3,000—5-3-98.

Revenue (1898) Department.

MISCELLANEOUS SERIES.

G.O., No. 2370

DATED 3rd June 1898

[Despatch Abstract.]

Communicating to the Board of Revenue G.O. Madras dated requesting the Collector of Trichinopoly to furnish a Committee as suggested by the Secretary, Mofussil Department to consider the requirements for ——— Srirangam and provide accommodation at the Pooli of Intercourse

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 1898 Department

Government {1898} of Madras.

MARINE.

Recd. 28 May } 1898.
Regd. 30

Enclosures

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G.O., No. 358, 7th May 1898.

G.O. Rec No. 2370 d/ 3.6.98.
Communicated to the
Board of Revenue.
KD 2/6/98
11/6/98

Ref

The B^d of Revenue (C.A.) - Despa 7.6.98

Passenger and Goods Accommodation at the Port of Tuticorin

Requesting the Collector of Tinnevelly to form a committee, as suggested by the Secretary, Marine Department, to consider the requirements for ——.

MAY.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From the Chief Engineer, South Indian Railway, to the Superintending Engineer, VI Circle, dated Trichinopoly, 23rd July 1897, No. D. 4121 A/5816.

[Your No. 552 T.N., of 1st instant.]

I have the honour to send you a tracing No. 656/97, on which I have shown what I consider will be the best position of the 16-feet turn-table. I have also shown on it an alteration in the arrangement of the sheds necessitated by this. The Traffic Manager of this railway consider the position of the customs shed should be as shown on the plan and that it should be connected with a short platform alongside which the train will draw up.

The customs shed, if placed to the south of the pier, will be inconvenient for passengers.

When at Tuticorin the other day on the half-yearly inspections of this railway, it was suggested that a separate gangway might be given for railway passengers. This could easily be constructed on brackets fastened to the cross girders of the pier. I have shown this on the tracing; this gangway would be entered from opposite end of the railway platform and could be supplied with an entrance gate.

From the Acting Secretary to Government, Public Works Department, to the Agent, South Indian Railway, dated Madras, 25th March 1898, No. 1865/C.

I have the honour to forward herewith a tracing showing proposed railway sidings, &c., on the foreshore at Tuticorin, and to request that you will be good enough to favour me with your opinion, at your early convenience, on the following points :—

(1) The most suitable size for the passenger customs shed which is intended for the examination of the effects of a maximum of 500 passengers.

(2) Whether in view of the fact that the open and closed sheds are required for imports only, it would not be better to locate them on one siding only, and that the most westerly one is farthest away from the sea.

(3) Whether it would be advisable from your point of view to run the siding through the sheds, at any rate the open shed.

(4) Whether generally, and also in view of the fact that it will probably be necessary, in the near future, to construct another pier somewhere between the existing piers and Darley and Hullers private jetty on the north, you consider that the arrangements shown on the plan are the best possible.

From the Agent, South Indian Railway, to the Acting Chief Engineer and Secretary to Government, Public Works Department, dated Trichinopoly 18th April 1898, No. R. 1137/4/1670.

With reference to your letter No. 1865/C., dated 25th March 1898 (the tracing received with which is herewith returned), I have the honour to offer the following remarks on the various points detailed by you :—

(1) I think a shed 75′ × 35′ would be the most suitable size for baggage examination. It would not, of course, permit the baggage of 500 passengers to be examined at one time, but should be sufficiently large to work off the examination in about a quarter of an hour. It is, however, no use providing a large shed unless the Customs department furnish a sufficient number of baggage searchers.

(2) It is, I understand, the practice at Tuticorin to land cargo as it comes out of the steamers, hold and to sort it on shore, and further to store all import traffic in private godowns before despatch by rail. If this is the case it would appear that siding accommodation is not required in connection with the import sheds. Perhaps it would be advisable to so locate the sheds that they could hereafter be served by a siding, if necessary, when your suggestion to locate the sheds on the most westerly siding should be adopted.

(3) I do not think it advisable to run the rails through the sheds, as valuable covered area would be lost. The siding might easily get blocked with trucks and could only be relieved at the ends outside the terminal sheds. With rails outside the sheds numerous cross-over roads could be given so that each shed could be worked independently.

(4) I fear without knowing more of the methods of working adopted by the Customs officials than I do, no criticism of the proposed arrangements would be of use. I would suggest this question being settled by the officers who have to work the traffic, and I shall be happy to depute officers of our Engineering and Traffic departments to render such technical assistance as may be required.

Note by the Secretary to Government, Marine Department.

When at Tuticorin in March I went into the question of the passenger and goods sheds required there and the sidings connected with them.

2. It is proposed to construct one passenger shed for examination of baggage, one closed goods shed in lieu of the existing shed (100′ × 50′) which is to be handed over to the Customs department, and one open goods shed.

3. The site of the passenger shed has been fixed and it will be built immediately to the north of the pier. Its size has, however, still to be determined. Hon'ble Sir Henry Bliss says, in notes made at Tuticorin at Christmas, 200′ × 15′ or 18′. The Agent, South Indian Railway, in the accompanying letter says 75′ × 35′, the maximum number of passengers to be provided being 500 per diem.

4. Then, with regard to the goods sheds, their sites and sizes have still to be settled. The existing closed shed measures 100′ × 50′, and will hold 8,000 bags if piled 9′ high. I asked the merchants at Tuticorin how many bags they required room for, and they said one lakh! This would mean a shed 1,250′ × 50′!

5. In spite of the fact that a good many people have gone over the ground independently, it seems, therefore, that we do not yet possess sufficient information to decide definitely upon the size or position of these sheds or of the position of the railway sidings connecting them, and as a correct decision in the matter is of great importance to Tuticorin, I propose that a committee be convened, representing the interests concerned, to discuss the matter on the spot on all its bearings. The committee might be presided over by the Collector, and have as members the Port Officer, the Superintending Engineer and Executive Engineer, Public Works Department, a Railway officer of the Locomotive department, a Railway officer of the Traffic department and a merchant or two.

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

2nd May 1898.

Order—No. 358, Marine, dated 7th May 1898.

His Excellency the Governor in Council approves of the suggestions made in the note recorded above and requests the Collector to form a committee accordingly to consider the requirements for passenger and goods accommodation at Tuticorin. It will, however, suffice to have one Public Works officer on the committee — the Executive Engineer of the division.

2. As regards the passenger shed, what is wanted is a shed wide enough for—

(1) a counter about 3′ or 3½′ wide;

(2) a gangway for the customs officers behind the counter; and

(3) space in front of the counter for the persons whose baggage has to be examined.

For these purposes a width of 35′ seems excessive. It will also probably not be necessary to build the whole length of 200′ to start with; 100′ might be built first and additions made as required. These considerations will be placed before the committee.

(True Extract.)

S. S. Pollock

for Under-Secretary to Government.

To the Collector of Tinnevelly, with one plan.
" Presidency Port Officer.
" Revenue Department. ✓
" Public Works Department.
" " " Railway Branch.

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Exd. W. D'Mose.

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