being an old acquaintance; perhaps therefore a letter from me distinctly stating our wants would be preferable to an indent on Home Government. I would solicit instruction on this head.

13. I feel confident that what we want can be provided much more reasonably than the estimates handed in. I am of opinion that a bill for Gopálpur on the lines of the Cocanada Bill may well be drafted, but I would suggest that the Act be a comprehensive one to include all ports in the presidency, as no one can say when extension to others may be required, and no present action is demanded in this Act in the way of levy of tolls.

14. I have just heard from the British Consular Agent at Pondicherry that the Engineer who erected the Pondicherry pier was sent out from France by the Home Government in their employ, and respectfully beg to suggest that the Pondicherry Government be communicated with, in view to ascertain whether the services of the same Engineer may be applied for on specified terms for the proposed piers in Madras.

No. 683-C.

Endorsement on the above.

The Master Attendant, Madras, was requested in Proceedings of the Marine department, No. 572, dated 23rd November 1883, to report whether a short Harbour Bill, similar to the Cocanada Port Dues Bill, should be prepared for the Port of Gopálpur.

2. Captain Taylor in the above letter recommends the preparation of a bill to include all the ports of the presidency, and he forwards designs and approximate estimates of the cost of a pier for landing and shipping goods at Gopálpur.

3. It is not apparently necessary that these designs and estimates should be professionally examined until the question of ways and means shall have been first decided. The papers will accordingly be transferred to the Marine department for consideration of the report which has been submitted in compliance with orders in that department.

4. With advertence to the concluding paragraph of Captain Taylor's letter, it is suggested that the Pondicherry Government be addressed in the Political department, in view to the supply of the desired information.

Chepauk, 21*st March* 1884. (Signed) J. SHAW-STEWART, Col., R.E., *Secy. to Govt., P.W.D.*

To the Marine department (with papers in original).
„ Political department.

Order—dated 11th April 1884, No. 156, Marine.

The Master Attendant will draft a bill on the lines of Madras Act No. III of 1883 to include all ports in the presidency.

2. With regard to the question of ways and means, the same arrangements should be made as in the case of Cocanada, funds being advanced from Port funds and recovered from the dues levied under the proposed Act. The Famine Insurance fund,

to which it is supposed Captain Taylor refers in paragraph 4 of his letter, is at the disposal of the Government of India, and it is thought that the claims of the proposed pier at Gopálpur to be considered a protective work are not sufficiently strong to warrant an application being made for a grant in that connection from the source indicated. The following telegram has been this day sent to His Excellency the Governor of the French Settlements in India :—

From Governor of Madras, to Governor, French Settlements.

"Your Excellency will greatly oblige me by telegraphing the name and address of the Engineer who erected the Pondicherry pier and by informing me whether this Government could obtain his services for erecting a pier of similar construction at Cocanada, and, if so, to whom they should apply."

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Public Works department.
" Master Attendant, Madras, with enclosures including plans.

Exd. J. W. Fischer.

P. W. D.

f° 1164 Way 8 to May/84

Recorded.

(Signed) J.J.

Govt. of {1884} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 11th April 1884, No. 156.

f° 1164 Way 8th May/84

APRIL.

Gopalpur Harbour Bill and Pier.

Passing orders in regard to the drafting of a bill and to the ways and means for constructing a pier.

S. E. I Circle

With order

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From F. J. V. MINCHIN, Esq., to the Chief Secretary to Government, dated Gopálpur, 18th June 1888.

The Order of Government intimating that the pier dues would shortly be collected, pier used or not, has caused very great commotion here.

2. A meeting has been held and a petition drawn up and forwarded to the Collector for submission to Government.

3. I think it well, as being one of the prime movers in the matter of the pier, to write you also a few lines explaining how matters stand, for it is quite evident Government has been most extraordinarily misled as to the facts of the case.

4. There is every willingness on the side of the shippers from this port, to carry out their part of the contract with Government to pay, whether they use the pier or no, as soon as it is serviceable, but they naturally trusted to Government carrying out their part and giving them a workable pier before demanding tolls, which this pier certainly is not.

5. Captain Taylor was told by me on the 3rd March 1884—the day he marked out 900 feet and took soundings—that in the opinion of our Port Officer and of the boatmen of the port, the point fixed upon as the limit of the pier was within the surf line. He simply poohpoohed it, and, looking through his glass, remarked: "I can see the coast surf line; it is all right." So that no one here had anything to say to the *length* of the pier as fixed, the insufficiency of which is demonstrated by the fact that, in an ordinary surf day when no surf is flying, the surf breaks 10 and 20 yards beyond the pier, and on a surf day fully 30 yards! Of what use, then, is the pier until it is lengthened?

