

Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 1130

DATED 25th Feb. 97

[Despatch Abstract.]

Approving the proposal to erect a shed
for the examination of passenger's baggage
at the port of Tuticorin and ordering that
the remaining works should stand over
for the present.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Revenue (1897) Department.

CURRENT No. 1303

The Hon. Mr. Bliss C. J. E.

From The Marine Department.

In Orders.

Reference is solicited to the Hon. Member's notes on the margin of Office draft on C No 178 of 1897. The papers regarding the proposed amalgamation of the ports into two

Groups are stated to be with the Hon. Member. Pending orders thereon, orders

may, it is submitted, be issued authorizing the execution of work No 3 (a shed for the examination of passenger's baggage)

Specified in the margin of the Office draft on Current No 178 of 1897. The

Hon. Member has already ^{signified} his approval to the execution of this work. Action

in respect of the old pier has already been taken by the Provisionary Port

Officer (vide his Endorsement flagged A)

AR
16.2.97

11/18/97

C. 10/1/97

Office Note No. 96 E.

Dated 11/18

Received 12/18

Registered 12/18

Enclosures

Spare copies

Feb 6/97

SUBJECT.

Stating that the proposal to hand over the "Woolcock" to the Harbour Trust Board plus a lump sum has been settled in the final Dept.

Other work must stand over for the present

20/2/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
<i>4165</i>	<i>4165</i>		

No. *962*

Government of Madras.

M A R I N E
PUBLIC WORKS DEPARTMENT.

Madras, *11* February 1897.

OFFICE NOTE.

From
The Secretary to Govt.,
Marine Department.

To
The Secretary to Govt.,
Revenue Department.

In returning the file of papers received with the Revenue Secretary's office note No. 11 dated 4th February 1897, the undersigned has the honour to state that the proposal to hand over the "Wenlock" to the Harbour Trust Board plus a lump sum has been settled in the Financial Department-vide G.O. No. 52 Financial dated 20th January '97. 2. The papers in regard to the amalgamation of the ports into 2 groups are now with the Hon. Member who has recently been asked in the Marine Department for orders thereon.

J. R. P. S.
Col. R. E.,
Secretary.

With enclosures.

Revenue (1897) Department.

CURRENT No.



From

The Marine Dept.

Order

No. *9.2*

Dated *7 January 1897*

Received *5th*

Registered *7th*

Enclosures

Spare copies

SUBJECT.

Part of Intercourse.

*Improvements to
the —. Transferring
correspondence on the
subject of —.*

*Rab
9.1.97*



BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Marine (1896) Department.

CURRENT No. 1400

Order

From,

The Presidency Port Office
Madras

No. 168
415 of

Dated 18 December 96

Received 19.12.96

Enclosures 1 and 2 (11/11/96)

Spare copies

SUBJECT.

Requesting sanction for
certain works in connection
with the improvements
of the Port of Tuticorin.

BACK PAPERS.

G.O.	No.	Department.	Date.
6412.	un	un	9-12-26
830 un	60 -	60 -	30-11-26
3 papers	un	un	on the
back,			

FURTHER PAPERS.

[illegible]

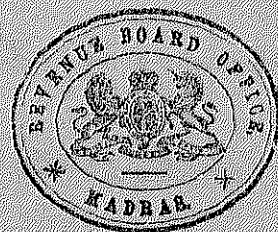
No $\frac{163}{231} q$

Towards, observing that the several works specified in Mr Higgins letter, if carried out would greatly facilitate landing and shipping operations generally at the port, and are much needed. Action in respect to the old pier has already been taken by me, and in May last the Government sanctioned the necessary sum required for its repairs. - See Government order, Financial, No 329 dated 12th May 1896-. The cost of the proposed Customs and Post office should not fall entirely on Post funds unless the Customs authorities are prepared to pay rent for the part of the building they may occupy

(True copy)

Assistant Secretary

17/10/86



Proceedings of the Board of Revenue

(Separate Revenue).

Dated 7th November, 1896.
No. 4662 Mis.

