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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

83

Press
~~Mis.~~

Dated

14-1-1825 196 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
20th October 1874.*

No. 35. Read the following letter from Captain J. H. TAYLOR, R.N.R., Acting Master Attendant, Madras, to the Hon. D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Madras, 7th October 1874, No. 6208 :—
Administrative Department.

I have the honor to forward, for the information of His Excellency the Governor in Council, a report of a visit to the different Ports in the Southern portion of this Presidency, in the latter half of the month of September.

2. *Mangalore*.—I much regret that the bar of Mangalore being impassable, I was obliged to omit that port.

3. *Cannanore*.—There is very little trade, and that decreasing. The light is shown from a lantern on the flagstaff, during the greater portion of the year, from the topmast head, rendering it very difficult of access and trimming, owing to which, it is, in common with all lights on this coast, much neglected. As elevation is no object with a light of this sort, its radiation at all times falling short of the horizon, I beg to propose that it be always retained in the lower top, and one keeper be reduced from the establishment.

4. *Tellicherry*.—Same treatment of light, and same reduction recommended here. There is more trade than at Cannanore.

5. *Calicut*.—The pier is in working order, but its receipts are very small, rarely touching Rupees 1,000 per annum, 720 of which go to a Pier Master, for whom I do not see any necessity. The Master Attendant, whose duties are increased, has an office overlooking the pier, and his serang could be a medium of communication between them. It is a remarkable fact that a smooth patch, resembling Aleppy and Narrakal, has formed opposite Calicut, including the pier, which it renders almost superfluous, while the present condition of beach is maintained. The sea flows on the beach without a ripple, though half-a-mile out, and except on one mile of beach, which includes the whole port, a ground swell causes the usual disturbance. The Custom-house is a large commodious building, far above the requirement of the port, with great godown space, which, in the absence of any legitimate use, is rented by the Collector to exporters of country produce in the busy season. The pier and new Custom-house conduct the European trade, but the old Custom-house, a mile further south on the beach, usurps the large native trade, imposes extra supervision, and weakens the pier traffic. The light has metallic reflectors, and one man may well be struck off the staff. In Calicut roads the anchorage, the Coote reef, and a rocky patch, have been marked out by buoys, several of which have gone adrift. I wish to bring to the notice of Government the great expense connected with these buoys and their precarious existence, and solicit that, in future, they shall not be indented for from England, unless all local methods of marking be proved impossible. In 1872 three buoys were indented for Calicut; they arrived in June of this year at Madras, on the wrong side of India, at the beginning of the south-west monsoon, and it has been impossible to get them round up to this time. They cost Rupees 11,720, and probably 2,000 Rupees more would be required for freight round to Calicut. At the same time Cochin has in store a number of buoys and moorings beyond her wants, deteriorating fast. I have, therefore, ordered the Cochin buoy-boat, as soon as she can be spared, to be sent round to Calicut with buoys and moorings, and put everything in order, retaining the new ones in Madras, where they may find a use. On the next occasion of the reef buoy wanting renewal, I shall recommend a beacon instead, which will answer all purposes, and not be liable to damage. Calicut being the centre of a group of ports, few dues are received here, and it makes a bad show. None of the ports I have yet mentioned have any vessel in the roads, yet several large ships are riding at minor places not subject to port dues, or quarantine regulation. Two in particular upwards of 800 tons each—the *Esmail* of Calcutta, and the *Waterloo*, both with pilgrims and salt from Jeddah—were at Quilandi and Badagherry. They declared themselves bound to Calcutta. The *Esmail* had been to Cannanore, and shown a clean bill of health, and left nominally for Calcutta, but although the wind and current were favorable, and every possible inducement should have urged them to make the best of it, they were idling many days on the coast at anchor. The intelligence of the plague at Jeddah reached us long before the dates of their bills of health, and it is easy to see that

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21st October 1874.

by this means, it will be induced to have a small boat, which seems to me that, if it suits the interests of ships to trade at the places, all traffic might be considered contraband, and all communication strictly prohibited, or a whole line of coast, unless they previously furnished themselves with a passport, or most convenient port. They could enter and clear in the manner pursued at the house. The matter seems to me to require serious attention. The minor ports at present are not under the Marine Department.

6. *Beypore* conducts a moderate trade in a quiet way, nothing seems necessary either for increase or assistance. The wooden pier opposite the Railway station is idle, nor does there seem any probability of traffic coming to it. The pier is still valuable, and if an estimate could be formed showing that it could be cheaply conveyed to Madras, it would be most serviceable in repairing the deck of the pier at Madras, which is in a lamentable condition.

