2,000—5-8-98.

Revenue (1898) Department.

MISCELLANEOUS SERIES.

G.O., No. 2583

DATED 17th June

[Despatch Abstract.]

Communicating with remarks, Proc: Marine Deptt recording certain orders and remarks on the Presidency Port Officer's notes of inspection of the East Coast Ports made between 19th January and 21st February 1898.

BACK PAPERS.

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

FURTHER PAPERS.

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

C. No. 724498

Revenue 1898 Department

Burnt No 4165

Government {1898} of Madras.

MARINE.

17/6/98

Recd. 9 June } 1898. Enclosures

Regd. 11 " Spare copies

G.O., No. 377, 13th May 1898.

G.O. Miscl. No. 2583 d/14th June 98.

Communicated to the Board of Revenue with special reference to the remarks in paras 5(g) and 6(a) of the G.O. read above.

KO
16/6/98

MAY,

Sd/- 17/6/98

Sot

To the B^d of Revenue (V.R) - Despd. 21.6.98

East Coast Ports

Recording certain orders and remarks on the Presidency Port Officer's notes of inspection of the — made between 19th January and 21st February 1898.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 12th March 1898, No. 1730/103 G.

I have the honour to forward herewith, for the consideration of Government, the inspection notes made by me during a recent inspection of the ports and light-houses marginally specified, and to state that I left Madras for this purpose on the 19th January last and completed my inspection on the 21st February. Owing to the Steamer *Margarita* having been placed at my disposal for inspection purposes, I have been able to make a closer inspection of the ports and lighthouses specified, than has hitherto been possible, and by viewing from seaward the position of the different lights to form a more correct estimate as to the value of the same in respect to the purposes for which they are severally required.

Tuticorin port and light.
Pámban „ „
Tondi „ „
Point Calimere light.
Negapatam port and light.
Porto Novo port.
Cuddalore port and light.
Pulicat light.
Armeghon light.
Kistna proposed position for a light.
Point Divi light.
Masulipatam port and light.
Sacramento light.
Cocanada port and light.
Hope Island light.
Vizagapatam port.
Bimlipatam port.
Santopilli light.
Calingapatam port and light.
Baruva port.
Gopalpur port and light.
Ganjám port.

2. I was unable to visit Seven Pagodas while using the *Margarita* but purpose doing so shortly. The apparatus has been seen by the Lighthouse Inspector and reported by him to be in excellent order.

3. I have not inspected the port conservancy arrangements of Madras, as the question raised in this office letter No. 270 G., dated 19th July 1897, has not yet been settled.

Enclosure.

Tuticorin Port.

This port was inspected by me on the 21st January 1898.

Foreshore.—The revetment of the reclamation seemed to be in good order. There is a small space between the ground reclaimed by Harvey & Co.—G.O., No. 311, dated 30th March 1897—and that reclaimed at the expense of port funds which should be filled in when funds for the purpose can be made available. The storm water from the drain of the South Indian Railway Company's premises empties itself into this space, and the Company should be desired to make other arrangements for its disposal.

Sheds.—Sheds for cargo and passengers are badly wanted.

Port Officer's residence.—A residence for the Port Officer is matter of urgent necessity, for no suitable house can be obtained on hire, and the owner of the wretched building now occupied by the Port Officer threatens to turn him out as the building is required by him for other purposes.

Masonry structure in vicinity of flagstaff.—I have sanctioned the removal of this structure as it is of no use and was gradually falling to pieces.

New pier—Appeared to be in fair order but requires painting. Two additional lines of rails with sidings for shunting trucks would be of use if laid on the broader and outer portion of the pier. The Superintending Engineer, VI Circle, might be desired to report on the feasibility of this proposal and the cost.

Old pier.—The outer portion is in a shaky state; about one-third of it might be removed with advantage. The remaining portion will last, I think, for some time longer, with care, and is very useful for cattle and light traffic.

Pier trucks.—New trucks are required and the Government has been recently asked to sanction four at the request of the Port Officer, but fully eight seemed requisite when I examined the pier arrangements.