Read the following letter from the Collector of Tinnevely Ref'd on our $\frac{490}{2}$ of 96 dated 1st July, 1896, through the Presidency Post Office Madras:—

" I have the honor to seek the orders of the Board and Government on the following matters connected with the construction of the new pier at Tuticorin and the reclamation of the adjacent foreshore, sanctioned generally in G.O. No 2794 Wth Public Works dated 2nd November 1893, communicated with Board's Proceedings No 6491 dated 23rd November 1893. Both pier and reclamation have been

24/11/96
22/11/93
24/11/96

been practically completed, and it is now, I submit, necessary to determine what measures shall be taken to supplement these works by other improvements of permanent advantage to the port of Tuticorin and its trade.

2. On the 9th April 1896, a joint inspection was held by the Presidency Port officer, Executive Engineer, Port officer, Assistant Commissioner of Salt and Alkali Revenue, and myself and it was determined to make the following recommendations, in regard to which reference to the enclosed plan is requested:-

(1) That the portions of the new reclamations and old foreshore lying between the Madras Bank and the South end of of the English Church Compound be fenced with corrugated iron paling, omitting the parts occupied by the sides of the Sheds;

(2) That a new Custom house and Port office be built on the old foreshore between the flag staff and the Government warehouse, the flag staff being removed to the roof of the new Port office, the present Government warehouse to be the Shed for dutiable goods and the old Custom house and Port office, to be sold or used as the Sub-Collector's office.

(3) A passengers' Shed of Corrugated iron 35 ft x 15 ft with a long Counter to be built east and west on the South side of the proposed line of rails leading from the pier to the Custom house;

(4) Two open goods Sheds 100 ft x 50 ft to be built along side the line of rails from the Railway Station to the pier and 10 ft from it, and one closed goods Shed 100 ft x 50 ft to be built to the north of the present Government warehouse.

(5) In the space of ^{some} 75 ft between the open

open goods sheds and the Government warehouse, lines of rails to be laid and a Government Salt Shed 100ft X 50ft capable of holding 30,000 bags to be built,

the lines of rails to be connected with the line from the station to the pier by a siding in the Southern portion of the reclamation.

(6) The old pier to be repaired at a cost of Rs 300 for use in connection with the exports of light goods and cattle.

(7) A line of rails to be laid from the end of the new pier to the present Custom house.

(8) A small piece of foreshore adjoining the new reclamation and between it and a drain near the Bank to be filled up and rivetted.

3. All these works except Nos 7 and 8 are important, but those which in my opinion, are immediately required are No 3, passenger's shed and No 6, repair of old pier.

After

After that I would place No 1, the fencing, and then Nos 4 and 5, the building of sheds and the laying of rails, and then No 2, the building of new Custom and Port offices.

Nos 7 and 8 are small works of minor importance, but would be useful, and should be carried out speedily.

4. I now proceed to discuss each work separately in the order in which they are placed in para 3 and shall endeavour to show the necessity for it, the probable cost, and the funds from which the charge can be met.

(a) No 3 - Passengers' Shed -

Passengers landing at the pier from the steamers have now to be marched with their baggage across the reclamation and old foreshore to the Custom house on the further side of the road, and their baggage is there examined in a very confined space.

space. The proposed shed with counters will enable the examination to be made much more comfortably and expeditiously. The Executive Engineer estimates the cost of the proposed shed at Rs 1000, which should, I presume be met from the Customs funds. Probably it will be simplest in the first instance, to advance the amount from the Port funds. If the work is approved I will submit estimate and application for funds for sanction.

(D) ho 6. — The old pier if repaired, will be a great convenience, for, it will relieve the new pier of light goods for export, which impede the traffic and more particularly of the Cattle which are constantly exported to Ceylon and which foul the new pier. The work is estimated to cost Rs 300, which can be met from Port funds. If the proposal is approved I will arrange that

that the estimate be submitted for sanction without delay.

