

(1) பக்கங்களின் எண்ணிக்கை 8

(2) புதுக்கித் திருப்பிய நாள் 2/89

(3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் ben

## தமிழ்நாடு ஆவணக் காப்பகம்.

(144)

தமிழ்நாடு அரசு

P.W.D துறை

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| அரசாணை எண்.<br>மு. கோப்புத் தாள் எண். | 599       | அச்சகம்<br>பலவகை |
| நாள் :                                | 28-2-1889 | 198.             |

*Army*

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

4. Shells

599

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 9th January 1889, No. G.-8.

In continuation of my letter No. 209, dated 26th ultimo, I have the honor to submit, for the information of Government, the accompanying statements referring to the different ports and lighthouses recently inspected by me.

2. The Collector of Malabar having informed me on my arrival at Calicut that he did not require the S.S. *Margaret Northcote* before the 17th December, I visited, in that vessel, the ports of Malpé, Barkur and Coondapoor and returned in her to Mangalore, from which port I proceeded on the 16th December to Bombay by the B.I.S.N. Steamer *Malda*. I arrived at Bombay at noon on the 18th ultimo.

3. I did not visit either Byndur or Serur as I found I would not have time to do so in the *Margaret Northcote*, and from what I learnt from the Port Officer at Mangalore, there was nothing at either of these ports which required special attention.

4. With respect to the light proposed for Byndur Head, I am of opinion, from further inquiry made at Mangalore, that there is no immediate necessity for a light and that the matter can be permitted to stand over for the present. The sum specified in my letter No. G.-81, dated 15th September 1888, as required for this light is therefore not now needed.

5. On the 19th and 20th December, I had interviews with Captain Hext, the Director of the Indian Marine, and ascertained from him that there would be no difficulty in having the ports and lighthouses on the western and eastern coasts of this Presidency supplied with all stores as required, except kerosine oil, from the Bombay and Calcutta dockyards, respectively. Captain Hext, however, suggested that the Government of India should be asked to approve of the arrangement, and I will place before Government, in due course, a proposal to that effect.

6. Kerosine oil is not kept in either of the dockyards, so I made some inquiries at Bombay and have ascertained that the quantity required for the lighthouses on the western coast could be obtained, if required, from a private firm at that port, which would be willing to enter into a contract for the same. A proposal in respect to this question will be submitted hereafter.

7. I left Bombay on the 21st and arrived at Madras on the 23rd December.

ENCLOSURE.

INSPECTION Report of Ports and Lighthouses from Tuticorin to Coondapoor.

1. TUTICORIN.

*Lighthouse*.—In good order. Establishment appeared efficient and not excessive.

*Pier*.—The improvement sanctioned in G.O., No. 282, Marine, dated 4th July 1887, has been completed, and will, no doubt, afford the facilities expected.

The silt which has accumulated at the pier head prevents deeply-laden boats from approaching the pier at certain times of the tide and should be removed. I propose to utilize for this purpose the hand-dredger which has lately been in use at Pámban, and which has been found unsuitable for that port.

The tide-gauge shed, placed near the head of the pier, was erected by the Survey Department without previous reference to this office, which, I consider, should not have been done as the cost has to be met from Port Funds. The local Port Officer informed me that had he been consulted he could have utilized materials at his disposal which would have been a much more economical arrangement.

The large crane lately sent to the port will shortly be in position.

*Foreshore.*—The train line extension, sanctioned by G.O., No. 515, Marine, dated 10th November 1888, was in course of completion, and when finished, will, I think, meet a great want. A turn-table is required at the point where this line meets the railway, and this the Port Officer informed me would be laid down by the Railway authorities. There seemed to be a want of godown accommodation, but this is a matter which probably will be brought to notice by the local authorities in due course.

*General Port Arrangements.*—Appeared to be efficient.

*Port Office and Establishment.*—The office work seemed to be carried on on proper lines; the books were well kept and the work up to date. The establishment does not seem capable of any reduction.