Pier cranes.—The 1-ton cranes are in use, but the 5-ton is not used at all as the Port Officer considers it unsafe to use it till measures have been taken to prevent it toppling over. The 15-ton crane has not yet been supplied. The delay has been caused by engineering difficulties connected with its position. The Superintending Engineer, VI Circle, has informed me, in a letter dated 17th February 1898, that he has given Messrs. Massey & Co. the necessary information to enable them to complete the design. He states, however, that the question is one of difficulty, as the circumstances of the pier are not suitable for a crane with extended crane post. I am forwarding a copy of his letter to Government.

Accumulation of silt at end of pier.—The accumulation of silt at the end of the pier causes much inconvenience to boats when laden, and should be removed as soon as possible. The Superintending Engineer, VI Circle, who was asked to report on the matter—see G.O., No. 826, Marine, dated 22nd September 1897—recommends dredging, in his reply dated 11th February 1898, and the matter has been referred to the Port Officer, Tuticorin, for report, with respect to the dredging apparatus proposed by the Superintending Engineer. Government will be addressed on the subject on the receipt of the Port Officer's reply.

Pier establishment.—The pier establishment requires strengthening. There should be a Traffic Manager to supervise all the out-door work. A man on Rs. 75 per mensem, with fitter's experience so that he could keep the crane and iron work of the pier in order as well as looking after the traffic is what is required.

Office arrangements.—Books were up to date, but more attention is required to the instructions relating to the manner in which they should be kept. The attention of the Port Officer has been called to this matter.

Office establishment.—Sufficient.

Hare Island Lighthouse.

Apparatus—Clean and in good order.

Lantern—Clean, but several defects in woodwork were noticed. Eight glasses were cracked and these will be replaced in due course. The cracks do not affect the light. The woodwork and the door need repairs, and the defects will be made good in due course.

Oil-room—Clean. Tanks in good order.

Store-room—Clean. Stores on the whole in a satisfactory state. The attention of the Port Officer was drawn to the alterations in stowage considered necessary.

Lightkeepers.—With the exception of the headkeeper and two men who had been transferred from the Madras Lighthouse, the keepers, though attentive, did not seem to know much about handling the burner properly. There are five keepers including the headkeeper and of these two had been engaged locally and had no previous experience in a lighthouse. The sooner the new establishment is sanctioned for this light the better it will be for the burners.

Lightkeepers' quarters.—In good order.

Water-supply.—Water has to be obtained from the mainland and is kept in a tank supplied for the purpose.

State of grounds.—As well kept as circumstances permit.

Signalling arrangements.—Signalling is carried on by the lightkeepers. The flags were in good repair.

Pamban.

Channels.—The depth obtained on the completion of the last dredging operations still continues, but the channels require careful watching, and instructions to this effect have been issued, for it is not to be expected that the depth now obtained will always continue. As the *Wenlock* dredger has been handed over to the Madras Harbour Trust Board, there is now no means available for meeting any accretion of silt in the channels. When dredging is necessary at Pámban the *Wenlock's* services may be required at Madras, and I think that is very likely to be the case considering the improvements contemplated at Madras in respect to the harbour.

Masonry beacons.—Five in number. In good order.

Buoys.—Four in position and two in reserve. All old, but more or less serviceable. The Port Officer has been directed to apply in time when new buoys become necessary.

Warping gear.—In good order.

Flagstaff.—Since the removal of the port office to its present site, the Port Officer finds the position of the flagstaff inconvenient as he is unable to supervise the signalling arrangements. It is necessary to remove the flagstaff to a site nearer the port office and the work will be carried out in due course, departmentally if possible. A difficulty has arisen in connection with the regulating of the passage of vessels entering the Pámban channels from the Gulf of Manaar, as there is no means of signalling to them from the south-west side of the island, or of informing them whether the channels are clear. This has become apparent of later years owing to the number of steamers using the channels. A flagstaff on Mundle Point is therefore necessary and Government will be addressed on the subject in due course.

Landing arrangements.—No improvement is possible until piers have been erected.

Sanitary condition of foreshore.—Owing to better police supervision the sanitary state of the foreshore showed considerable improvement.

Port office building—Is not far from the beach and faces the sea. The position is good, but owing to the limited verandah space the glare from the white sand and the water is most distressing. This matter has formed the subject of a separate letter to Government and the necessity of affording wider verandah space and protecting the windows on each side of the building, pointed out.