7. *Cochin*.—The most important fact connected with this port is the successful closing of the Cruz Milagros Gap, which promises to secure for the river mouth, by the simple operation of nature, all the advantages contemplated by future works, except that of deepening the bar, for which a dredge is expected. Now that the current through the Gap is stopped, the fair coast-line has reformed, and a complete beach of sand exists about a furlong to seaward of the artificial bund. In this there is a lake of sea water of varying depth, but not exceeding six feet. It would be very desirable to get this filled up before the next south-west monsoon, and I am of opinion it might be cheaply and easily done by granting to natives (who are very anxious to get land in the neighbourhood) one or even two lives' interest, rent-free, on as they can reclaim before the end of May next. I think, from the expedition I saw used in filling up an island in the backwater, that it would all be taken up. The banks north and south of the river mouth are now taking a regular form, and it seems reasonable to hope that no more groynes would be required, at all events it would be prudent to suspend all expensive work until nature has had an opportunity of showing what she will do.

8. *Cochin Harbour*, though deep and roomy when entered, can never be made available for large ships, and, therefore, I would deprecate any large works, for outside and inside the bar there is for a great distance depths of seventeen, eighteen, nineteen, &c., feet, and that with ground swell will prevent any but small or light vessels entering regularly. So far as coasting and native trade is concerned, all goes well at present, and ships of 800 tons are built and building, which are passed outside the bar before their weights are put in; but for Europe and steam trade it almost seems an injustice to construct a partial harbour of sixteen or eighteen feet, that would admit small and exclude large vessels, the balance between shipping interests injured and advanced would be about equal. From the insuperable disadvantage I have mentioned it can never be an important harbour, such as ships could run to in the south-west monsoon. In fine weather they have to lie more than a mile outside the bar. The falling off in the number of merchants is not hopeful for the trade prospect, for that has nothing to do with the harbour. The present inhabitants talk hopefully of a railway, but Beypore proves how little trade can be directed even by such an adjunct. There are at present exits enough on the coast for all produce present or prospective, and the immense extent of country furnishing this produce prevents its concentration in any one port, however complete it may be.

9. The demolition of the ancient tower is a real misfortune to Cochin; it occupied such a prominent and picturesque position. I would beg to recommend that the chief portions of the ruins be retained to make a mound, from which the harbour may be viewed, and the flagstaff erected in the middle of it; this will give a height which is very much wanted, and the ruins when creepers and moss have covered them will have a very pleasing effect, retaining something of the distinctive character of the place. The ruins would fetch a very inconsiderable sum if sold as road material.

10. The lighthouse is very inconvenient to ascend, and the light very indifferent; it is a catoptric arrangement, but the metallic lens is wanting. No one can account for its disappearance. The portion of the light, therefore, on the land side is wasted. I would beg to recommend that a lens be supplied, and kerosene be substituted for coconut oil, which will improve the light, and

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20th October 1874.

the establishment reduced to three. When boats were for (I would not allow to be allowed to substitute kerosene: it gives a better light; it is more difficult to steal it; it requires no care; whereas all the Madras lights are earning bad names for the difficulty of trimming and supplying the coconut oil, which requires constant attention, and that it is needless to say it does not get from sleepy natives. No expense was incurred. Two common glass lamps for each lighthouse, costing 9 Rupees each, would suffice, to be changed at midnight. They are procurable at Madras. I have tried the experiment with the new lighthouse at Tuticorin for three months, and it is most successful. It would be a great saving in the long run from the reduction of wages.

11. Signalling is now being carried on at Messrs. Piere, Leslie, and Co.'s Flagstaff, and I would beg to be allowed to thank them, on the part of Government, for their courtesy in placing it at the port disposal.

12. *Muttum* requires lighting.

13. *Tuticorin* requires few remarks. The alteration of the light has removed a great difficulty in getting keepers, the men objecting to live on the barren Hare Island, and to the nature and difficulty of their work. I would solicit sanction to increase the pay of one man on the Port Establishment 8 Rupees a month; he is a deserving young man, doing good work as health officer, his present pay being only Rupees 1 as Lascar.