(E) ho 1. — The fencing of a portion of the foreshore is a most important work, which, it is hoped, will obviate the pilfering of cargo which now goes on. The fencing is proposed to enclose all the space which is for some years to come, likely to be occupied at any time of the year by goods. It is to be constructed of iron rails and corrugated iron plates sharpened at the top, which should be neat and effective. Gates will be provided at suitable points. The cost is estimated roughly at Rs 4140. This sum can be met from Port funds. If the proposal is approved an accurate estimate will be submitted.

(F) ho 4+5. — The proposed sheds will be extremely useful for the storage of goods and salt, which at present have to be deposited upon the open foreshore and

and the goods' Sheds will bring in
revenue by way of fees for goods de-
posited therein. The Executive Engineer
estimates the cost of each open shed
at Rs 6,700, and of each closed shed at
Rs 10,000. The total cost for sheds will,
thus be Rs 23,400, for Port Sheds and Rs
10,000 for Salt Shed. The amount is large,
but I believe, that the Port funds would
be easily able to bear the whole charge
upon it in two consecutive years.
Possibly the Salt department could
find funds for the Salt Shed in 1897-98.
The cost of the proposed railway lines
to run to the closed shed and Salt
shed has not yet been estimated.
At the joint inspection two lines
of rails were proposed, one on each
side of the Salt shed. Reference to the
plan will show, however, that two
lines will hardly be required, for
one line will serve both the Salt
and

and the closed sheds, and the open shed
can be served by the existing line.
The proposed line might be worked
either by ~~the~~ siding in the southern part
of the reclamations, as proposed
at the inspection, or by a turn table
on the proposed line from the pier to
the Customs house. The cost of the line
should be met from Port funds.
(c) No 2. The present Custom house
and Port office building is incon-
venient in structure, and is situated
on the wrong side of the beach road.
A new building should, we con-
sidered, be provided more worthy
of the port, and more conveniently
situated and the old building
should either be sold or made over
wholly or partly for use as the Sub-
Collector's office. The Sub. Collector now
occupies a rented building. If it
should be decided to sell, it is expected
that

that the Sale proceeds of the present Sea Customs and Port office with site would more or less cover the cost of a new building, and even if only a part of the present building were sold with the site, probably a considerable sum will be obtained. If directed, I will report more fully on these proposals. The present Government warehouse could be used as the shed for dutiable goods without difficulty, its place being taken by the new closed shed. If necessary another closed shed could be built later on. The cost of the proposed new offices has not yet been estimated. It should be distributed between Customs and Port funds.

(d) Nos 7 & 8. As already stated these are small works. No 7 will be useful pending the erection of a new custom house to take goods by rail into

into the yard of the ^{existing} ~~present~~ Custom house; and if it is determined not to have a siding in the Southern portion of the reclamations. it may be necessary to maintain it as a permanent line as far as the new Custom house to form a connection by means of turn-tables between the lines of rails. No 8 is needed to complete the reclamation. The estimates are not yet ready.

The work should be done from Port funds. I submit this report through the Presidency Port officer, so that he may add his remarks and suggestions.

(b) I request the favour of very early orders regarding works Nos 3 and 6. Read also endorsement thereon of the Presidency Port officer, dated 3rd July 1896 No $\frac{163}{231}$ G. Resolution.

Submitted for the orders of Government. The Acting Commissioner has just had an opportunity of inspecting

Copy attached
and by

the port and discussing the proposals with the Collector and Port officer.

2. Proposal I - Fencing of the foreshore.

This is very necessary in the interests of both Customs and Port Revenue and to facilitate work by the exclusion of idlers. The Board considers that the Customs and Port Departments should contribute equally to the erection and maintenance of the fence as the revenue of both will be protected by it, and that it should be in charge of the Port officer.

3. Proposal II The erection of a new Combined Port office and Custom house on the site of the flagstaff.

This is very necessary. The present Custom House is altogether unfit for the establishment provided for in Government Ordg No 776 Revenue dated 28th November 1895. It consists of one fair sized but very dark room

in which the clerks work, which may be said to be lighted solely by the door, and two very small rooms with a large go-down behind for duty bearing goods.

