

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From Commander H. A. STREET, R.I.M., Acting Presidency Port Officer,
to the Chief Secretary to Government, dated Madras, 2nd April 1894,
No. 1676—107-G.

Having completed the annual inspection of the ports and lighthouses of the Presidency, I have the honour to submit the following remarks, with reference thereto, for the consideration of the Government, viz.—

LIGHTS AND LIGHTHOUSES.

On the whole, the several light apparatus had been well looked after and were in an efficient state; the different columns, light-keepers' quarters and other buildings connected therewith, with one or two exceptions which will be noticed hereafter in dealing with individual ports, were in good order; the light-keepers generally did not appear to be very intelligent, especially the men holding the posts of 3rd and 4th keeper, and considerable difficulty is experienced in obtaining intelligent applicants for these appointments as the scale of pay is said to be too low to attract any, except persons belonging to the ordinary cooly class, men unfitted in every way to deal with valuable apparatus requiring in many cases delicate manipulation; the consequence is, that most of the work is thrown on the superintendent and the head light-keeper, and the brilliancy of the light at night is apt to be affected through the want of intelligent supervision. At out-of-the-way stations, like Point Divi for instance, the lightkeepers experience difficulty in obtaining supplies, and at such stations I think that the lighthouse establishment should be provided with rations, as is the case on the coast of Burma. These matters, however, will form the subject of a separate communication.

PORT OFFICE ARRANGEMENTS.

The result of my inspection of the different books maintained in connection with the accounts and other matters appertaining to port affairs revealed, in many cases, the impossibility of working an office efficiently with clerks who have received no previous training in keeping accounts, and that even the most clearly-worded instructions on the subject are apt to be misunderstood by such men. My stay at some of the ports, owing to delay in the arrival of the coasting steamer, was long enough on this occasion to permit of my making a more careful inspection of the office arrangements than I had been able to do on previous occasions, and afforded me the opportunity of pointing out personally to the Port officer the mistakes that had been made and acquainting him with the system on which the different books should be maintained. Since my return to Madras, I have issued further instructions on the subject which will, I trust, effectually remove all further misapprehension as to the entries which should be made in the different books. The strength of the several office establishments seemed, on the whole, sufficient, but an additional clerk is required both at Tuticorin and Calingapatam, and this matter will form the subject of a separate letter.

GENERAL PORT ARRANGEMENTS.

The state of the buildings, quays, flagstaves, port boundary pillars, buoys and life-saving rocket apparatus maintained at the cost of port funds was satisfactory, and showed that the different officials concerned had exercised proper supervision over the same; the universal buoyage system is gradually being brought into use as new buoys become necessary; the signalling arrangements were efficient, and the signallers appeared to be acquainted with their duties; the licensed boats, in most cases, were sufficient for the needs of the port, and the several registering officers, apparently, had paid due attention to their duties as such in connection with the working of the boat rules. A boat overseer is much required at the port of Calicut, where the distance of the Port office from the place where landing and shipping operations are carried on renders it impossible for the Port officer to exercise proper supervision over the same. This matter was brought before the Government last year, but the proposal then made to increase the port establishment did not meet with approval. At ports at which dredging operations are carried on, the dredging apparatus was in good order; practice with the life-saving rocket apparatus was carried out efficiently in my presence at Bimlipatam and Gopalpur (the question of maintaining this apparatus in future will form the subject of a separate communication). The state of the bar at Cocanada, Masulipatam, Cuddalore, Negapatam and of the backwater at Mangalore is never likely to be satisfactory, for the reason that no permanent improvement is possible except at an expenditure quite beyond the resources of the port. During each dry season landing and shipping operations at these ports will be always hampered, and the sooner the steamer agents and other persons concerned in the trade of the port recognise this fact and the impossibility of improving matters without the necessary funds, the better it will be for every one concerned. At ports at which cargo work is not of daily occurrence and the boatmen of the port have to depend mainly on fishing as a means of livelihood, landing and shipping operations are occasionally checked by the difficulty of boat-owners in obtaining crews for their boats, and this is also a matter which the steamer agents fail to recognise is quite beyond the control of the local port officer and at times causes many useless references to me on the subject. The supervision which is exercised by the local Port officials over the working of the Native Passenger Ships Act has been satisfactory. The attention of out-Port officers has recently been called to the necessity of exercising a more efficient scrutiny over the certificates of registry of native craft and with good effect.

