Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 4814

DATED 11 Sept 97

[Despatch Abstract.]

Forwarding to the Board of Revenue, with the remark, G.O. P.W. Department calling for the opinion of the Collector on the remarks of the Agent, South Indian Railway as to the site selected for the shed for the examination of passengers' baggage at Tuticorin, forwarding the question of the best position for the railway sidings and turntable to the decision of the officers of the Railway; and directing the Superintending Engineer to submit a detailed estimate of the cost of fencing the foreshore.

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
Cir. 10263 (57) Ins. 6223/93-12-95							

G.O. 1627 26/3/97
" 1130 26/4/97
R " 2303 2-12-96

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1897} of Madras.

PUBLIC WORKS.

47 Civil 97

5/11/97.

Recd. } 1897. Enclosures
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AUGUST.

G.O., No. 2284 W., 20th August 1897.

Ge. Mis No 4814 dt 11 Sept 97
Communicated to the Board of Revenue, with the request that the opinion of the Collector called for in para 1 of the Proceedings, may be obtained and submitted to Govt at an early date.
11/11/97.

Lib. Cir 10263/97 16 To the Board of Rev Coep: Rly
Dis. 17-9-97

Tuticorin Port Improvements

Calling for the opinion of the Collector on the remarks of the Agent, South Indian Railway, as to the site selected for the shed for examination of passengers' baggage at Tuticorin, leaving the question of the best position for the railway sidings and turn-table to the decision of the officers of the Railway; and directing the Superintending Engineer to submit a detailed estimate of the cost of fencing the foreshore.

Ofce 9/9/97.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 4662, dated 7th November 1896.

Read—the following papers:—

From the Collector of Tinnevelly (through the Presidency Port Officer, Madras), dated 1st July 1896, Ref. D. on Cur. No. 490 E.:—

I have the honour 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 W., dated 2nd November 1893, communicated with Board's Proceedings, Mis. No. 6491, dated 23rd November 1893. Both pier and reclamation have 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 Abkári 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 portion of the new reclamation and old foreshore lying between the Madras Bank and the south end 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 flagstaff and the Government warehouse—the flagstaff 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 feet × 15 feet 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 feet × 50 feet to be built alongside the line of rails from the railway station to the pier and 10 feet from it, and one closed goods-shed 100 feet × 50 feet to be built to the north of the present Government warehouse.

(5) In the space of some 75 feet between the open goods-sheds and the Government warehouse, lines of rails to be laid and a Government salt-shed 100 feet × 50 feet 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 revetted.

3. All these works except Nos. 7 and 8 are important, but those which, in my opinion, are immediately required are: No. 3, passengers' shed and No. 6, repair of old pier. 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 paragraph 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. The proposed shed with counter will enable the examination to be made much more comfortably and expeditiously. The Executive Engineer estimates the cost of the proposed shed at Rs. 1,000, which should, I presume, be met from the Customs funds. Probably, it will be simplest, in the first instance, to advance the amount from Port funds. If the work is approved, I will submit estimate and application for funds for sanction.

(*b*) *No.* 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 the estimate be submitted for sanction without delay.

(*c*) *No.* 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 palings sharpened at the top, which should be neat and effective. Gates will be provided at suitable points. The cost is estimated roughly at Rs. 4,140. This sum can be met from the Port funds. If the proposal is approved, an accurate estimate will be submitted.

(*d*) *Nos.* 4 *and* 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 the goods-sheds will bring in revenue by way of fees for goods deposited 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 the closed sheds, and the open shed can be served by the existing line. The proposed line might be worked either by a siding in the southern part of the reclamation, as proposed at the inspection, or by a turn-table on the proposed line from the pier to the Custom house. The cost of the line should be met from Port funds.

(*e*) *No.* 2.—The present Custom house and Port office building is inconvenient in structure, and is situated on the wrong side of the Beach road. A new building should, we consider, be provided more worthy of the port, and more conveniently situated, and the old building should either be sold or made over wholely 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 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.

(*f*) *Nos.* 7 *and* 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 the yard of the existing Custom house; and if it is determined not to have a siding in the southern portion of the reclamation, 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.