6. Again, it was distinctly promised to connect all our godowns with the pier by a tramway (correspondence on which is being submitted to Government). This has not been even commenced, and we are now told to cart our produce on the ordinary road, the cost of which added to pier dues will considerably exceed our present charges, and to do which during the busy season is not practicable, as the road is so blocked with produce from the interior, there is no moving on it.

7. I would therefore urge that the Port Officer of Madras come up and see things for himself, and that the order of Government with reference to pier dues being levied on all goods landed and shipped within limits of the port be kept in abeyance until the pier has been lengthened.

8. If the pier, as it now is, is on any day used, of course the pier dues will be paid.

From J. G. HORSFALL, Esq., Collector of Ganjam, to the Chief Secretary to Government, dated Chatrapur, 20th June 1888, No. 2680.

I have the honor, with reference to paragraph 6 of G.O., dated the 27th April 1888, No. 155, Marine, to state that I consider the proposed rules for levy of dues at the Gopálpur pier suitable. I withdraw my objection to Rule 1, as the officer appointed to levy and receive dues can, in case of doubt, exercise a check upon the actual goods shipped by insisting under Rule 3 upon measurement or weighment as the case may be.

2. The notification as to Madras Acts VII of 1871 and V of 1863 has been brought into force from the 1st instant, but I regret to say that the pier is not at all used, nor is it likely to be used, by the merchants of Gopálpur without considerable alterations and extension.

3. The pier does not extend beyond the surf and is virtually useless in its present state, whilst the distance that merchants have to carry their goods from their godowns to the pier debars them from using it even if there were any advantage to be obtained by doing so.

4. I was present at a meeting held at Gopálpur on the 8th instant, and am bound to admit that the representations made at that meeting by the merchants appear to me to be well founded. There was a steamer in the roads at the time the meeting was held, and the boats were plying to and fro from the beach to the steamer. The surf-flag was not flying, and yet the Port Officer confessed that he dare not offer to ship cargo from the pier. The members of the meeting personally inspected the pier the same day, and found the surf breaking in heavy waves some fifteen yards outside its extreme end.

5. I submit for the consideration of Government the resolution adopted at the meeting.

6. In paragraph 6 of the Government Order under reply, it is stated that the sanction of the Government of India will now be requested for the levy under section 4 of Madras Act III of 1885 of certain rates upon all goods, &c., landed within the limits of the port. I presume that such rates are to be levied upon all goods shipped as well as landed. I have also to ask if such rates are to be levied in addition to the pier rates. I presume this is not intended and that the intention is merely to levy pier dues whether the pier is used or not, but if so I would respectfully draw attention to the concluding sentence of paragraph 4 of the Act, which runs as follows:—"Such fees shall be payable in addition to all tolls and charges now lawfully levied within such port." As Madras Acts VII of 1871 and V of 1863 have already been brought into force, and as pier dues are legally demandable under those Acts, it will be necessary to provide that the landing and shipping fees to be charged under this Act are in lieu of, and not in addition to, the pier dues.

Enclosures.

At a meeting held at Gopálpur on the 8th June 1888, at which the following gentlemen were present, the Collector communicated to the meeting the purport of G.O., dated 27th April 1888, No. 155, that the Gopálpur pier dues were brought into force on the 1st June 1888:—

F. J. V. Minchin, Esq.	S. Kodandaramiah Naidu Garu.
J. Harden, Esq.	B. Sundararama Sastri Garu.
A. Fletcher, Esq.	V. Patnaik Garu.
E. W. Fraser, Esq.	P. Ramaswamy Chetti Garu.
A. Appalanarasiah Chetti Garu.	K. Nagiah Chetti Garu.
Patarla Viswanadham Garu.	R. Veeraswamy Chetti Garu.

This meeting unanimously deprecates the introduction of the levy of pier dues as premature, and respectfully submits for the consideration of Government the following reasons:—

That the merchants of Gopálpur had nothing to do with the length of the pier.

That they were never consulted as to its length and that that is a question for experts.

That the pier is admittedly within the range of surf, even in ordinary weather, and does not therefore meet the purpose for which it was erected.

That the Port Officer admits that at the present moment—8th June—shipments can be made from the beach, while it is not practicable to work from the pier, and this although the surf flag is not flying.