INDIVIDUAL PORTS.

Coondapoor.

Since my last inspection of this place (1890), considerable erosion of the fore-shore on the north side of the river entrance has taken place, and the site of the light exhibited at the port has been endangered thereby; a large sand bank has now formed just inside the entrance to the river and is utilised for curing fish. The narrowing of the entrance to the river, caused by the formation of the sand bank at the mouth of the river, has rendered it difficult for native coasting craft to load and discharge in the immediate vicinity of the Custom-house, and as they now take up berths further inside the river, the Conservator recommended that the limits of the landing place should be extended. I looked into this matter and a proposal in connection with the same will be put forward in due course.

Malpe.

The silting which has taken place in the channel leading to the Custom-house has made it necessary to utilize the sandy spit to the westward for landing and shipping operations. The native merchants complained of the difficulty they were experiencing through the silting up of this channel, and begged that measures might be taken to make a road across the silted-up part from the Custom-house to the beach. The matter is receiving attention, and will form the subject of a separate communication. I was very well satisfied with the intelligent supervision exercised by M.R.Ry. M. Ananda Rau, the Port Conservator.

Mangalore.

1. The state of the backwater at this port has already been made known to the Government, so it is unnecessary for me to remark further on the matter beyond expressing an opinion that no permanent good can be effected except at an expenditure quite beyond the resources of the port. What with the drainage of the town flowing into the backwater and the action of the two rivers, it seems to me that landing and shipping operations can be only economically facilitated by keeping open a channel by dredging, and clearing an area by the same means sufficient for the berthing requirements of the native coasting craft.

2. The new quarters for the light-keepers which were completed during 1893 remain unoccupied, as the present keepers, who are married men, decline to use them on the plea that they have their own huts in the town. I have instructed the Port officer that, on any change taking place in the lighthouse establishment, no person is to be engaged as a keeper unless he agrees to occupy the quarters provided for him.

3. A few repairs to the lighthouse column are necessary, and action in the matter has already been taken.

4. The careful scrutiny exercised by the present Port officer over the certificates of registry of native craft, and the action he has taken in requiring the provisions of the Boat rules and of Act X of 1841 to be more carefully attended to than hitherto by the persons concerned, has caused some little friction, but this cannot be avoided under the circumstances and the course pursued by the Port officer meets with my approval.

5. The local representative of Messrs. Shepherd and Co., the managing owners of the line of small coasting steamers trading between Bombay and Mangalore, interviewed me in respect to the placing of a light on the Mulki Rocks—a small rocky patch about 20 miles to the northward of Mangalore—in order to enable their steamers to pass between the rocks and the mainland after dark and thus save a few miles. The

* G.O., No. 176, dated 10th May 1890.

matter was considered by the Government in May 1890,* and it was then decided not to maintain a light on the rock.

Cannanore.

1. The burners of the light apparatus at this port were in a defective state, and I at once took measures to have them replaced by others of an improved pattern.

2. The supervision over the light which the Conservator is expected to exercise is prevented to some extent by the difficulty of gaining access to it by night, owing to the regulations relating to the admission of persons to the Fort (the light is inside the Fort) after dark. The matter is receiving attention, and the Government will be addressed on the matter in due course should the local Military authorities be unable to relax the order.

Tellicherry.

1. One or two complaints have been made by Commanders of vessels entering this port after dark regarding the difficulty of distinguishing the port-light from house-lights in the near vicinity of the tower on which the apparatus is placed. I enquired into the matter on the spot, and proposals to remedy this defect have been submitted for the consideration of Government.