*Stores.*—There appeared to be a pretty large quantity of stores of all kinds, and the stock can be greatly reduced, I think, though the local Port officer deprecated any reduction on the ground that from long experience he had found that most of the articles were required at odd times and always came in for some use or other eventually. This matter will, however, meet with my attention in due course.

*Flags and Storm Signals.*—In good order.

## 2. MANAPAD.

I was unable to visit the lighthouse at this place, as the state of the sea rendered communication with the shore impossible on the day of my arrival. I shall make a point of visiting this lighthouse on some future occasion.

The light does not appear to meet the purpose for which it was put in position, owing to its color (red) which affects the extent of its visibility. It is useful to small native craft, but not to large vessels approaching Tuticorin, as the latter usually steer a course which takes them outside the range of the light.

The Port Officer at Tuticorin, in discussing the matter with me, recommended two white lights of the sixth order instead of the present red one. This matter will form the subject of a separate communication hereafter.

## 3. MUTTUM LIGHTHOUSE.

I landed near the point on which this lighthouse is placed on the morning of the 6th December, and was much pleased with all I saw.

*Lighthouse.*—The lighthouse and grounds were in good order, the lamp extremely clean and all the arrangements connected with it in the same condition. Everything about the lighthouse reflects much credit on the Superintendent (Mr. Chatterton).

*Lighthouse Establishment.*—Does not appear capable of reduction.

*Stores.*—Were in good order. The old light apparatus I ordered to be sent to Madras with the view of getting rid of it to the best advantage, as it seemed unsuitable for further use either at Muttum or any other port. This apparatus cost a large sum of money, and why such a clumsy and expensive arrangement was ever procured, I am at a loss to understand.

*General Remarks.*—The point on which this lighthouse is placed is called both Muttum and Cadiapatam. Two names are confusing, and I submit that it should be known in future only as Muttum Point.

## 4. COCHIN.

I arrived at this port during the forenoon of the 7th December.

*Lighthouse.*—Seemed clean and in good order. The establishment which is reported as efficient is not capable of any reduction.

*Flagstaff.*—The lightning conductor had been injured; a portion of it having been cut off by some person unknown, but will be shortly repaired.

*Foreshore.*—The bank between the Port Office wharf and the old Fort wall requires repair. This work, I found, could easily be carried out by the local Port Officer at a small cost, and I directed arrangements to be made for the same being done. The spaces between the groynes in

the vicinity of the lighthouse were well filled by sand, but extra groynes are required between the old Fort wall and the nearest groyne to seaward as erosion has taken place in the intervening space. In this view, Colonel Fraser, R.E., the Executive Engineer, West Coast Division, who met me at this port, agrees. Considerable erosion appears to have taken place between the groynes on Vypeen. The groyne extending westward from Vypeen Point is in need of repair, and those on the harbour side of this groyne require extension. An estimate for carrying out this work will be prepared and forwarded in due course. Erosion apparently takes place on either side of the harbour mouth according to the direction of the South-west monsoon, that is to say, whether it is to the southward of west or not. Now that the intervening spaces between the groynes on the southern side of the harbour mouth are so well filled with sand, some means appear necessary to keep the same in position. Colonel Fraser recommended connecting the groynes by a stone wall and, I believe, intends submitting proposals and an estimate for carrying out the work.

*General Port Arrangements.*—The several members of the European Mercantile Community with whom I had an interview, pointed out the difficulties existing in shipping goods from Narrakel; this subject has been brought to the notice of Government in my letter No. G-21, dated 14th August 1888, and also in dealing with the native boat-owners at Cochin. The latter, with whom I also had an interview, were anxious that the existing rates of boat hire should be raised while the European merchants on the other hand were opposed to any increase on the present rates. No definite arrangement was arrived at, and the matter had to be left open for further discussion in connection with certain proposals made by me, which I hope to hear, have been accepted by both parties.

The question of deepening the bar so as to admit vessels of deep draft to the harbour was looked into and will form the subject of a separate communication.