That the express object for which the pier was asked was to enable shipments to be made during the months of June, July and August. That until, therefore, the pier has been made long enough to be used at all seasons, excepting, of course, during stormy weather, pier dues should not be levied.

That this meeting desires to record that it was distinctly further promised when the pier was discussed with the late Captain Taylor, that a tramway should be constructed the whole length of the present godowns on the beach, connecting them with the pier. In proof of this,

the meeting requests a reference to the memorandum of the Chief Engineer to the Superintending Engineer, dated 7th August 1886, No. 2711-C, forwarded in a letter from the Executive Engineer, Ganjam, to Messrs. Minchin and Co., No. 1657, dated 30th September 1886, copies of which are hereto attached, and submits that until this tramway is constructed as a part of the pier scheme, the pier cannot be used with any advantage.

That this meeting considers that the introduction of the levy of pier dues before the pier is rendered practically serviceable will have the effect of driving away the trade of the port, upon which solely the pier dues depend.

(Signed) F. J. V. MINCHIN, &c., &c.

We, the undersigned merchants, trading in the Ganjam district, having seen copy of the proceedings of a meeting held at Gopálpur on the 8th June regarding the levying of pier dues, beg to express our entire approval of the same, and in support thereof attach our names hereto.

(Signed) W. AUDINARAYANASAMY NAIDU, &c., &c.

From the Public Works Department, dated 13th July 1888, No. 408D-A.

From E. J. SINKINSON, Esq., Officiating Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Simla, the 7th July 1888, No. 3678.

I am directed to acknowledge the receipt of your letter, No. 156, dated the 27th April 1888, reporting that the Government of Madras has, under section 7 of Madras Act VII of 1871, sanctioned the levy of tolls upon goods and passengers passing over the pier at Gopálpur at the rates mentioned in the notification embodied in the order of the Government of Madras, No. 155, Marine, dated the 27th April 1888. The Government of Madras now requests that sanction may be given under section 4 of Madras Act III of 1885 to the levy of tolls at the same rates on articles landed at any place within the port otherwise than over the pier.

2. The Governor-General in Council has considered the proposal and sanctions the levy of the tolls as proposed, with effect from the 1st September next.

Order—dated 14th August 1888, No. 397, Marine.

It has been already pointed out in G.O., 27th April 1888, No. 155, that the arrangement for the levy of fees was made after the length of the pier was fixed. It has been proved by practical experiment that the lee side of the pier is quite workable even when there is considerable surf. It was never expected that there would be no difficulty in the heavy surfs of June, July and August, nor do the papers at all show that "the express object for which the pier was asked or constructed was to enable shipments to be made in those months." There is nothing, moreover, in any of the papers to bear out the statement that the construction of a tramway on either side of the pier was any part of the arrangement. The undertaking in regard to fees was given before the passing of G.O., 11th April 1884, No. 156, and the first mention of these auxiliary tramways is in the Superintending Engineer's inspection notes of 30th April 1886. Even then the idea was only entertained on the assumption that the merchants would guarantee a percentage on the capital cost (Chief Engineer's memorandum, dated 7th August 1886, No. 2711 C). At the meeting, proceedings of which are recorded in G.O., 6th November 1885, No. 474, Marine, not a word was said about this alleged promise. The Chief Engineer's memorandum of 7th August 1886, No. 2711 C., quoted as proof of it, in no way bears out the allegation. Even at the meeting of 12th October 1886, there was no suggestion of any such condition, and, in Mr. Minchin's farewell letter to

† Vide 408-D. A dgs 27-7-88 abstract

Public Works No. 4374-C., dated 9th December 1886.

G.O., Public, No. 48, dated 15th January 1887.

the late Governor, where he mentioned that no steps had yet been taken to reconstruct the Custom House or form the Marina, not a word was said about tramways. His Excellency the Governor in Council has therefore determined that the decision announced in G.O., No. 155, dated 27th April 1888, shall be strictly adhered to, and that the programme set forth in paragraph 6 of that order shall be carried out without further delay.

2. The Government of India having now communicated their sanction to the levy of the tolls under section 4, Act III of 1885, the following notifications will be published in the *Fort St. George Gazette* :—

NOTIFICATIONS.

A.

Under the provisions of section 1, Act III of 1885 (Madras), the Right Honorable the Governor in Council hereby directs that the said Act shall come into force in the port of Gopálpur on and from the 1st September 1888.

B.