2. Quarters for the lightkeepers have already been sanctioned and the work will be shortly taken in hand.

3. I attended a special meeting of the local Chamber of Commerce which had been convened for the purpose of discussing certain matters connected with the port. With the exception of a little dredging at Koduvalli there is little needed at present at this port, but I think that many matters connected with landing and shipping of cargo and boat traffic would be better looked after if the port conservancy arrangements

were supervised by a Port officer, than they are at present. The three ports of Badagara, Tellicherry and Cannanore are so closely allied that a Port officer with authority over all the three ports would be able to deal with many matters which have now to be left until either the Port officer, Calicut, or the Presidency Port Officer can arrange to visit the ports. The Chamber of Commerce were also of this opinion, and the only objection they had to the appointment of a Port officer was in regard to the extra fees they would have to pay on Sundays and holidays. This matter will form the subject of a separate letter.

Calicut.

1. The lighthouse column inside was not as clean as it should be and some small repairs are needed; the fencing of the enclosure was also out of repair. The Port officer was directed to see to these matters without delay.

2. The quarters for the light-keepers, estimate for which was called for in G.O., Marine, No. 143, dated 3rd May 1893, had not yet been taken in hand pending acquisition of ground required for the purpose.

3. The iron-work of the pier was in fair order, but the platform is much worn. The Secretary of the Pier Company informed me verbally that the Company would be glad to have the pier worked again by the Port authorities, in order, I suspect, to avoid having to undertake the heavy repairs which will be necessary before very long. The structure is but little used owing to its position, as the greater portion of the landing and shipping business is transacted about a mile further to the southward on the beach facing the anchorage of the native coasting craft.

4. The distance of the Port office from this part of the beach renders it impossible for the Port officer to exercise supervision over the boat traffic, and a boat overseer is an actual necessity if the boat traffic is to be properly looked after.

5. The Agent of the British India Steam Navigation Company interviewed me regarding the extension of the northern limit of the port to include a village called Varical, off which, at certain seasons of the year, smoother water is frequently obtained than at Calicut. Should the Collector see no objection to the extension, landing and shipping arrangements would be facilitated, but the principal difficulty in the way of extension would be that of exercising Customs supervision.

6. New buoys are required for the roadstead to take the place of those now in use which are nearly worn out. The matter is receiving attention.

7. I visited the mouth of the Kallai river in view of ascertaining what could be done to keep it open. It seems, however, that the Collector of the district had already taken action in the matter, and that a charge on timber passing out of the river is made and credited to Provincial funds. The Port officer informed me that he had not been consulted by the Collector regarding the measures to be taken to keep open the mouth of the river, though it is within port limits.

Beypore.

1. A cook-house is required and the matter is receiving attention, as the existing arrangement, which is made of bamboos and leaves, is a source of danger to the adjoining buildings.

2. The new anchorage buoy lately obtained from Bombay was in position.

3. Until Coondapoor has been provided with the light apparatus formerly in use at Hope Island, no light apparatus will be available for Beypore.

4. The signaller performs the duties of Port Conservator under the authority of the Port officer, Calicut. As the signaller's authority is, I understand, often questioned by the tindals of coasting craft entering the port, I think it would be advantageous to designate him "Assistant Port Conservator", for, with the exception of levying the port dues, he performs all the duties of an out-port conservator. No increase of pay would be necessary should his designation be changed. This matter has since been placed before the Government.

5. As native vessels frequently require pilotage assistance when entering or leaving the port and employ unlicensed men, I have directed the Port officer to report on the matter, in view of introducing the system obtaining at Mangalore in regard to pilots.

Cochin.

1. I have already addressed the Government respecting the light-house establishment at this port: *vide* this office letter, No. 482—76-G, dated 9th March 1894.

2. B. Groyne was in need of repairs, and measures towards that end have been taken.

3. Considerable erosion of foreshore on the Vipeen side has taken place, but no immediate action appears necessary.

4. The Cruz Milagre bund appeared to be in a sound condition.

5. The boat-hard requires fencing in, and the work has been taken in hand.

6. The roof of the Port office is in need of repair, and the Public Works Department has been addressed on the subject.

7. A bungalow for the Port officer is much needed, as it is a no easy matter to obtain decent house-accommodation in a suitable site. If the present Port office could be made into a dwelling-house, sufficient accommodation exists in a godown in the Marine yard for a Port office.