The upper story is occupied by the Port officer's clerks. The accommodation of the latter officer is also very inferior.

The Board sees no objection to the Custom office occupying the lower story and the Port office the upper portion of the new building, though in view of the requirements of the latter for godowns for port and pearl fishery stores, some other division of the accommodation may be found more convenient.

As regards the cost, the building might be constructed either from Port or Customs funds as may be most convenient, the department which funds the money receiving rent from the other. As regards the old offices the Board thinks that it would hardly be fair to the ~~measures~~

Community to locate the Sub-Collector's office in the best business site in Tuficorin. It would suggest that they should be rented out for the present.

4 Proposal III. Erection of a Customs shed for the examination of passengers' baggage.

This is very necessary. The Board fears that at present a large proportion of passengers escape without examination, and as a matter of course, if there are any habitual smugglers amongst them, they are certain to be amongst those who evade going to the Custom house. The Shed proposed hardly appears to be wide enough.

The Board would make it 20ft wide and add 5ft to its length, and from the additional accommodation so provided would rent a booking office to the South Indian railway.

A booking office is necessary but it is
+ ^{desirable} necessary that the ~~branch~~ should be

encumbered by small permanent structures and the required room can be best provided in this way.

5 Proposal IV Erection of two open and
one closed goods shed.

The Board thinks that one open and one closed ^{goods} shed should suffice for the present. This will give one open ^{and} two closed goods sheds. Of the latter, one should be reserved for dutiable goods. They should be erected out of Port funds, if the money is available. If not the Customs Department might build one intended for dutiable goods.

5. Proposal not. Erection of a Salt-Shed.

This Shed is intended for Salt awaiting export, the export trade to ~~the foreign~~ Penang having reached large dimensions involving the shipping of 26,000 bags within 5 days at times. The amount required from day to day

day is more than can be weighed
out at the factory and transported
to the beach ^{daily} with certainty, and a
stock has to be accumulated before
the steamer arrives for the protection of
which this shed is proposed. The Board Consi-
ders that it will usually be possible to pro-
vide accommodation in the other sheds.

It understands that a special rate of 1 pie
per cwt per bag was intended to be charged
on the salt stored in the proposed shed, but
it sees no reason why the same rate should
not be applied to salt in other sheds also as
— unlike other produce — there is no risk of the
owners wishing to keep it there longer than they
can help and so making a cheap conve-
nience of the hill driers. The export trade
in salt is also likely to decrease considerably
in future. It has sprung up under the
off management of the Tuticorin salt fac-
tories by the Tuticorin Salt Company
which had had an arrangement
with

with all the licensees for several years
past under which the whole produce
of the factories has been in its hands.
It has been keeping up the popularity of
its salt by only selling what is light
for local consumption and dispo-
sing of its heavy salt to the Borneo Com-
pany for 1½ annas per maund. The
arrangement with the licensees termina-
tes shortly and if, as is hoped, they work
independently in future, this export
trade will ^{probably} considerably fall off.

7. Para 4 (d). The Concluding remark
in this para does not affect the depart-
ment under the Board of Revenue Sepa-
rate Revenue, directly, but as a ge-
neral question is involved it begs
to express the opinion that an exten-
sion of a railway for the purpose of
general traffic ought to be paid for
by the railway itself. Its interest
in every passenger and ton of goods
under

Landed is to be measured by rupees while
do that of the port is merely a matter of
on areas.

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2. Copy
17/1/96

(True Copy and Extract)

Caution must
Assistant Secretary

The Secretary to Government, Revenue Department
with plan.

Collector of Tirunelveli.

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1400/56

Marine Department

Government (1897) of Madras.
FINANCIAL.

Recd.

Enclosures

Regd.

1897.

Spare copies

G.O., No. 52, 20th January 1897.

Order thereon
communicated to the
Presidency Port Officer and the
JANUARY. Chairman, Harbour Trust Board.
2. Separate orders will be passed
on the subject of para 5.
(True extract)
H.D. D.M.C.

To
The Presidency Port Officer
Chairman, Harbour Trust
Board.