The state of the public wharf was brought to my notice and I personally inspected it, but as the foreshore inside the harbour appears to be in the hands of private individuals, who have built sheds and wharves along it as suited their convenience, a public wharf does not appear to be an actual necessity. It would cost a pretty large sum to place the present wharf in a proper state of repair, and there would probably be no return for the outlay, as I was informed that the wharf would not be generally used if any charge was levied on passengers landing at or embarking from it. The local Chamber of Commerce have on different occasions brought to the notice of Government the state of this wharf, but it seems to me that it is a work which should be carried out by the Municipality, as there are many more important works on which Port Funds have to be expended, such as the revetment of the foreshore and the repairs to the different groynes.

The different godowns under the charge of the Port Officer appeared to be in good order.

*Port Office and Establishment.*—The books were well kept and there were no arrears.

The office establishment seemed able to cope with the work and not excessive. The boat establishment is not capable of any reduction.

*Pilots.*—There are two pilots. It seemed to me that the work could be carried out efficiently by one man; the matter is under consideration and will form the subject of a separate communication.

*Stores.*—Were in good order. A small quantity of coal is in stock. It was purchased.

*Flags and Storm Signals.*—Were in good order.

*General Remarks.*—Owing to the close vicinity of the Native State any attempt to introduce an Act, such as Act III of 1885, for the purpose of obtaining means to improve the foreshore, would fail, as the native merchants would probably transact their business in that part of the town belonging to the Native State. Cochin seems to me to labor under so many disadvantages that to improve matters is almost an impossibility.

*Milagre Cruz.*—I visited this bund in company with Colonel Fraser, R.E. It seemed to me in good order on the whole. A careful watch is necessary so that any repairs required may be effected at once, as so doing might prevent a large expenditure hereafter.

## 5. BEYPURE.

*Flagstaff Light.*—Now that the Railway terminus has been transferred to Calicut, and Beypore has ceased to become a regular port of call, a light is not needed, as the few steamers which visit the port during the north-east monsoon would find the Calicut light a sufficient guide should they arrive off Beypore at night. I therefore think that the light may be taken away and a proposal to this effect will be submitted in due course.

*Pier.*—Is falling to pieces, and not being required, no action is necessary.

*Foreshore.*—Requires revetting in places, especially in the vicinity of the signal station. An estimate will be submitted in due course in connection with this work.

*Flags.*—Required considerable repair. The Port Officer at Calicut was desired to have the necessary repairs effected.

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## 6. CALICUT.

*Lighthouse.*—Was clean and in good order.

*Pier.*—Seemed in fair order, but the rails running from it to the Custom-house and the turn-tables inside the Custom-house yard require renewing. This matter has already been brought to notice in Collector of Malabar's letter No. 907, dated 15th October 1888, forwarded to Government through me.

*Foreshore.*—No attempt seems to have been made to keep the foreshore in the hands of Government. At present it is largely used by native merchants and others for the storage of timber, &c.

*General Port Arrangements.*—The buoys used for marking the anchorage were in position and appeared to be in good order.

The Port Officer pointed out the desirability of having flagstaff in the near vicinity of the Port Office. At present, signals are hoisted at the lighthouse and complaints have been made that, owing to the eddy wind there, the flags do not blow out properly; the Port Officer also brought to notice that, as the lighthouse is some distance from his office, some delay takes place when a signal has to be made. I think that a flagstaff is required close to the Port Officer's office and submit that one should be sanctioned.

*Port Office and Establishment.*—The books were well kept and up to date and the establishment appeared to be efficient.

*Stores.*—Seemed to be well looked after and not in excess of port requirements.

*Flags and Storm Signals.*—In good order.

*Life-saving Apparatus.*—In fairly good order and fit for use.

## 7. TELlichERRY.

*Light.*—The lamp was clean and in good order, but the wooden cover requires some slight repairs which were noted by Colonel Fraser, R.E., and will be effected in due course.