Muttum Lighthouse.

1. The excellent state in which I found everything connected with the light on Muttum Point reflects much credit on Mr. Chatterton, the then superintendent, who has lately retired.

2. The land belonging to the lighthouse should be demarcated, and the matter is now receiving attention.

Manapad Light.

1. The light apparatus, which is exhibited from a tower on Manapad Point, was in good order, but the quarters of the Superintendent and the light-keepers were in need of repair; the matter has since received attention.

2. Now that a daily service of steamers between Colombo and Tuticorin has been instituted it will be necessary to place a more powerful light on Manapad Point, as there are many outlying dangers, and vessels proceeding to Tuticorin from Colombo frequently meet with a current which occasionally brings them near to such dangers to navigation. The present light answers the purposes of coasting vessels fairly well, and it was exhibited solely for the convenience of such vessels. The matter is receiving attention, and the Government will be addressed on the matter in due course.

Tuticorin.

1. The light apparatus which is placed on the light-house on Hare Island was in a slightly defective condition when I inspected it, as the lower lens had fallen out. This has since been replaced, and measures taken to prevent the recurrence of such accidents in future.

2. The necessity of having a new pier was very apparent, for the existing structure is in a very shaky condition and quite unequal to the demands of the trade.

Pamban.

1. I noticed a great improvement in all matters connected with the Port officer's duties at this port since my last inspection. The office books, accounts, &c., were up to date and kept in accordance with the system in vogue at the Madras office.

The lighthouse column, buildings and apparatus were clean and in good order. In fact I was extremely well pleased with all I saw at this port, and much credit is due to Mr. Johnson, the Port officer, for the efficient state of everything I inspected.

2. The Executive Engineer, Madura District, who had accompanied me to the port, visited the lighthouse with me, and I pointed out to him the alterations that would be necessary to enable a better class of lantern to be placed on the top of the column.

3. I also inspected the site proposed for the new bungalow for the Port officer, and consider it has been well selected.

4. A small pier is required for the convenience of passengers, on each side of the island, at the usual landing place. These piers could be put up probably at a small cost, and the Port officer was directed to submit a sketch of what he considers would answer the purpose.

5. The light at Tondi is frequently inspected by the Pamban Port officer. I was unable to visit the light, but have no doubt that it is in an efficient state.

Negapatam.

1. At the time of my inspection nothing whatever had been done by the Public Works Department local representative in respect to carrying out the works sanctioned by G.O., No. 288, Marine, dated 14th August 1893, so I immediately communicated by wire with the Superintending Engineer, V Circle, on the subject, for the state of the jetty wall demanded early attention, and the delay that had taken place in obtaining sanction to the repairs had already added to its inefficient state and was likely to cause the original estimate to be exceeded.

2. The state of the river was as bad as ever, and landing and shipping arrangements could be only carried on at a disadvantage. The question of supplying the port with a dredger had not been settled and the Landing and Shipping Dues Committee deprecated the delay that was taking place in settling the matter.

3. The lighthouse was in order and the apparatus efficient.

I was unable to visit the light at Point Calimere, but as it is frequently inspected by the Port officer of Negapatam I have every reason for presuming that it is in an efficient state.

Cuddalore.

1. The state of the backwater showed no particular change for the better, in spite of the dredging which has been carried on. In fact, no great or lasting improvement is possible except at an enormous cost. Messrs. Parry and Company have begun to recognise this fact, I was glad to observe, for they have lately constructed boats of a type suitable for the existing conditions of bar and backwater.

2. The dredger is utilized in keeping open a channel for boats in the vicinity of the landing place, but the expense of working it is a constant drain on the port and adds to its charges. Owing to the Conservator's want of dredging experience he is quite unable to supervise the working of the dredger with any good results, and much has to be left to the driver in charge. This arrangement is decidedly unsatisfactory, but I see no way towards improving it at present.