Ports and Port Fund Accounts.

Ordering certain adjustments in the accounts of March 1897 with reference to the Harbour Trust Board's proposal to accept, in lieu of Rs. 2,00,400 due by the ports of Ganjam, Kietna and Tanjore, a payment of a lakh of rupees in cash and the transfer to that corporation of the Dredger Wenlock; and requesting the Marine Department to proceed with the amalgamation of the Eastern and Western groups of ports and the simplification of Port Fund accounts.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper :—

Extract from G.O., No. 35, Marine, dated 11th January 1897.

Read—the following letter from W. AUSTIN, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 4th December 1896, No. 3771 :—

18. (iv) *Outstanding Balances due by Coast Ports to the Madras Port Fund.*—At the end of 1894-95 the port of Ganjam was indebted to Madras by way of loan to the extent of Rs. 1,89,051, and this has been regarded by the Trust as anything but a satisfactory liquid asset. Should Government approve the proposals for harbour improvements made in my letter, No. 3284, dated 6th November, it would be to the interest of the Board if a portion of this amount in cash—say, one lakh of rupees—were paid within the financial year 1897-98, and the Dredger *Wenlock* transferred to the Trust, as proposed some little time since, but without cash payment by the Board, in liquidation of the outstanding balances due by Ganjam, together with the small items due by other ports to Madras, amounting in all, in round figures, to about two lakhs of rupees.

19. In making this suggestion the Trustees have taken into consideration that, while sacrificing to some extent a book asset, cash within a reasonable period is of more importance.

They have also borne in mind that Government has treated the port liberally in the matter of harbour construction, and that they must still look to Government to assist the future development of trade by affording facilities for the construction of improvements by the transfer of the necessary site to the Trust.

Order—No. 35, Marine, dated 11th January 1897.

4. The adjustments proposed in paragraph 18 (iv) will be considered in the Financial Department.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary.

ORDER—No. 52, Financial, dated 20th January 1897.

The Harbour Trust Board is prepared to accept—in lieu of the sum of Rupees * 2,00,400 due by the undermentioned ports of the Eastern group, viz. —

Ganjam	..	..	..	..	..	..	..	..	Rs.
Kistna	..	..	..	..	..	..	..	..	1,89,400
Tanjore	..	..	..	..	..	..	..	..	4,000
									7,000
									2,00,400

* Column 17, Appendix C (page 24) of G.O., No. 848, Marine, dated 8th December 1896.

a payment of Rs. 1,00,000 in cash and the transfer of the Dredger *Wenlock* in satisfaction of all claims.

2. His Excellency the Governor in Council considers this proposal to be reasonable and resolves to contribute a sum of Rs. 1,00,000 from Provincial revenues towards meeting the first portion of the demand.

3. As regards the Dredger *Wenlock*, the proposal of the Harbour Trust Board is tantamount to the offer of a nominal price of Rs. 1,00,400, and this will be accepted.

4. The following adjustments will accordingly be made in the accounts of March 1897 :—

(i) A sum of one lakh will be paid from Provincial revenues and debited to 21. *Marine—Miscellaneous* by transfer from savings under 3. *Land Revenue* and 19-A. *Law and Justice*.

(ii) The Dredger *Wenlock*, now belonging to Port Funds, will be considered as sold to the Madras Harbour Trust Board for a nominal sum of Rs. 1,00,400.

(iii) The two amounts above named will then be credited to the deficit ports of the Eastern group and distributed as shown in paragraph 1, cancelling their individual liabilities and adding Rs. 2,00,400 to the cash balance of the Madras port.

(iv) The latter sum will then be transferred to the Harbour Trust Board and credited in its accounts as receipts, a sum of Rs. 1,00,400 being at the same time debited as expenditure on account of the purchase of the Dredger *Wenlock*.

5. The Marine Department should now proceed with the amalgamation of the Eastern and Western groups and the simplification of Port Fund accounts.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Marine Department.
,, Accountant-General.

Edw. A. Raitt.

Revenue (1896) Department.