*General Port Arrangements.*—It was pointed out to me by the local representative of Messrs. Alston, Low and Co., that, in the opinion of the mercantile community, the requirements of the port are such as to warrant the appointment of a Port Officer. A proposal respecting the appointment of such an officer will be duly submitted, as I think that the port is of sufficient importance to make it a question for the consideration of Government.

*Flagstaff.*—A new staff is required and the matter is being dealt with.

*Flags and Storm Signals.*—Were in fair order.

*Proposed Pier.*—I examined with Colonel Fraser, R.E., and Mr. Tatham of Alston, Low and Co., the different points from which it has been proposed to run out a pier, and we eventually fixed on a site which will be shown on the plan. Colonel Fraser has now under preparation, and which will be submitted to Government for consideration in due course.

The desire of the mercantile community at Tellicherry to have a pier has been pointed out to Government at various times, the last occasion being on the visit of His Excellency the Governor to the port in October 1888, when it was brought to the notice of His Excellency the whole year. My predecessor, the late Captain Taylor, in a letter No. 11017, addressed to Government on the 8th November 1883, also expressed an opinion favorable to the construction of a pier, and Government seem to have accepted his view on the subject; but the matter seems to have been allowed to drop till July 1887, when the Collector of Malabar obtained the permission of Government to submit proposals regarding the improvements of the ports in his district.

During the north-east monsoon landing and shipping operations can generally be carried on at Tellicherry from the beach without much difficulty during the early part of the day; but later on in the day as the sea-breeze increases in force, a short chopping sea arises which renders it somewhat difficult and occasionally impossible either to land or ship cargo. A pier therefore would be of great assistance on such occasions and also during the south-west monsoon. The facilities a pier would afford, I think, cannot be too highly estimated, and the trade of the port is, I submit, sufficiently large to cause any proposal to facilitate the landing and shipping operations to be favorably considered. I therefore propose to submit to Government a plan and estimate of cost of a pier which Colonel Fraser, R.E., has now under preparation, and which is being drawn up on the lines agreed to between us on the spot; but before doing so, I will obtain, if possible, the opinion of the Tellicherry Chamber of Commerce on the plan and also in respect to the toll it will be necessary to levy on all goods passing over the pier.

## 8. CANNANORE.

*Light.*—The lamp had apparently not been kept in as clean a state as is desirable as it exhibited signs of neglect, so I gave the necessary instructions to have it better cared for in future. The wind vane on top of the wooden cover over the lamp was out of order; a new one seemed requisite, and measures towards that end have been taken.

*Flagstaff.*—The rigging was in a neglected state and the lightning conductor required repair; these defects will be made good in due course.

*Flags.*—Exhibited want of care and many required mending.

*Port Arrangements.*—The state of the lamp and also of the flagstaff exhibited the want of professional supervision and points to the necessity of the Port Conservator being, where possible, a person of nautical experience. The present Conservator seemed to have no control over the signal-man, and did not impress me favorably.

## 9. MANGALORE.

*Lighthouse.*—The lamp was clean and in good order. The lighthouse establishment seemed efficient and not capable of any reduction.

*General Port Arrangements.*—Seemed to be well looked after.

*Port Office and Establishment.*—The clerks seemed efficient and the establishment not in excess of requirements. The office is small and the accommodation is insufficient. A proposal to increase the same will be submitted in due course.

*Stores.*—Are kept in a room belonging to the Custom-house, there being no store-room attached to the Port office.

*Flagstaff.*—Was in good order.

*Flags and Storm Signals.*—In fair order.