5. I submit this report through the Presidency Port Officer, so that he may add his remarks and suggestions.

6. I request the favour of very early orders regarding works Nos. 3 and 6.

Endorsement of the Presidency Port Officer, dated 3rd July 1896, No. 163/231 G.

Resolution—Mis. No. 4662, dated 7th November 1896.

Submitted for the orders of Government. The Acting Commissioner has just had an opportunity of inspecting 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 G.O., 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 godown behind for duty-bearing goods. The upper storey is occupied by the Port officer's clerks. The accommodation of the latter office is also very inferior. The Board sees no objection to the Custom office occupying the lower storey 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 finds the money receiving rent from the other. As regards the old offices, the Board thinks that it would hardly be fair to the mercantile community to locate the Sub-Collector's office in the best business site in Tuticorin. 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 20 feet wide and add 5 feet 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 not desirable that the beach 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 fund, if the money* is available. If not, the Customs department might build the one intended for dutiable goods.

6. *Proposal V, Erection of a salt-shed.*—This shed is intended for salt awaiting export, the export trade to Penang having reached large dimensions involving the shipping of 26,000 bags within five days at times. The amount required from day to 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 considers that it will usually be possible to provide accommodation in the other sheds. It understands that a special rateof one pie per week 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 convenience of the buildings. The export trade in salt is also likely to decrease considerably in future. It has sprung up under the management of the Tuticorin salt factories by the Tuticorin Salt Company which had had an arrangement 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 disposing of its heavy salt to the Borneo Company for 1½ annas per maund. The arrangement with the licensees terminates shortly, and if, as is hoped, they work independently in future, this export trade will probably fall off.

7. *Paragraph 4 (d).*—The concluding remark in this paragraph does not affect the department under the Board of Revenue (Separate Revenue) directly, but as a general question is involved, it begs to express the opinion that an extension 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 landed is to be measured by rupees, while that of the port is merely a matter of annas.

(True Copy and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

READ—again the following paper :—

G.O., No. 797 W., dated 18th March 1897.

Read—the following G.O., Mis. No. 1130, Revenue, dated 25th February 1897 :—

Read—the following papers :—

G.O., No. 2303 R., dated 2nd December 1896.

ABSTRACT.—Referring to the Marine Department, for favour of remarks, Proceedings of the Board of Revenue (Separate Revenue), dated 7th November 1896, Mis. No. 4662.

Endorsement of the Marine Department, dated 7th January 1897, No. 9 E.

ABSTRACT.—Transferring to the Revenue Department with an expression of concurrence in the Marine Department, letter from the Presidency Port Officer, dated 18th December 1896, No. 163/415 G.

Office-note of the Marine Department, dated 11th February 1897, No. 96 E.

ABSTRACT.—Stating that the proposal to hand over the *Wenlock* to the Harbour Trust Board *plus* a lump sum has been settled in the Financial Department.

Order—Mis No. 1130, Revenue, dated 25th February 1897.

In the circumstances stated, the execution of the marginally-noted work which is recommended in paragraph 4 of Board's Proceedings, Mis. No. 4662, dated 7th November 1896, is approved. Orders will issue in the Public Works Department for the preparation of the necessary plans and estimates. The amount payable from Port funds on account of this work will be fixed in the proportion accepted by the Presidency Port Officer in paragraph 2 of his letter, No. 163/415 G., dated 18th December 1896, *i.e.*, ⅓ from Port funds and ⅔ from Sea Customs.

A shed for the examination of passengers' baggage.

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.

(True Extract.)

(Signed) LIONEL DAVIDSON,
Under Secretary to Government.

Order—No. 797 W., dated 18th March 1897.

Communicated to the Superintending Engineer, VI Circle, who will submit a plan and estimate for the work mentioned in paragraph 1 of the order in the Revenue Department.

(True Extract.)

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

READ—also the following papers :—

From Lieutenant-Colonel O. V. BODDY, R.E, Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated 13th May 1897, No. 410 T.N.

I have the honour to return herewith, as directed, the plan and Revenue Board's Proceedings received with G.O., No. 797 W., dated 18th March 1897, and in doing so I would point out the advisability of obtaining the assistance of the South Indian Railway Company in deciding on the best position of sidings on the reclaimed foreshore.