3. On examining the books in the Conservator's office, I found that it had not been the practice to levy port dues on a vessel "entering" the port, but at some time before she sailed, so the Collector was communicated with on the subject and this improper practice rectified.

4. The necessity of fencing in the flagstaff and light-keepers' buildings is more apparent on each occasion of my visiting the site. The huts of the fishermen, which are constructed of inflammable materials, are situated so close to the light-keepers' quarters and the flagstaff that, should a fire occur, it would be difficult to save either flagstaff or buildings, especially as the oil required for the use of the light has to be kept in a store-room near to the flagstaff. I would therefore beg that the proposals put forward in my letter, No. 1414 G.—105, dated 29th March 1893, may be again reconsidered.

Masulipatam.

1. The platform for the light apparatus, which is exhibited from the flagstaff, requires renewing. In fact, it seemed to me to be in a very dangerous state. The Port

officer was directed to communicate with the Executive Engineer of the district on the subject without delay. The apparatus was in need of a few small repairs, which can be effected locally. The attention of the Port officer was directed to the state of the reflector and lever, which required more careful handling.

2. The unhealthiness of the Fort and its surroundings as a site for the Port officer's bungalow was verbally brought to my notice. The place has certainly no prepossessing points as a place for a residence, for a more dreary hole—Point Divi excepted—I have seldom, if ever, seen. Unless the medical authorities are able to state positively that the Fort (landing place and surroundings) is really unhealthy, I told the Port officer that nothing could be done in the matter of fixing on another site for a house.

3. Some dredging is required in the river in the vicinity of the quay, and this matter will receive attention.

Point Divi Lighthouse.

1. The apparatus was in good order, but a few slight repairs to the lighthouse column are requisite, and measures have been taken to effect these.

2. A cook-house is required and also a washing place for the keepers. The Port officer was directed to have plans and estimates prepared.

3. The open tank should be emptied and cleaned, and this will be undertaken in due course.

4. The column is unsuitable for the larger description of apparatus required at this place, and a new column will have to be built on a site closer to the sea, should the Government sanction a new apparatus. This matter will form the subject of a separate communication.

5. Difficulty in obtaining intelligent men for the post of lightkeepers at Point Divi is a very old complaint, and considering the dreariness of the situation and the difficulty of obtaining supplies it is not to be wondered at.

Cocanada.

1. The extension of the northern groyne has not yet been commenced, as arrangements have to be made regarding the supply of stone required with the Railway authorities.

2. The bar, as usual, is a source of difficulty to boats passing in and out of the river, and the channel which was dredged by the *Wenlock* has now silted up again. The two small dredgers belonging to the port were at work in the channel, and were removing between them about 700 tons of silt per diem. The rush of water down the river which occurred during the rains has to some extent cleared away the obstruction of hard sand which was overlapping the northern arm.

3. Low jetties along the bank, to facilitate the shipping of goods brought down by the railway, will soon be necessary, I think, and also sheds for the protection of seed and other descriptions of bag cargo. This matter is, I am told, receiving the attention of the Port Conservancy Board, but there is an idea, I believe, that the construction of sheds should be left to the Railway authorities.

4. The work of preparing the old lighthouse for the apparatus which is to be transferred to it from Calingapatam has not yet been commenced.

5. The lighthouse and buildings should be fenced in to prevent any of the space required in connection with lighthouse purposes being taken up by the Railway authorities.

6. The outdoor supervision which Mr. Wicks, the Port officer, has to exercise, adds considerably to his ordinary duties; for, in addition to the care of the light-houses at Hope Island and Vakalapudi, he supervises the dredging work of the port and is in charge of the groynes. In all matters the attention displayed by the Port officer was apparent, and I was much pleased with the manner in which he carries out the various duties of his appointment.

Hope Island Lighthouse.