Under the provisions of section 4, Act III of 1885, Madras, the Right Honorable the Governor in Council hereby notifies, with the sanction of the Governor-General in Council, that on and after the 1*st October* 1888, fees, according to the following schedule, will be levied on all goods, carts, carriages, animals, baggage and other articles landed from or shipped into any vessel lying or being within the limits of the *port* of Gopálpur otherwise than over the pier.

Schedule.

	Rs.	A.	P.
Bag cargo per boat-load of 20 bags, each not exceeding 172 lb. ..	0	2	6
Sleepers per boat-load not exceeding 1½ tons weight	0	2	6
Hides, hemp, mats, per boat-load or 1½ tons	0	4	0
Four-wheeled carriage	2	8	0
Two wheeled do.	1	8	0
Horse or pony	2	0	0
Bullock and cattle generally, each	1	0	0
Dogs, sheep, and other small animals, each	0	1	0
Machinery or each piece exceeding 1 ton and less than 5 tons, per ton	2	8	0
Machinery or each piece exceeding 5 tons, per ton	3	0	0
Articles of ½ ton or upwards and not otherwise specified, per ton or part of a ton, each	1	8	0
Pianoforte	5	0	0
All exports not provided for by schedule, per 1½ ton or boat-load..	0	8	0
All imports do. do. do. do. ..	0	8	0
Goods landed or shipped by pier on Sundays	Double rates.		

Fees for Sundays, holidays and overtime, shall be charged as per G.O., No. 493, dated 28th August 1877.

And with reference to section 7 of the said Act III of 1885, the Governor in Council is pleased to appoint the Port Officer of Gopálpur for the time being to levy the fees above mentioned and to perform the other duties specified in the said section and section 8.

C.

Under the provisions of section 6, Act III of 1885, Madras, the Right Honorable the Governor in Council sanctions the following rules for observance throughout the port of Gopálpur on and after the 1st day of October 1888 :—

Rules.

1. All goods intended for shipment will be assessed on shipping bills, and the dues must be paid before the permit is signed.

2. All goods landed within the limits of the port will be assessed on bills of entry or duplicate shipping bills. In the case of transhipped or dutiable cargo, payment must be made before it leaves the Custom House ; in the case of other goods, before they leave the godowns of the Agents of the vessel.

3. In cases of disputed weight or measurement, the goods will be detained until the arrival of the bills of lading, and the weight or measurement upon which freight has been paid will be deemed to be the tonnage on which the dues are to be levied. Seventy-five (75) cubic feet or 30 cwt. will be considered to be one boat load.

4. The minimum dues leviable, when levied by boat load, will be those on one-fourth of a boat load.

5. Goods returned from vessels damaged will be relanded, free; but the relanding pass must be furnished within 24 hours.

6. No dangerous goods as defined by the general pass rules can be landed at the pier without special permission.

3. The Presidency Port Officer will issue the necessary instructions to the Port Officer, Gopálpur, with reference to levying, receiving, and accounting for all fees under section 7 of the Act, and carrying out the provisions of section 8. A separate account should be kept of the receipts and charges relating to the pier.

4. The rules and rates now sanctioned should be republished in the District Gazette, and legibly painted in English and the Vernaculars, as directed in section 5, Act III of 1885.

(True Extract.)

for Ag. Chief Secretary.

To the Presidency Port Officer.
" Public Works Department.
" Revenue Department.
" Collector of Ganjam.
" " of Godávari.
" " of Tanjore.
" Chamber of Commerce, Madras.
" " Cocanada.
To " F. J. V. " Minchin, " Esq., Gopálpur.

Endorsement—dated 14th August 1888, No. 398, Marine.

Copy to the Government of India, Department of Finance and Commerce.

J. F. PRICE,
Ag. Chief Secretary.

Exd. A. Raitt.

B. No 1606 W. of 2.6.88
" 1161 W. " 8.5.84

No 285 I dtd 13 September 1888

B.

Communicated to the S & I circle in continuation of G.O. No 1606 W dated 2nd June 1888.

2 June 1888

Wch
29.8.88

Jw
5/9/88

S. & I circle
S. & I Circle

P.W.C. No 8584

Govt. of {1888} Madras.

MARINE.

(7)

135.C.

Issued

Recd. 29 — VIII — 88 Encl.

G.O., &c., 14th August 1888,
Nos. 397, 398.

No 285 I dtd 13 September 1888

AUGUST.

Gopalpur.

Passing orders for the introduction of Act III of 1885 into the port of —, and forwarding copy of proceedings to the Government of India.

2 Copies sent to G.O.I.