Port Officer's residence.—Its unsuitableness as a residence for a married man has been pointed out in previous communications to Government on the subject.

Grounds.—It is very desirable that the space on which the Port Officer's residence and office respectively stand should be enclosed by either a masonry wall or a fence. At present it is impossible to keep the place clear of animals, nor can it be kept either clean or tidy. In fact nothing is possible in these respects until all the debris of the old fort which was pulled down to make space for the new buildings has been removed and the ground levelled off.

Store-room—Clean and in a good state of repair.

Old buildings.—Two old buildings which were connected with the old fort are still standing. One has proved useful as a tiffin-room and rest-house for the Port Officer's office and boat establishment, and might remain, but the other is of no use, is in a shaky condition, and might be demolished with advantage. Why the Public Works officials concerned in the construction of the new buildings should have allowed such an old house to stand I have not been able to ascertain.

Office arrangements.—The books were up to date and on the whole neatly kept, but more attention to the instructions relating to the keeping of certain books is necessary, and the Port Officer has been so informed. The general arrangements of the office called for little notice, and the establishment appeared to be sufficient for the work of the port.

Lighthouse.

Column—Requires painting.

Buildings attached.—Roof of verandah seemed shaky.

Apparatus—Clean and in good order.

Lantern—Clean. The small size of the lantern renders it difficult for the keepers to attend properly to the light, but nothing can be done to improve matters until the Executive Engineer, Lighthouse Division, is able to take in hand the alterations proposed.

Oil and store rooms—Clean and in good order.

Oil and other stores—Sufficient and well looked after.

Lightkeepers—Attentive and fairly efficient.

General Remarks.

The Port Officer should be provided with a large sailing boat for his inspection work. The port gig is only suitable for the actual port work such as going off to vessels in the anchorages, but not for long sea trips. The Port Officer has frequently to visit Keelakarai and Tondi and other small ports of the Madura district and finds it difficult to obtain a suitable boat on hire. Should a steam launch be sanctioned for the Customs Officer at Masulipatam—I believe that the question is under the consideration of the Revenue Department—it might be arranged for the sailing boat belonging to the custom office at that port to be transferred to the Port Officer at Pámban.

Tondi.

Light apparatus—In good order.

Stores.—There is no store-room at this port and both oil and stores are kept in the custom house. This is very objectionable and also dangerous, especially when the place is full of goods. I have been in communication with the Executive Engineer, Lighthouse Division, respecting a store and oil godown, and on the receipt of plans and estimates will submit them to Government for sanction.

Passenger Traffic.—The Port Conservator complains of the difficulty he experiences in the examination of the baggage of Native passengers landing at the port. In nearly every case the steamer bringing passengers arrives about dusk, and the passengers consequently do not reach the shore until late in the evening, and should the wind be light, it may be 10 or 11 o'clock at night before the boats arrive. It is then that the Port Conservator's difficulties arise, for there is no passenger shed and no Custom House enclosure. A passenger shed inside of a railed off enclosure appears very necessary. As it is mainly required in the interests of the Customs authorities, I think that the greater portion of the cost should be borne by Provincial funds.

Trade.—A large quantity of timber is imported from Burma, and while I was at the port there were two steamers in the roadstead besides sundry Native craft.

General Remarks.—Owing to the coast being low and fringed with trees almost to the waters edge, Tondi is a difficult place for a mariner to find especially when approaching the coast during daylight; at night the light of course is a guide to the anchorage. There are no prominent natural marks, and it is very necessary, in my opinion, that a high obelisk should be erected to guide vessels to the anchorage.

Point Calimere.

The light on this point was approached after dark, and was visible at its full distance.

2. On landing the following morning, I made a careful inspection of the light apparatus and its stores and found much to be dissatisfied with, in the state of everything I saw, for the apparatus was neither clean nor in good order, and the store-room was dirty and its contents badly arranged. The Port Officer, Negapatam, inspects the light periodically, and he reports that it is a most difficult matter to obtain the services of efficient men as keepers for the light, on account of the loneliness and general dreariness of its situation and the smallness of the pay. There is some truth in this, and besides, owing to the distance of the port from Negapatam, it is impracticable to keep the keepers under proper control. It is probable that the instant the Inspecting officer's back is turned, they do little or nothing beyond keeping the light going at night. I purpose having the light inspected more frequently than hitherto, but unless the keepers are given either higher rates of pay or an allowance to compensate them for having to live in such a dreary spot, there will be always a difficulty in keeping efficient men there. I am in favour of an allowance and intend making a proposal to Government to that effect.