1. Everything connected with this light was in good order except the inside of the column which is in need of repair. The estimate for the work has been sanctioned, and I was informed that the repairs would be soon taken in hand.

2. The cook-house and a spare room set apart for the boatmen belonging to the establishment have thatched roofs. As the material used is inflammable, I directed the Port Officer to submit proposals for a different kind of roofing. A latrine for the use of the establishment is needed, and directions were given respecting its construction.

3. The loneliness and general dreariness of the situation make it difficult to obtain intelligent men for the post of light-keeper. The difficulty of obtaining food is also a grievance with the establishment generally.

Vakalapudi Lighthouse.

Everything at this place connected with the light was in excellent order. It certainly stands next to Muttum in point of cleanliness and good order and I was very much pleased with everything I saw.

Vizagapatam.

1. The landing place is much in need of repairs, and the Port Officer was directed to take the work in hand without delay.

2. The reclamation of the foreshore between the points shown on the accompanying plan should be taken in hand as soon as funds for the purpose can be made available.

3. Sheds for the reception of bag cargo brought down by the railway for shipment are necessary, and the Port officer was directed to call the attention of the Landing and Shipping Dues Committee to the subject.

4. I accompanied Mr. Brereton, the Engineer-in-Chief of the East Coast Railway, over the harbour line, and he pointed out to me the direction of the same. He proposes to block up the channel which bends to the northward on the right-hand side of the pontoon bridge, in view of causing the ebb tide to take a different direction. I could see no objection to this arrangement, and think that it will have a good effect.

Bimlipatam.

1. I inspected the life-saving rocket apparatus, and found the various articles connected therewith in good order. Practice with the apparatus was carried out in my presence, but was not very successful as the line carried away.

2. The port arrangements generally were in a satisfactory state and reflect much credit on Mr. Minto, the Port officer, who apparently performs his duties with tact and judgment.

Santopilly.

1. The apparatus was in an efficient state, and no complaint respecting the visibility of the light has reached me.

2. A few details required rectifying and the attention of the superintendent was called to the same.

3. The new quarters required for the light-keepers had not been commenced. The old huts, though kept clean, are fast becoming uninhabitable, being infested with white-ants.

Calingapatam.

1. The light apparatus was in good order, but the keepers' quarters were still under repair.

2. Nothing had been done in regard to the construction of the temporary light column.

3. The general port arrangements were satisfactory.

4. The Conservator informed me that the local Salt Department officer had frequently cut a channel through the foreshore within port limits without reference to him. The Revenue Board has been communicated with on the subject.

Gopalpur.

1. A few repairs are required to the flagstaff platform on which the light apparatus rests, and the attention of the Executive Engineer was called to the same.

2. A permanent wall is needed in the vicinity of the light-keepers' quarters in lieu of the present unsightly fence of stakes and leaves.

3. The spare stores and those belonging to the light apparatus and life-saving rocket apparatus were not stowed as neatly and systematically as I could wish, and the attention of the Port officer was called to these particulars.

4. The pier presented its usual unused appearance, much of the planking seemed rotten, and many of the tie-rods have been broken off by the sea.

5. Practice with the life-saving rocket apparatus took place in my presence and was efficiently carried out.

Armeghon Lighthouse.

Apparatus in excellent order; a few repairs are required to the column and light-keepers' dwellings. The superintendent seems to take an interest in his work and to exercise proper control over his establishment. Stores and store-room in a satisfactory state.

Pulicat Lighthouse.

1. Apparatus clean and in good order. The column and other buildings, except the superintendent's cook-house, were clean and in a good state of repair; a cook-house is required for the light-keepers and this matter will be placed before Government in due course.

2. It is advisable that the ground appertaining to the lighthouse should be enclosed and this proposal will form the subject of a separate letter. I was not very well pleased with the store-room, which requires re-arranging; this matter has been attended to.

Seven Pagodas Lighthouse.

I was unable personally to visit this lighthouse and deputed my personal assistant to make the necessary inspection. From his report the apparatus is in excellent order, and everything connected with it in a very satisfactory condition. The superintendent is reported to take great interest in his work.

