Marine (1898) Department.

Print Soon

G.O., No. 577 Mar

DATED 5 July 98

[Despatch Abstract.]

Improvements to Negapatam Port

Approving, with remark, note of the Chief Engineer P.W.D., in regard to the probable diversion of trade to Nagore, the proposal ——, and ordering that the petitioners praying for a screw pile pier for Negapatam, be informed that everything will be done to improve the facilities for landing & shipping at that port.

1/7/98

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	277 E	Marine	17.V.98				
	377	"	13.V.98				
	331 Ry	P.W.	25.2.98				
	63 E	Marine	30.1.98				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	781	Marine	30.VIII.98				

DEPARTMENT.

Government (1898) of Madras.

MARINE.

Recd. } 1898. Enclosures

Regd. } Spare copies

G.O., No. 577, 5th July 1898.

JULY.

Improvements to Negapatam Port

Approving, with remark, N[illegible] by the Chief Engineer, Public Works Department, in regard to the probable diversi[illegible] Nagore and the proposed —, and ordering that the petitioners praying f[illegible] pier for Negapatam, be informed that everything will be done to improve the facilities for landing and shipping at that port.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From the Presidency Port Officer, Madras, dated 13th April 1898, No. 500/138G.
From Messrs. Adamson, Mactaggart & Co., Negapatam, dated 14th April 1898.
From the Presidency Port Officer, Madras, dated 3rd June 1898, No. 1825/199G.

Note by the Chief Engineer, Public Works Department.

In connection with the proposed Negapatam-Nagore extension of the South Indian Railway, the Presidency Port Officer was requested in G.O., No. 268, Marine, dated 13th April 1898, to verify the statistics given of the former trade of Nagore, and to ascertain and report the views on the subject of the Landing and Shipping Dues Committee at Negapatam, with special reference to the necessity for the contemplated improvements to the latter port, if the proposed railway extension is carried out.

2. The papers read above contain the required information. It will be seen from the Presidency Port Officer's letter, No. 1825/199 G, dated 3rd June 1898, that the statistics put forward by the advocates of the port of Nagore in regard to collections are very much exaggerated, and that there is at present very little prospect of a revival of trade at that port; that its superiority over Negapatam depends on the flood water brought down by the Nagore river; and that, if this * is cut off, the superiority will vanish. There is thus very little likelihood of any great diversion to Nagore of the trade of Negapatam, which possesses greater facilities for the landing, shipping and storage of cargo.

* I am not aware that there is any prospect of this, immediate or otherwise.

3. The proposed improvements to Negapatam may thus be considered independently of any rivalry that may be expected on the opening of the railway to Nagore.

4. The local merchants strongly advocate the construction of a pier at Negapatam in the position shown in blue pencil on the accompanying sketch plan, and this was the view held by the committee which sat in 1891—*vide* G.O., No. 175, Marine, dated 2nd May 1891. The pier was estimated to cost Rs. 2,50,000 and was to be 700 feet long running out into 2 fathoms of water at low tide, *i.e.*, well beyond the line of surf. There is no doubt whatever that, looking to the extreme difficulty of keeping the bar open and the river clear of silt, a pier would make Negapatam independent of all such difficulties, and be the best solution of a very vexed question, provided that it could withstand the heavy seas to which it would be occasionally exposed, and provided that boats could work alongside it in all ordinary weather. Local merchants are confident of its success on both these points, but I cannot say that I entirely share that confidence. The roadstead is very open and exposed to severe gales, and I consider it more than probable that the pier might at any time be wrecked, and that with anything like a sea on it would be impossible to work boats alongside it. I quite admit, however, that, if we cannot secure more stable conditions in the bar and river, a pier is the only alternative, and the sooner it is constructed, in the interests of this important port, the better. No serious attempt has yet been made to secure the above-mentioned stable conditions, and I propose to attempt this before considering the question of the pier.

5. The present state of the matter may be briefly described as follows :—

(1) The entrance to the river is impeded by a bar which is constantly shifting its position according to wind, weather and season of the year. Sometimes it is favourable to navigation, sometimes it is very much the reverse.