14. *Paumben*.—Trade seems brisk, and the vessels engaged in it are of a draft of water suited to the depth in the channel, which I respectfully recommend should be maintained at its present depth by the most inexpensive method, having regard to efficiency, and a tax of half-an-anna a ton imposed upon the traffic, which would willingly meet it; the sum would defray the expenses of the establishment at Paumben, and its light, and also the light to be erected at Calymere, the whole of which could be included in one port. I would beg leave to point out that partial and expensive efforts to improve the pass are not called for, the nature of the trade being now fixed. There should be but one step from the present state of affairs to a canal that should be capable of receiving all vessels. If such a canal can be justified on engineering and financial considerations, freights show no disposition to adapt themselves to the heavy dues demanded from vessels, particularly steamers, through the Suez Canal, and Madras harbour will come to be added to the list. A Paumben Canal would have a formidable rival in the passage round Ceylon, now the Basses are so well lighted. The fees for extra work on holidays and overtime at Paumben require adjustment. The system of double pay will not work, for a number of vessels may pass among whom it should be divided, but it is impossible to arrange for that, coming as they do at all hours. I would beg the sanction of Government to a fee of 5 Rupees for all European and country ships which the Master Attendant conducts; and 2 Rupees for all dhonies and square-rigged country vessels; 1 Rupee for boats to include all open vessels.

15. The lighthouse is in good order, the light might be very advantageously altered to kerosene, with three men to keep it instead of five. The anchor-boat, which is indispensable to such a place, requires repair.

16. *Calymere*.—The new dioptric apparatus now at Tuticorin only requires to be set up here, but before sending it from that port, I would recommend that Captain Phipps be ordered to fit a kerosene lamp to it similar to his own. I had no opportunity of inspecting the column at Point Calymere, but it looks lofty, and its foundations seem surrounded with water. As the object of this light is to enable vessels to come close round the point, altitude is not so much a consideration. It might be prudent to reduce it to say forty-five feet, light visible eleven miles, and give some additional support to the base of the column, it would render it easier of access, and without that is attended to, it is hopeless to expect care from natives during the night.

17. *Negapatam*.—This port is a fair example of the certain loss of time and money in attempting to control or direct these river mouths and courses. The deep water channel has left all the works on the town side, and made a most desirable bank opposite where no work can be done. The wall embankment that was built on the town side, as I am informed, did its work so well that the rush of water threatened to undermine it. It would perhaps have been expedient at that period

to have strength to resist high winds. I have also suggested as a course of action, the adoption of throwing down a line of stones, or a line of about thirty feet from the wall, the sharp points of which effectually break the force of the waves, but the stones act as groynes to the bank, and have caused the whole extent of the beach to silt up and become a useless bank of mud except at high water; this causes great delay to the boat traffic, for which a remedy has lately been sought in altering the present rate of the tide, by providing for detention. The comfort and profit of the boatmen suffer much from the Railway Company landing its plant at this port, the Contractors are very unreasonable, and expect all the ordinary work to give way to them. The boats intended for ordinary produce suffer much by carrying iron and machinery, which, owing to the silted nature of the bank not admitting them to approach the wharves, is torn out of them by cranes at a distance, to the injury of the wharves and planks, and always causing great delay. The exceptional and temporary nature of their wants should have been specially provided for by the Railway Company themselves. The dredges are lying on the mud bilged and useless, the water flowing in and out of them with tide, and the stores rusting on the bank, a pitiable fate that seems to attend all that description of valuable plant in this climate. The bar of the river has a good depth upon it, and the only inconveniences are from the causes I have adverted to. The light, a catadioptric like Cochin, but having a metallic reflector in place, would be better altered to kerosene oil, with three keepers in all. There is no port boat here, the Quarantine and Port Rules are taken off in a passenger-boat by an agent of the Master Attendant. No charge is made unless the passenger-boat returns empty. The Master Attendant receives about Rupees 50 a-month from fees.

18. About *Tranquebar* there is nothing to report.

19. *Porto Novo* has much the same trade as *Cuddalore*. The completion of the railway, which will come near both the ports, should be waited for before any alterations or improvements are proposed.

20. *Cuddalore*.—Here as at *Negapatam* a difficulty in the boat traffic obtains, owing to the Railway Company's heavy plant seeking admittance over a bar and backwater not suited to such operation; here two rivers use one exit to the sea, and immense backwaters render it impossible to select any special channel for improvement. The boatmen, except in the case I have mentioned, are contented, and no interruption to the ordinary export and import cargo is felt. The Collector was anxious to consult about a plan for cutting a canal through the island inside the bar straight to the Custom-house to carry goods direct, but on my pointing out that the same thing was done by Colonel Randal some years ago, of which but a gap in the trees now remains to point out the place, he withdrew it. Should any interruption to the backwater passage render interference imperative, I would strongly recommend that a road be made through the island, and a bridge which would be about 300 feet long made to connect it with the Custom-house. The island is covered with large casuarina trees which, when seasoned, would do for piles, the water being very shallow. I would strongly deprecate any attempt to form water channels. The bar has a good depth of water.

