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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No. / ~~B.P. No.~~	462	Press. / Mis.
Dated	18. 2. 1828. ~~197~~.	

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Archives 1—10,006—~~19-4-79~~.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

8th February 1878, No. 89.

Out-ports.

Read the following paper:—

No. 23. *From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 4th February* 1878, *No.* 828.

Administrative Department.

I have the honor to report that I have visited Covelong and settled the points at which the boundary pillars should be set up—one to the north of the river mouth, so that, if opportunities offer, the river may be included in the port, and the other on the rocky spit immediately south of the salt ground. The site for a flag-staff is already foundationed in good old style and only needs a little repair and some old guns or masonry fittings to hold the rigging fast. Two of the former guns are still in position and six more would suffice.

2. The position of the former flag-staff is on the highest point of the beach in the middle of the salt heaps and could not be improved upon. I would recommend that a verandah be built round the flag-staff for protection of the signaller and a strong box provided for the flags. Then under the care of the usual watch that protects the salt no loss can be anticipated. I have procured a spar from the wreck of the *Sarah Watson* which will make the flag-staff, and the expenses will be trifling.

3. There is, however, one portion of the Order of Government to which I would beg respectfully to draw attention, viz., the appointment of the present Sea Customs Superintendent to the post of Conservator. He is a worthy man and doubtless well fills his present situation as he could a similar one elsewhere, but peculiar qualities are needed in a Conservator. The present officer speaks no English and would be at the mercy of the Commanders of vessels in preparing papers and bills of lading and have to depend on his signaller for all communications with ships; in fact, he could do no more than he does now and draw double pay at the expense of the Port Fund. As illustrative of this difficulty I may mention that I have been for weeks engaged in disentangling a mass of mistakes and disputes arising out of the ignorance of shipping business of the Salt Superintendent of Nizampatam in preparing bills of lading and transacting shipping business with the Commanders of the Ships *Sea Queen* and *Newcastle*, who have had everything their own way, and similar results might be expected to follow at Covelong. I find that, now the Pier Contractor at Madras is fairly settled to his work, the services of the Head Clerk may be utilized elsewhere, his immediate follower getting an increase to his pay and doing additional work. Dharmaroy Moodelliar, the Head Clerk, is a well-known civil officer, who has been unfortunate, but is very clever and deserving. He has served as Conservator of Ports before and received reward from Government for detecting smuggling. He has uniformly behaved well while in my department and would worthily fill the post of Conservator of Covelong bringing ample experiences to bear upon the work. Moreover, a direct saving to Government would be effected. His pay is now Rupees (75) seventy-five and the next Clerk, a very deserving man, Rupees (25-8-0) twenty-five and Annas eight. If Dharmaroy Moodelliar is transferred to Covelong and the pay of the Second Clerk raised to Rupees (50-8-0) fifty and Annas eight a direct saving of Rupees (50) fifty could be credited to the expenses of the new port, the present Salt Superintendent being provided for elsewhere among the many salt stations. I do not

see how the present incumbent could communicate with this office upon all such points as Conservators are continually demanding advice upon, nor, in fact, how he could go through the daily duties of Port Officer.

4. The boats of the port are 30 in number, of which 8 have proceeded to Madras but are expected to return when the work at Covelong sets in. They are at present unlicensed; they carry in fine weather 30 bags of salt of, 2 maunds each equal to 164 lb.; the charge to Government is (1) one Rupee a trip, but merchants generally have to pay (1½) one and-a-half Rupees. I am of opinion that the rate may be left at (1) one Rupee in fine weather with (1½) one-and-a-half Rupees for twenty bags in weather when the surf flag is hoisted by the Conservator, directing a boat crew to consist of ten men, a steerman, and water boy.

No. 24. ORDER THEREON, 8th February 1878, No. 89.

The District Engineer will in communication with the Master Attendant, Madras, submit an estimate for restoring the flag-staff at Covelong.

2. The Revenue Department will be requested to obtain the opinion of the Board of Revenue on the proposals contained in paragraphs 3 and 4 of the Master Attendant's letter.

(True Extract.)

Chief Secretary.

To the Revenue Department.
" Master Attendant.
" District Engineer, Chingleput.

Fwd. A. S. Rodgers.

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Revenue Dept.

No 711.

Govt. of 1878 Madras.

MARINE.

To

The REVENUE DEPARTMENT,

&c, &c, &c.

Dated February, 8th.

Issued — 16

Rect. 16 Feby. Encl.

G.O., 8th February 1878, No. 89.

FEBRUARY.
Nos. 23-24.

Orders to.—Orders passed on letter from Master Attendant, Madras, submitting proposals for the restoration of the flag-staff, the appointment of a Conservator, and the regulation of the boat-hire at the port of Covelong.

No 4442 of 8 February 1878

With Order

Communicated to the Board of Revenue for report on para 2 of the foregoing Order.

18. Feb 78

Vide G. No. 24 of 22nd Feb 78 No 1064.

2 Sale Officers & Rev Sers 19 Feb