3. There are no quarters for the lightkeepers, and the men have to be permitted to occupy a room in the store godown. An estimate for constructing quarters was sanctioned last year (see G.O., No. 3296 W., dated 26th November 1897), but the work, though urgent, has not yet been commenced.

Negapatam.

River.—The action of the sea during the heavy weather experienced at this port in December last caused a large quantity of sand to enter the mouth of the river, and landing and shipping operations have been much impeded in consequence. The existing state of affairs was brought by me to the notice of Government by telegram from Negapatam on the 29th January last and later on by letter, No. 500/46 G., dated 1st February 1898. I attach a photograph showing the breach in the stake groyne and the sand bank in the vicinity of the landing place. It is very necessary that early measures should be taken to remedy the existing state of affairs, for delay only means a large expenditure hereafter.

Dredger.—The dredger *Havelock* is in need of a few repairs, which will be carried out locally. All the channels dredged have filled up again.

Light apparatus.—Clean and in good order.

Lantern.—Requires painting and several new panes of glass.

Column.—Requires painting and is in need of a few repairs.

Stores.—In good order and well kept.

Lightkeepers.—Equal to their duties.

Office Books.—Up to date. More attention is necessary to the instructions relating to the keeping of Port Office books, and the Port Officer's notice has been drawn to points requiring attention.

Flagstaff.—A new one is required. The white ants have attacked the existing flagstaff and rendered it unserviceable. The Port Officer has been instructed regarding this matter.

General port arrangements.—Satisfactory on the whole.

Porto Novo.

The pier at this port is in a shaky state and will have to be replaced.

Port Office books.—The books kept by the Conservator were inspected and found up to date, but some were not quite in accordance with the instructions relating thereto.

Flagstaff and flags.—In good order.

Cuddalore.

Bar.—The channel through the Northern bar is gradually closing, and a fair channel now exists through the Southern bar.

Dredging arrangements and state of backwater.—Owing to the boiler of the dredger having been found unfit for further service, no dredging has been possible for some months past, and the boat channels opposite to the landing place are gradually filling up. Government has been addressed regarding the dredging work at this port, and in accordance with instructions the views of Messrs. Parry & Co. have been asked on the matter. A reply from that firm is awaited.

Light apparatus.—In a most satisfactory state.

Stores.—In good order and neatly arranged.

Oil room and tanks.—Clean and tanks in good order. Two iron stands for the tanks are required and will be supplied in due course.

Keeper.—Efficient.

Quarters for keepers.—In good order. Have no verandah, and cadjan screens are used.

Latrine for keepers.—As there is no sweeper allowed, the sanitary state of the latrine may be better imagined than described. The head keeper pays for a sweeper out of his own pocket, but as the man has other places to keep clean, his attendance cannot always be relied on. There is quite enough work for one man if maintained also for keeping the grounds clean. As the keepers have signalling duties to perform in addition to their lighthouse work, they have not much time to spare for sweeping the grounds and keeping the place clean and tidy.

Pulicat.

While passing this place in the *Margarita*, I noticed that the sea was smooth enough to permit of landing, so I had the vessel brought to an anchor, and landed shortly afterwards. My visit to the lighthouse was therefore unexpected, and I was not at all pleased with the result of my inspection, for with the exception of the apparatus everything was in a dirty state. I directed the Lighthouse Inspector, who was with me, to remain at the lighthouse for a day or two in order to place things on a more satisfactory footing. The head lightkeeper has been severely reprimanded and reduced a step in grade by me, and I purpose taking other measures to ensure his paying more attention to his duties in future. The column and lantern are in need of a coat of paint, and the Superintending Engineer, II Circle, will be asked to have this done and repairs effected where necessary.

Armeghon.