CURRENT No. 8372

From The Secretary to the Commission,
Salt, Akheri and Separate Rev.

Mis No. 4662

Dated 7th November 1896

Received 18th

Registered 19th

Enclosures 3

Spare copies

SUBJECT

Submitting for the orders of
Government with the Board's
support and remarks, proposal
of the Collector of Tinnevely
for the erection of a new
Combined Post office and
Customs house and for
other improvement to
the Tuticorin Port.

Order N. 2303 of 2nd Dec 1896

Referred to the Marine
Department for favor of
remarks.

By J. Stokes
Secy. Secy to Govt.

G.O.	No.	Department.	Date.

G.O.	No.	Department.	Date.

Read again G. O. no $\frac{2303}{2.12.96}$
Read also C. no 178 of 97.

1. Framing of the forechore.
2. A combined Port Office and Custom House.
3. A shed for the examination of passengers' baggage.
4. One open goods shed.
5. One closed goods shed.

1/2/97

In the circumstances stated the execution of the marginally noted works which are recommended in paras 2, 3, 4 and 5 of B.P. No. 4662 hrs of 7-11-1896 are approved. Orders will issue in the Public Works Department for the preparation of the necessary plans and estimates. 2. The amount payable from the Port Funds on account of works Nos 1, 3 and 4 specified above will be fixed in the proportion accepted by the Presidency Port Officer in para 2 of his Letter No. 415 of 18.10.12/96. As each open goods shed (No. 4) is estimated to cost Rs 700, ~~the~~ the entry in this para of half that cost of ~~one open goods shed~~ as Rs 500, appears to be a clerical error for Rs 3500. The other works - namely 2 & 5, will be executed entirely at the cost of the Customs Dept; but when the new combined Port Office and Customs House is completed, the Port Department should be required to pay adequate rent for the accommodation which may be provided for it in the building.

3. The Government agrees with the Board of Revenue in considering that a new salt shed is unnecessary.

4. The proposal referred to in para 7 of the Board's Proceedings will be considered in the Public Works Department (By Branch).

Prop. 1/7

18/1/97

To The Pub. Works Dept (W)
with sketch and copy of Collis letter & B.P.

" Marine Dept, with copy of Collis letter & B.P.

" Board of Rev. (Sep. Rev.)

" Pub. Works Dept (By)
with extract of Collis letter and B.P.

To The Secy to Govt. P.W.D.
for favor of counters initials.

(P. 23 Jan 97)

Sp. 25/2/97

A shed for the examination of passengers' baggage.

To the P.W.D. (W)
with sketch, copy of Collis letter & B.P.

" Marine Dept. with copy of Collis letter & B.P.

" Board of Rev. (Sep. Rev.) with extract of para 2 of the Presidency Port Officer's letter.

Read again G.O. Mis. No. 2303 d 2-12-96
Read Cuo. 178 of 1897
" also Cuo. 1303 of 1897.

G.O. Mis. No. 1130 d 25th Feb. 97

In the circumstances stated, the execution of the marginally noted work which is recommended in para 4 of B.O. Prop. No. 4662 Mis. dated 7-11-96 is approved. Orders will issue in the P.W.D. for the preparation of the necessary plans and estimates. The amount payable from the Port Funds on account of this work will be fixed in the proportion accepted by the Presidency Port Officer in para 2 of his letter No. 163/415 G. d 18-12-96 i.e. $\frac{1}{3}$ from Port Funds & $\frac{2}{3}$ from Sea Customs.

2. The other works must stand over until a decision is come to regarding the amalgamation of the ports on the East Coast of the Presidency into two groups.

24/2/97
From O.B.S.

18/1/97

When given for copying
then copied
examined
signed

189

READ AGAIN G.O., No.
189

DATED

REMENT No.

RECEIVED TO G. No.

OF GOVERNMENT

A A A A A A A

OF GOVERNMENT

STATEMENT WITH DITTO

NOT FILLED UP, BEING MEANT FOR DISPATCH
IN ORIGINAL.

A = Copy in full.
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