21. The chief subjects which in my opinion demand notice are—

1st.—The protection of the coast-line from the introduction of plague and from smuggling.

2nd.—The alteration and simplifying of the lights, and reduction of establishments.

3rd.—The advantage of levying a small rate of half-an-anna a ton on *Paumben* traffic, which is only carried on by Government aid, and owes more to it than any other branch of trade.

4th.—I would recommend a fee for altering registers in the constantly recurring cases of change of Commanders. The order of Council in England fixes this at two shillings; it might well be 2 Rupees here. With regard to these registers there is ample reason to fear that they are changed or borrowed or misused whenever interest demands. The Sea Customs and Marine Offices are too distinct to expect a careful supervision of this branch of fraud.

22. In conclusion I beg respectfully to point out that, so far as these ports are concerned, there seems to be no necessity of change or outlay, they suit the trade, and the only petition that resulted

from my enquiries among shipowners and boatmen, was for the removal of three rocks in *Taticorin Roads* at present well beacons, as they cannot be removed at great expense on account of the depth of water round them, and are not sufficient for navigation; and as no accident has ever happened on them, I do not think the request can be entertained.

No. 36.

ORDER THEREON, 20th October 1874, No. 385.

The Governor in Council proceeds to pass orders on this report, which furnishes much information of an interesting nature. Captain Taylor is observed, was unable to visit any port in South Canara, which is to be regretted; nor did he find time at his disposal now of his inspecting any of the smaller ports. The Government will be glad to have a report on his inspection on these ports also, when he has had an opportunity of visiting them.

2. *Cannanore and Tellicherry*.—Sanction is granted to the reduction of one lascar, at Rupees 5-4-0 per mensem, at each Lighthouse or Staff.

3. *Calicut*.—The Pier Master (Rupees 720 per annum) may be dispensed with, and one Lascar (Rupees 7-8-0) from the Light Establishment. The proposals for the future supply of buoys are approved. It is observed that before the receipt of this report, *Badagherry* and *Quilandy* had, on the Collector's recommendation, been brought under the Quarantine Rules. The Government of India has also been requested to amend Section 25, Act XII. of 1870, by enacting that every ship, whether carrying more than thirty passengers or not, sailing from any port in the Red Sea shall touch at *Aden* for a clean bill of health. The further question whether either *Badagherry* or *Quilandy*, or both, should not be brought under Act XXII. of 1855, and the *Madras Port Dues Act* of 1837, will be referred for the early opinion of the Collector of *Malabar*, who will at the same time furnish full returns of the Trade and Shipping of both Ports. The propriety of maintaining two Custom-houses at *Calicut* will be referred for consideration in the Revenue Department.

4. *Beyypore*.—Orders will be issued in the Department of Public Works for the estimate suggested.

5. *Cochin*.—The remarks on this port and harbour will be considered in the Department of Public Works, also the suggestions as to the ruins of the old Dutch tower which was lately demolished.

Authority is granted for the supply of a new lens for the lighthouse, for the reduction of one of the four lascars at Rupees 7-8-0, and for the substitution here as elsewhere of kerosene for coconut oil. The thanks of the Government should be tendered to the Firm mentioned for placing their flagstan at the disposal of the authorities of the port for signalling.

6. *Muttum*.—It is observed that sanction was accorded in G.O., dated 12th May 1874, No. 153, for fixing a lantern at this point and for the employment of the required establishment.

7. *Taticorin*.—The proposal to increase the pay of one man attached to the Port Establishment, from Rupees 7 to Rupees 8 per mensem, is approved.

8. *Paumben*.—The suggestion to impose a tax on the traffic passing through the canal will be referred to the Collector of *Madura* for report. The question of making the canal available for all vessels, having been taken up by the Ceylon Government in 1871 (*vide* Proceedings, dated 8th August 1871, No. 225), the remarks of the Master Attendant will be communicated to that Government. The fees proposed for extra work on holidays and overtime are sanctioned. The reduction of the Lighthouse Establishment from five to three men is approved. The anchor-boat will be repaired.

9. *Calymere*.—Captain Phipps will be directed to fit a kerosene lamp to the light to be set up. The remarks regarding the reduction of the height of the column, and giving it additional support at the base, will be considered in the Department of Public Works.

10. *Negapatam*.—The remarks on this port and on the dredges in use there will also be communicated to the Department of Public Works. The reduction of the Lighthouse Establishment from four to three lascars is approved. The Master Attendant will report again whether a "port boat" is absolutely required, beside the "passenger-boat."