The *Margarita* having been anchored in a convenient position, and the state of the sea admitting of landing on the beach in the near vicinity of the lighthouse, I landed early, on the 20th February 1898, and made my inspection. The excellent state of everything inspected reflects the highest credit on Mr. Wight, the Head Lightkeeper, who has been at Armeghon for more than 25 years, and has now asked to be sent to a less dreary and more healthy spot as he suffers a good deal from fever. There are a few defects to be made good, but it is only proposed to take in hand those of an urgent nature, pending the alterations that will have to be made to column and out-buildings on the Executive Engineer, Lighthouse division, putting up the new apparatus to be exhibited in accordance with his proposals.

The site of the light to take the place of that on Point Divi.

In the Government Orders on the subject, this site has been referred to as False Point Divi. This is incorrect, for the site selected is on the north-eastern or right hand bank of the mouth of the northern branch of the Kistna river which runs in a south-easterly direction towards the Bay of Bengal, and is about 12 miles to the east-north-east of False Point Divi. No better site, in my opinion, could have been selected to meet the requirements of navigators approaching the shoals in the vicinity of the Kistna river. The point on which the lighthouse will stand has no name, and in respect to this, as well as to the name to be given to the lighthouse, I purpose addressing Government in a separate letter. A notice to mariners will have to be issued shortly regarding the new light, and the Hydrographer to the Admiralty informed of its name, and this I purpose doing in due course.

Point Divi Light.

A very great improvement has taken place in the state of everything connected with this light since I last visited it. I attribute this to the efforts of the present Head Lightkeeper Mr. Stuart who has been in charge of the place for the last 19 months. It is a dreary spot, and at this, as well as at other lighthouses in out of the way places, a library seems necessary for the use of the intelligent class of men who have engaged as lightkeepers under the new scheme.

Masulipatam.

Bar and river.—The same troubles exist here in respect to the egress and ingress of boats using the river as at other ports where a bar exists. It is impossible to give permanent relief, and all that can be done is to assist the river when there is a tendency on its part to find a fresh outlet.

Light apparatus.—Clean and in fair order.

Store-room.—Clean, and stores well kept.

Landing place and sheds.—The landing place requires a few repairs, and these will be carried out in due course. The goods shed appeared to be in good order.

Office books.—The books were up to date, but not kept quite in accordance with the instructions on the subject. The Port Officer's notice has been drawn to the points requiring attention.

Landing and shipping dues collections.—The system under which collections on account of exports are made is not satisfactory, and in consequence a sum of Rs. 927-12-2 has been embezzled. This matter has been made known to Government, and the question of altering the system now in vogue is under consideration.

Port arrangements.—Owing to the want of a steam launch, the Port Officer finds it difficult to carry out satisfactorily his duties afloat.

Sacramento Light.

The apparatus and stores connected therewith were found in a satisfactory state. The shoal which this light marks appears to be extending seaward, and mariners will be warned to exercise caution in approaching it. The steamer *Thisbe*, which was stranded on 23rd June 1895, lies on the beach a little to the southward of the light. Of the steamer *Lanark*, which stranded on 31st May 1894, nothing but her masts are now visible.

Cocanada Port.

Groyne extension.—I made an inspection of the river and groynes at low water, and I was able to obtain a good view of the difficulties attending the passage of boats in and out of the river. The accretion on the north side of the north groyne appeared to have advanced evidently to the eastward and south-eastward since my last visit, and will block up the entrance to the river unless dredging is resorted to. There has been an advance of silt, I was told, of 1,400 feet since the groynes were extended in 1896, and there is now only 4½ feet at low water on the bar which is about 600 feet to the eastward of the ends of the two groynes. The buoys marking the channel across the bar have been shifted to the eastward of their old position on account of the advance in that direction of the sand bank on the north side of the north groyne. The only way to keep open the channel is, in my opinion, by dredging, but the channel is always likely to fill up again on the occasion of any heavy weather in the bay, as was the case with the channel dredged by the *Wenlock* in 1892.

General Port arrangements.—The facilities for landing and shipping cargo and for lifting heavy weights inside of the river appeared to be of a nature sufficient for present requirements.

The Native boat owners have objected to carrying side lights in accordance with the regulations for preventing collisions at sea, and their objection has been placed before Government (*vide* this office letter, No. T/1, dated 5th February 1898).