*Foreshore.*—I attended a meeting of some of the European and Native merchants which was held for the purpose of discussing certain improvements to the foreshore which had been brought to the notice of Government. The general idea seemed to be to have a quay running along the foreshore between the Custom-house and what is called the "Marine Yard." Colonel Fraser, R.E., having formed a rough estimate of such a work, pointed out that the cost of the same would be about Rs. 72,000, and suggested another scheme which he thought could be carried out for about Rs. 28,000. The majority of the merchants present, however, appeared to prefer the more expensive scheme, and stated that in their opinion much of the cost would be covered by the sums which they considered could be realized by the sale of plots on the proposed quay. No definite conclusion was arrived at, but I believe that the mercantile community intend to submit fresh proposals through the Collector and also their views in respect to the introduction of Act III of 1885. I pointed out to the merchants at the meeting that the funds to the credit of Mangalore would be insufficient to meet the cost of the improvements proposed.

## 10. MALPE.

*Light.*—The harbour light recently placed at this port answers the purpose for which it was sanctioned, and the additional light which Messrs. Shepherd and Co. of Bombay asked might be placed on the island of Deria Bahadur Ghur does not seem necessary at present. I therefore do not intend to submit any proposal to Government respecting the same, and the sum specified in my letter No. G.-81, dated 15th September 1888, as likely to be required for a light on Deria Bahadur Ghur will not now be needed.

*General Port Arrangements.*—A quay seems very necessary to facilitate the landing and shipping operations. I examined the different sites in company with Colonel Fraser and fixed on a suitable place for a quay. Plans and estimates will be submitted in due course.

A canoe for the use of the Port Conservator seems necessary and arrangements to supply him with one will be made.

Boundary pillars are required. An estimate has been obtained, but no action can be taken in the matter till Government have sanctioned the limits lately proposed.

## 11. DERIA BAHADUR GHUR.

I visited this island which is the highest and middle one of the three islands called St. Mary's Isles, and situated about two miles to the west of the mouth of Malpé river, with Colonel Fraser, R.E., and fixed on a site for a light should it eventually become necessary to place one there. I found the island occupied by a number of fishermen, about one hundred in number, who I was told had lately come there from Ratnagherry and were employing themselves in catching and drying fish. These men had brought their own boats with them, had built huts for themselves on shore, and seemed to have taken entire possession of the island. They appear to have selected Deria Bahadur Ghur on account of there being a few wells of fresh water on the island. These wells have hitherto been used by the small country craft trading along the coast, and since the advent of the Ratnagherry fishermen, the Nacodas of these vessels, I was informed, had not been able to obtain water, much to their inconvenience. A complaint had been made to the Collector of the district, I believe, regarding the action of the Ratnagherry fishermen in this matter. I would here point out that neither the local Port Officer nor myself received any intimation respecting the permission given by the Salt department to the fishermen in question to locate themselves at Deria Bahadur Ghur, and I submit that it is for consideration whether this should not have been done by that department.

## 12. BARKUR.

In company with Colonel Fraser, R.E., I inspected the jetty at this place which was reported as requiring repair. I found that the jetty wall had been allowed to fall down in several places and that the necessary repairs could be effected for about Rs. 100; so I directed this work to be taken in hand at once. A native merchant whose property is situated immediately to the southward of the southern port limit mark asked that the limit might be extended so as to cover his landing place. The matter, I was told, had been referred to the Collector of the district for consideration. I could see no objection to the extension.

Boundary pillars are required and measures towards that end will be taken in due course.

## 13. COONDAPOOR.

*Light.*—The light recently exhibited at this port answers the purpose for which it was sanctioned, but a better description of lamp is required and, on my arrival at Bombay, I took the necessary measures towards that end.

*General Port Arrangements.*—Colonel Fraser accompanied me on shore and we examined the site proposed for a quay. The landing and shipping operations would, no doubt, be greatly facilitated if a quay was constructed, alongside of which the country craft could load and discharge. The work could be carried out by the Port Conservator—the stone being obtainable locally, at an estimated cost of about Rs. 2,500. The sum required for this purpose would have to be lent, as on the 31st March 1888, Kundapur had a debit balance of Rs. 463-13-8.

I met several of the native merchants and was told by the Port Conservator that they were willing to pay a small landing and shipping charge for the use of the quay, as such charge would, they thought, be less than the cost of the boat hire they now have to incur.