Madras Lighthouse.

The existing apparatus is in fair working order, but before it can be utilized for any other port new burners will be required.

Madras Port Office.

With the acquiescence of the Chairman, Harbour Trust Board, an inspection of the office of the Deputy Conservator of the Port has been undertaken in view of ascertaining whether the accounts and other books of his office are being kept in accordance with the system now in vogue.

In conclusion, I would observe that the inspection of certain ports and lights is rendered difficult by their respective isolated positions. On the next occasion, I submit that the Pearl Fishery Steamer *Margarita* should be placed at the disposal of the officer making the inspection.

P. W. CURRENT No. 3796

Govt. of {1894} Madras.
MARINE.

No. 2014 W of 4-8-93
1145 W of 9-5-94
1885 C of 9-5-94

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Recd. 22.5.94

Encl.

G.O., 12th May 1894, No. 173.

MAY.

Inspection of Ports and Lighthouses.

Passing orders on the Presidency Port Officer's report on the annual — of the Presidency.

PUBLIC WORKS DEPARTMENT.

No. 1343 W. of 30th May 1894.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

G.O. dated 12th May 1894. No. 173 (Marine)

Communicated to the officers concerned for information

2. With reference to para 5 of the order in the Marine Department, it is observed that the Suptg Engineer IV Circle has already been called upon to submit an estimate for constructing quarters for the Port Officer at Cochin. The Suptg Engineer will report on the proposal to convert the present Port

* P.W. Memo No 1885C of 9.5.94

Port Office into a dwelling house for the Port Officer.

3. Adverting to para 6, the Suptg Engineer V Circle will report what progress has been made in the execution of the works sanctioned in G.O. No. 2044 W. dated 4th August 1893.

205

26/5/94

comes off

To Suptg Engineers (except for) Consig Architect to Govt.

26/5/94

Proceedings of a meeting of the Landing Shipping Dues Committee held at the Port Office on Friday the 11th May 1894

Minute No. II

Read G.O. No. 144 dated 23rd of April 1894, regarding the subject of excavating the water between the tidal lock and Sinaganga drain. Proposed by P. Srinamulu Garu and seconded by P. Srinamulu Garu, that the work should not now be commenced as the year is too far advanced to admit of completion for the following reasons:—

1. The rain will set in shortly
2. The canals will be reopened at the beginning of the next month.
3. That in a few days the Jaffnapatam vessels are expected to arrive & that the merchants will suffer loss in consequence of having to ship their cargo from Gilakaladiudi.

It was expected that the work would have been carried out during the suspension of the shipping operations usual at this time of the year. Passed unanimously.

Minute No. III

Proposed by T. Purusho Nam Garu and seconded by P. Srinamulu Garu that if the cost of excavating the backwater is to exceed Rs. 2000— the members would prefer the work being carried out departmentally. The Committee in their deliberations passed on the 30th of March last, regarding

willing to exceed this amount.

Passed unanimously.

Marine Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

From the Presidency Port Officer,
Madras, dated 17th May 1894 No. 1412 G.

Referring to my letter No. 1412/171 G.
dated 8th May 1894, I have the honor to enclose
copy of Proceedings of a meeting of the Landing
and Shipping Dues Committee held on the 11th inst.
and for the reasons assigned in Minute II as
up to the 12th current the work has not
been commenced. I would ask that instructions
may be issued to the Public Works Depart-
ment not to proceed with it.

2. With reference to minute III I also
request that the approval of Government may
be obtained to the work being carried out
under the supervision of the Landing & Shipping
Dues Committee at a cost of Rs 2000—only
as if carried out by the Public Works
Department this amount will be exceeded by
24 1/2 per cent on account of supervision, tools
and plank.

W.S.
1006/94

The Committee's proposals are approved.
The Public Works Department will be
requested not to proceed with the work.
(True Extract)
Allentown

Under
~~Ag. Assistant~~ Secretary

To
The Public Works Department.
Presidency Park Officer.