Office arrangements.—The books were up to date, and on the whole satisfactorily maintained. Since the formation of the Port Conservancy Board, the work of the Port Office has increased considerably, and the Port Officer complains that his office establishment is overworked, and that to cope with the work he is never able to allow his clerks to take any of the recognized holidays. The question of increasing the establishment will be reported on by me hereafter in a separate communication.

Port Office.—Is on the upper floor of the Custom House. The building (Customs portion) seemed much in need of repairs.

Gódávari Port Conservancy Board.—The position of the Port Officer as Deputy Conservator is unsatisfactory, and the question will be placed before Government in due course.

Vakalapudi Light.

The sooner the changes proposed by the Superintendent of Works, Lighthouse division, in apparatus and column can be carried out the better, for the existing apparatus is becoming very shaky and the column is in need of repairs. Until the alterations contemplated have been effected, everything will remain in an unsatisfactory state.

Hope Island Light.

Apparatus and stores clean and in good condition.

The lantern and column are in need of slight repairs which will be effected in due course. The lightkeepers' quarters require whitewashing, and this will be done departmentally. A few repairs to the cook houses are needed and will be carried out by the keepers.

Vizagapatam.

Foreshore.—Since my last visit to this port, considerable improvements have taken place in respect to the foreshore, but much remains to be done and can be carried out only as the Railway authorities complete their lines and level off their sidings.

An open shed of corrugated iron has been erected for the storage of jaggery, but another for the use of Native passengers is much wanted. The state of the landing place is very bad, but until the Railway authorities have completed their lines, the local Port authorities think it inadvisable to make any permanent change, but the matter is under consideration.

A large accumulation of sand has taken place inside of the entrance to the backwater, but will probably disappear during the next freshet.

Bar.—The bar had more water on it than has been the case for some years past. This is due to the scour which occurred after the heavy weather experienced in December last.

General Port arrangements.—Satisfactory. Flagstaff and flags in good order.

Port Office.—The books were up to date and neatly kept. I noticed a great improvement since my last inspection, but as at other ports sufficient attention had not been paid to the instructions relating to the keeping of certain books.

Bimlipatam.

On the occasion of my visit to this port the mouth of the backwater was open to the eastward, and boats appeared to have little difficulty in getting in and out.

The office books were up to date and neatly kept.

Flagstaff and flags.—In good condition.

Santapilly light.

Apparatus and lantern.—Clean and in good order.

Stores.—In good condition.

Lightkeepers' quarters.—The quarters recently erected for the three native keepers have not yet been taken over as the condition of the building was reported as unsatisfactory. I examined the building carefully and have addressed the Superintending Engineer, I Circle, on the defects noticed both in these quarters and in those occupied by the other two keepers—the latter are in a *very* defective state.

Calingapatam.

Port Office.—The books were up to date, but more attention is necessary to the instructions as to the manner in which they should be maintained. The notice of the Port Conservator was called to the points requiring his attention.

Light apparatus.—Clean and in good order.

Lantern.—Requires painting and this will be done in due course.

Column.—Is in need of a few slight repairs and painting. These matters will be attended to.

Stores.—In good order.

Buildings.—The new quarters recently erected for the lightkeepers are in good condition, but the old rooms adjoining the column formerly used as keepers' quarters are in need of repairs, and it is proposed to utilize them for other purposes connected with the lighthouse stores.

Latrine.—Is not used, as no sweeper is allowed, and the head lightkeeper is unable to pay the wages of a sweeper out of his own pocket.

State of grounds.—Untidy, owing to the debris left by the contractor who constructed the new quarters. I gave instructions for a lot of straw which had been thus left to be removed, and for the grounds to be levelled off.

Measures adopted to check advances of sand in vicinity of the lighthouse buildings.—A number of the casuarina plants which had been planted last year for this purpose have died, and others will have to be planted in lieu. The Collector of the district has been addressed on the subject. Unless some measures can be taken to check the advance of the sand, the whole of the buildings will be covered in time. It seemed to me that the bank had grown higher since my last visit. I have given directions for its advance to be carefully watched and reported from time to time.

Baruva.

Native passengers proceeding to Burma from the Ganjám coast appear to prefer Baruva to either Calingapatam or Gopalpur as a port of embarkation. This is probably due to the East Coast Railway passing close to the port and having a station not far distant.