The question of having a quay will be submitted to Government on the receipt of plans and estimates, and proposals will then be made respecting the provision of funds to meet the cost of the work.

Boundary pillars are required and action in the matter has been taken.

From the Presidency Port Officer, Madras, dated 10th January 1889, No. 10-G.

ABSTRACT.—Forwarding certain correspondence from the Port Officer, Mangalore, respecting the Islands of Deria Bahadur Ghur.

G.O., dated 11th December 1888, No. 1170, Public.

ABSTRACT.—Referring to the Presidency Port Officer, for report, extracts from a Note by His Excellency the Governor relative to his tour made in October and November 1888.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 17th January 1889, No. 19-G.

In reply to reference, dated 9th January 1889, on Current No. 1168 of 1888 (herewith returned), I have the honor to acquaint you, for the information of Government, that the several points referred to therein have been noticed in detail in the report on my late inspection of ports on the Western Coast. I would here briefly observe as follows:—

*Tellicherry.*—There are two proposals in connection with the provision of a jetty at this port. These have been referred to the Collector of Malabar for his opinion, in consultation with the Tellicherry Chamber of Commerce, as to which proposal is approved, and on the receipt of a reply, I will address Government in the matter.

*Mangalore.*—The subject of improvements to the port was discussed at a meeting held at Mangalore during my inspection of the port, as stated in my inspection report. No definite proposal was then arrived at, but the mercantile community, I believe, intend to submit fresh proposals through the Collector. In the opinion of Colonel Fraser, R.E., Executive Engineer, Western Coast Division, and of myself, a quay connecting the several wharves is far more preferable to "placing groynes at intervals in order to deepen the channel."

*Malpé and Coondapoor.*—Plans and estimate for quays for these ports will shortly be submitted to Government.

ORDER—dated 14th February 1889, No. 61, Marine.

The report, which evidences a full and careful inspection, is recorded with the following observations.

2. The attention of the Revenue Department will be drawn to the remarks made by the Presidency Port Officer regarding the tide-gauge shed constructed by the Survey Department near the head of the Tuticorin pier.

3. The proposal to discontinue the name of Cadiapatam in connection with the lighthouse at Muttam Point is approved.

4. The question of repairing the public wharf at Cochin will be referred to the Chairman of the Municipality in the Local and Municipal Department.

5. An estimate will be furnished for the flagstaff which it is proposed to erect in the vicinity of the Port Office at Calicut.

6. The attention of the Collector of Malabar will be drawn to the Presidency Port Officer's remark regarding the Port Conservator at Cannanore.

7. The Presidency Port Officer's observations regarding Deria Bahadur Ghur Island will be referred to the Revenue Department for remarks.

8. The further communications promised in regard to the appointment of a Port Officer for Tellicherry, the Cochin bar, the proposed Tellicherry pier, and the construction of quays at Malpé and Coondapoor, are awaited. In the last four cases, the Presidency Port Officer should accompany his suggestions with sketch plans.

(True Extract.)

J. F. PRICE,  
Chief Secretary.

To the Revenue Department, with C. No. 25  
and enclosures, to be returned.

- " Local and Municipal Department.
- " Public Works Department.
- " Presidency Port Officer.
- " Collector of Malabar.
- " " of South Canara.
- " " of Tinnevely.
- " Board of Revenue.

Exd. P. L. Pereira.

Gobt. of (1889) Madras.

MARINE.

No. 599 W 28 July 89

Communicated to the  
Capt. Rogers IV and  
VII Circulars for info.  
in action

/s/ W. L. C. B.  
by W.

Issued

Recd.

Encl.

G.O., 14th February 1889, No. 61.

B. No. 599 W 28 July 89

FEBRUARY.

4

Ports and Lighthouses.

Passing orders on the Presidency Port Officer's  
inspection report of — from Tuticorin to Coonda-  
poor.

Circulars IV & VII

with order