2. There is one question which requires an early settlement, and that is the best position of the turn-table. It cannot be put down on the present line of rails at the immediate junction of the pier with the shore, as the piles of the shore bay of the pier will interfere with the foundations.

3. The line might be slightly diverted, but it is by no means certain that this position for the turn-table is the best, and as the South Indian Railway Company run their trains over this line, I consider that they should be consulted in this matter.

4. I beg also to point out that I consider that proposal I, referred to by the Board—fencing of the foreshore—to be a very urgent work. The general public should not be allowed here. As it is, they wander all over the place, and do much damage to the sea wall by removing stones from it.

No. 2634 C.

Referred to the Consulting Engineer for Railways, for favour of the views of the South Indian Railway Company on the points in paragraphs 1 to 3 of the Superintending Engineer's letter.

25th May 1897. (Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

No. 794 D.

The following is forwarded to the Secretary to Government, Public Works Department, with reference to his endorsement, No. 2634 C., dated 25th May 1897, herewith returned.* The Agent's proposals are approved in this department.

* With one plan.

OOTACAMUND,
13th July 1897.

(Signed) F. D. FOWLER,
Under Secy. to Government,
Railway Branch.

ENCLOSURES.

COPY of letter to the Agent, South Indian Railway, dated 5th June 1897, No. 1890.

I have the honour to forward a copy of the Board of Revenue's Proceedings, Mis No. 4662, dated the 7th November 1896, and of the Superintending Engineer, VI Circle's No. 410 T.N., dated the 13th May 1897, and also of the plan referred to.

2. I shall be obliged if you will favour me at your very early convenience with an expression of your opinion upon the several points therein referred to which are of interest to the South Indian Railway, and that you will say what share you are prepared, under proper sanction, to take in the carrying out of the improvements in Tuticorin port arrangements referred to in the correspondence.

COPY of letter from the Agent, South Indian Railway, dated 26th June 1897, No. 665.

In reply to your letter, No. 1890, dated 5th June 1897, I have the honour to offer the following remarks :—

(*a*) The site selected for the passenger custom-shed is not convenient, and this shed should, I consider, be located parallel to the siding north of the old pier entrance and on the site chosen for the nearest open shed. It would be a convenience if a platform 150 feet in length could be provided between the rails and the customs-shed, and as this work would be for the benefit of passengers, this railway might pay for it.

(*b*) A railway booking office is not required near the pier.

(*c*) The turn-table should, I think, be suitable for South Indian Railway stock, and if necessary, the siding might be slightly slewed to enable the foundations to be got in clear of the pier piles.

(*d*) The additional sidings proposed would be, as far as I can see, of no advantage to this railway. They are required to facilitate the use of the various sheds, and would probably result in the more extensive use of the latter whereby increased receipts in warehouse charges would be realized. However, as it is desirable in the interests of the constituents of this railway to encourage the conveniences at Tuticorin, I am prepared to agree to the *maintenance* of these sidings being borne by the line except in respect to the provision of materials.

ORDER—No. 2284 W., dated 20th August 1897.

In G.O., No. 797 W., dated 18th March 1897, the Superintending Engineer, VI Circle, was directed to submit a plan and estimate for a shed for the examination of passengers' baggage at Tuticorin. The opinion of the Collector will be called for in the Revenue Department on the remarks of the Agent, South Indian Railway, as to the site selected for the shed. It will be seen that a railway booking office in connection with this shed is not required.

2. In G.O., No. 642, Marine, dated 19th July 1897, it was decided that the cost of the railway sidings and turn-table should be borne by the South Indian Railway, and the best position for these will be left to the decision of the officers of the Railway.

3. The Superintending Engineer will submit a detailed estimate of the cost of fencing the foreshore.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, VI Circle.
" Consulting Engineer for Railways.
" Revenue Department.
" Marine Department.

Exd. T. K. Narayana Aiyangar.

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HEAD AGAIN G.O., No. 189 , DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT	A	A	A	A	A	A	A
LETTER OF GOVERNMENT.							
STATEMENT WITH DITTO.							
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