There are two obelisks which mark the port and these are in need of whitewashing and slight repairs.

The flagstaff, flags and other stores were in fair order, but a few repairs to the basement of flagstaff are required. I examined the books kept by the Conservator and found them up to date.

Gopalpur.

Port Office.—I noticed a great improvement in the state of the books since my last visit, and had little fault to find with them or with the office arrangements.

Pier.—Is in a shaky condition, and the planking is very bad. The turn-tables might be of use at Tuticorin, and should this prove to be the case, I purpose removing and sending them to the latter port.

Light apparatus.—In good order.

Stores.—In good condition.

Flagstaff and flags.—In good condition.

Lightkeepers' quarters.—In good condition.

Ganjam.

On the day of my arrival off this place, the state of the bar made it advisable to wait till the following morning before making an attempt to land.

Having never visited the place before, I was surprised at the advantages the deep water of the river offers to landing and shipping operations, for it appeared to me that boats could load or discharge alongside either bank with little or no difficulty. The great difficulty is of course the bar, but I do not think that it would be greater than at other ports where a bar has to be crossed by boats with cargo.

Order—No. 377, Marine, dated 13th May 1898.

With his letter recorded above the Presidency Port Officer submits notes of his inspection of East Coast ports made per S.S. *Margarita* between the 19th January and 21st February 1898.

2. The following orders and remarks are recorded.

Tuticorin Port.

3. (*a*) *Foreshore.*—The proposed reclamation is needed to give additional room for storage of coal. With it should be combined a ramp for landing timber, and a culvert for proper disposal of the stormwater of the South Indian Railway drain. Estimates for these works will be called for in the Public Works Department and funds will be allotted when available. The South Indian Railway Company will be called upon, in the Railway Branch, to pay for the cost of the culvert.

(*b*) *Sheds for cargo and passengers.*—This matter is being considered separately.

(*c*) *Residence for the Port Officer.*—Provision for the erection of a residence has been made in the current year's budget. The Superintending Engineer will see that this work is carried to completion as soon as practicable.

(*d*) *New Pier—Laying two additional lines of rails with sidings on the broader and outer portion of the Pier.*—What is required is that the pier should be of the same width throughout, and have three lines of rails instead of two. The Superintending Engineer, VI Circle, will report the cost of these improvements as soon as possible.

(*e*) *Old Pier.*—The Presidency Port Officer's proposal to remove a portion of this pier is approved; but as to do so, before the improvements to the new pier are carried out, would seriously curtail the already too limited space for storing cargo, the operation must be deferred for the present, cargo owners being informed that if they load this pier with cargo they do so entirely at their own risk.

(*f*) *Pier Trucks.*—Four wooden trollies have been sanctioned in G.O., No. 148, Marine, dated 1st March 1898. The Presidency Port Officer will, if necessary, submit a separate application for the other four.

(*g*) *Pier Cranes.*—The 15-ton crane does not seem to be immediately necessary and Messrs. Massey & Co., have been requested by the Chief Engineer to postpone its construction. The 5-ton crane has been too shattered by its fall to be of service without extensive repairs. When the port can afford it a 5-ton crane now lying idle at the Public Works Worshops, Madras, will be transferred to Tuticorin.

(*h*) *Accumulation of silt at end of Pier.*—The report promised by the Presidency Port Officer has since been received and will be disposed of separately.

(*i*) *Strengthening of Pier Establishment.*—A proposition statement should be submitted supported by proper explanations.

4. *Hare Island Lightkeepers.*—It has been decided by Government that no revision of establishment will be sanctioned until new lights are introduced requiring a better class of men to look after them. If there are any special grounds for a departure from this principle in the case of the Hare Island light, they should be brought forward by the Presidency Port Officer.

Pamban.

5. (*a*) *Flagstaff.*—The application for the erection of a flagstaff on Mundle point will be awaited.

(*b*) *Landing arrangements.*—Estimates will be called for in the Public Works Department for two floating pontoon jetties to be constructed at Pamban.

(*c*) *Port Office building.*—It has been decided in G.O., No. 291, Marine, dated 19th April 1898, that the existing thatched pandals may be allowed to remain. It is hoped that these will be sufficient to mitigate the glare.