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20th October 1854

11. *Cuddalore*.—The remarks on this port will be communicated to the Collector of South Arcot for his views on the recommendation to form a road through the island, and a bridge to connect it with the Custom-house.

12. The proposed fee of Rupees 2 for entering registers is approved. The attention of the Board of Revenue will be drawn to the remarks on this subject, in order that they may ascertain whether any fraud is practised at present, and whether a more close and careful supervision of registers cannot be effected by the Sea Customs and Marine Departments conjointly.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the Master Attendant, Madras.

- „ Revenue Department.
- „ Public Works Department.
- „ Board of Revenue.
- „ Collector of Malabar.
- „ „ of Tinnevely.
- „ „ of Madura.
- „ „ of Tanjore.
- „ „ of South Arcot.
- „ Accountant-General.

Edw. J. Wright.

Bar
17 Bar 17 North Buoy
12 12 12
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S E A.



NEGAPATAM TAKEN AT LOW WATER.

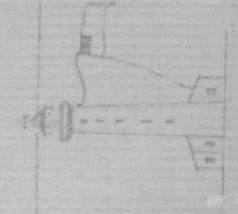
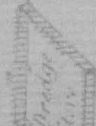
*Dredges abandoned and tilted
side showing in and out of them
used by native for lime stones
removed to yards.*

*Railway Co's Jetty
and in front of Jetty
partially removed.*

CUSTOM HOUSE.

Road

Road



Wall Embankment

Deep Water along this bank

Sandy shore

5 Sandy Shore

Sea beach

B A R

Sea beach

CUDDALORE

Salt pans in this direction



The river has been improved in depth and the navigation in this direction

Sandy beach

SEA SHORE

B.A.R.

Master Attendant's Visit to Out-ports—Orders passed on the report submitted by the Master Attendant of his visits to the different ports in the Southern portion of this Presidency.

OCTOBER,
NOV. 3536.

G.O., 20th October 1874, No. 353.

Dated October, 20th.

Ac.,
Ac.,
Ac.

To THE MASTER ATTENDANT,
Madras.

MARINE.

G.O. of 1874, Madras.

Rev 7/1/74

9/1

No. 12. Read the following, by
Marine Department, da

ABSTRACT.—Master Attendant's
submitted by the Master Attendant
southern portion of this Presidency

No. 53. ORDER THEREON.

CIVIL WORKS, No. 2.

more to dismantle the pier at Bey
worth; and in G. O., No. 3,244, of 1
on to report as to their disposal by a

2. The materials of the old tow
to the Cochin Municipality by G. O.,
whether they will permit of the re
nuisance and to harbour noxious rep
belongs to the Native State of Cochin
which it should be disposed of; but
expected to be filled up by the natu
would not be well to interfere with t
well be deferred for some time.

3. The District Engineer of Tan
No. 54, of 9th February, which will n
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mate of all such works as may be nece
available for a lantern.

4. The treatment of the harbour
subject to deal with, from its nature a
cost of making any improvements
deterred the Railway Company from
Both the subject of harbour improv
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1870, that it would be
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06, of 3rd October. It is doubtful
f the ruins, as likely to become a
The land at the Cruz Mileagre Gap
th whom it rests to fix the terms on
salt water lagoon in front of it is
ction of the sea next monsoon, and it
Harbour works on a large scale may

re has already been instructed by G. O.,
be communicated to the Marine Depart-
the Master Attendant of Madras, an esti-
y to make the column at Point Calimere

Negapatam has always been a difficult
abilities being inconsistent with the
th having. This has no doubt also
viding specially for their requirements.
t and that of disposal of the useless
ration.

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Malabar.

Superintending Engineer, Tanjore.

Marine Department, with G. O., No.

Revenue Department. with copy

dated 9th February 1874.

Marine Department

Exd. S. T. Austin.

10 Spare Copies

Public Works.
 THE DISTRICT ENGINEER, MALABAR,
 &c. &c. &c.

some, over
 The Marine
 20th Oct. 1894 No 88
 not communicate
 to the B^d with Rev.
 20th Nov. No 84

13th January 1895
 7 Ld. Board of Ocs.
 Dec 16th Jan.

Dated January 5th.
 Recd. — a — 9^u Encl.
 G. O. 7th January 1875, No. 27.

JANUARY.
 Nos. 52-53

Master Attendant's visit to out ports
 Passing orders on proceedings in the
 Marine Department reviewing the report
 submitted by the Master Attendant of his
 visits to certain ports in the Southern
 Districts of the Madras Presidency

12th January 1895
 With Order