(*d*) *Port Officer's residence and grounds.*—The Superintending Engineer, VI Circle, has been directed to submit plans and estimates to remedy the defects brought to notice by the Presidency Port Officer.

(*e*) *Old buildings.*—The old building referred to can, with slight repairs, be made useful as a stable or godown. Action in the matter will be taken in the Public Works Department.

(*f*) *Lighthouse, Buildings attached.*—The shaky condition of the verandah roof of these buildings will be attended to in the Public Works Department.

(*g*) *General remarks.*—The proposal of the Presidency Port Officer to eventually transfer the sailing boat of the Customs officer at Masulipatam to Pamban for the Port Officer's use will be considered in the Revenue Department.

Tondi.

6. (*a*) *Passenger traffic.*—The question of constructing a passenger shed will be considered in the Revenue Department.

(*b*) *General remarks.*—The Presidency Port Officer will obtain an estimate of the cost of erecting the proposed obelisk.

Point Calimere.

7. (*a*) *Quarters for Lightkeepers.*—These were sanctioned for immediate execution in G.O., No. 3296 W., dated 26th November 1897. The attention of the Public Works Department will be invited to the delay in the commencement of the work.

Negapatam.

8. (*a*) *River.*—The measures requisite for dealing with the state of the river are being considered in the Public Works Department. When proposals are submitted, they should be accompanied by a chart of the river.

Porto Novo.

9. (*a*) The Government is advised that the wharf at this port is in no immediate danger.

Cuddalore.

10 (*a*) *Dredging arrangements.*—It has been decided that the dredging be entrusted to Messrs. Parry & Co. for the present on the terms recommended by the Presidency Port Officer.

(*b*) *Latrine for Lightkeepers.*—From G.O., No. 494, Marine, dated 10th July 1896, it will be observed that the Government is not prepared to entertain toties for lightkeepers, and that latrines are to be omitted from the type-designs for quarters for this class of servants.

11. *The site of the light to take the place of that on Point Divi.*—The communication promised by the Presidency Port Officer has since been received and will be dealt with separately.

Point Divi Light.

12. (*a*) *Library.*—The Government will be glad to consider proposals for the formation of small libraries at lighthouse stations where the books are likely to be appreciated by the more intelligent men to be appointed under the revised scheme.

Masulipatam.

13. (*a*) *Landing and Shipping dues collections.*—The report called for in G.O., No. 221, Marine, dated 24th March 1898, in regard to placing collections and accounts on a better footing is awaited.

(*b*) *Port arrangements.*—The Presidency Port Officer will report how he proposes to find the money for the steam launch said to be required at this port.

Cocanada Port.

14. (*a*) *Groyne extension.*—From paragraph 9 of G.O., No. 255, Marine, dated 4th April 1898, it will be observed that the Government is endeavouring to obtain the requisite funds for the purchase of a dredger for this port.

(*b*) The question of boats carrying the regulation side lights is still under the consideration of Government.

(*c*) *Gódávari Port Conservancy Board.*—The Board has since been reconstituted—*vide* G.O., No. 255, Marine, dated 4th April 1898.

Vakalapudi Light.

15. (*a*) The Presidency Port Officer will communicate with the Superintendent of Works, Lighthouse Division, in regard to this matter and report the present position of the proposed arrangements. Precedence should apparently be given to this work.

Vizagapatam.

16. (*a*) *Passenger shed.*—The Presidency Port Officer will submit specific proposals for the erection of the native passenger shed stated to be required at this port.

Gopalpore.

17. (*a*) Neither the pier nor the turn-tables should be removed without the express sanction of Government in applying for which the present orders should be quoted.

Ganjam.

18. (*a*) The advantages offered by the deep water of the river for landing and shipping operations are noteworthy.

19. The question referred to in paragraph 3 of the Presidency Port Officer's letter has been disposed of by G.O., No. 187, Marine, dated 14th March 1898, from which it will be seen that the Government is of opinion that, for the present, it will be sufficient if the proposed inspections of the office of the Deputy Conservator of the port of Madras be conducted by the Presidency Port Officer in his capacity of member of the Harbour Trust.

(True Extract.)

S. C. Roberts

for Under Secretary to Government.

To the Presidency Port Officer.
" Public Works Department.
" " " Railway Branch.
" Revenue Department.

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