(2) Inside the river between the mouth and landing ramp, silt and sand is constantly being deposited owing to insufficiency of land or tidal water scour. This is shown on the tracing annexed.

(3) The result has been that, when conditions are most unfavourable, boats have the greatest difficulty in getting in and out, and often have to wait for hours before doing so.

(4) To remedy these defects, a trial timber groyne was run out in 1894 from the nose of the spit marked thus (x) on the tracing to the point marked *E* in blue, to concentrate tidal scour on the bar. This groyne was most effective, and so long as it remained intact, I understand that the conditions of entrance and exit were sufficiently favourable. In November last, however, this groyne was breached by a heavy sea at the point marked "breached mouth" on plan, the immediate result being that the whole of the ordinary mouth of the river from *E* to jetty wall on north silted up high and dry, and the only exit, and a very tortuous one, at that was through the breach in the groyne. At the same time the silt in the river accumulated considerably owing to diminished scour. This state of things is well illustrated by the two photos attached, the one showing the breach in the groyne and the other the state of the river above it.

(5) All this greatly increased the difficulties of landing and shipping and directed the renewed attention of the merchants to the necessity for a pier.

(6) I inspected the port in March last in company with the Presidency Port Officer, and decided that the first thing to be done was to replace the groyne which had done so much good until it breached, with something so substantial that it might hope to survive a heavy sea, and secondly, to train the river so that scour whether of land or sea water might be concentrated sufficiently to remove the silt. With these objects in view, I ordered estimates to be prepared for a masonry nose in the position marked in yellow on the accompanying tracing. These estimates have just been submitted by the Superintending Engineer, V Circle, and have proved to be prohibitive in cost. I have therefore issued the further instructions contained in Memo. No. 507 D., dated 20th June 1898, and I propose to await the result of these before taking any further action.

6. In addition to the fixing of the sand spit by a groyne as above described, I think it will be necessary to concentrate as much tidal ebb as possible on the river at Negapatam to scour out the sand and silt which is constantly accumulating therein. A reference to the attached sketch map will show that tidal water enters the system of canals and natural backwaters in the neighbourhood of Negapatam at two places to the southward marked *A* and *B* in red pencil.

Now if sluices with swing shutters are built at the points *C* and *D* (marked in red pencil) which will allow tidal water to enter *viâ A* and *B*, but will prevent its return by the same route, a very largely increased volume of water must ebb *viâ* the Negapatam river as its only exit, and should produce sufficient scour not only to keep the river between mouth and landing stage much clearer of silt but to have a good effect on the bar. Colonel Smart estimates the cost of this proposal at about Rs. 70,000 and I propose to investigate it as soon as the question of the groyne is disposed of.

(Signed) W. B. deWINTON,
Chief Engineer.

1st July 1898.

Provision made for a durable groyne to substitute the one breached. vide G.O. 731 Mar 30-8-98.
Revised Estimate for the same for Rs 3600 received vide No. 3104 of

Order—No. 577, Marine, dated 5th July 1898.

His Excellency the Governor in Council approves the proposals of the Chief Engineer, Public Works Department, and will await the result of the measures proposed by that officer. Meanwhile, the petitioners will be informed that the Government is not losing sight of their interests, but intends to do all in its power to improve the facilities for landing and shipping at the port of Negapatam.

X | 2. With reference to paragraph 6 of the Chief Engineer's note, the Superintending Engineer, V Circle, will be requested to report whether he cannot fit up, at moderate cost, some experimental sluices, so that the proposed scheme may be tested before great expenditure thereon is incurred.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
„ the Public Works Department, with four enclosures.
„ the „ „ Railway Branch.
„ Messrs. Adamson, Mactaggart & Co.

X | Plans, estimates &c. transferred to E.D. for early action. It is proposed to meet the greater part of the expenditure under 43 (Provincial) minor works & navigation.

vide. Memo 1210 C of 27th February 1899.

Exd. P. Seetharam.

DEPARTMENT.

Papers to be read in Proceedings :—

18

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.

Quote
Current No. 462 of 1898, dated 18 April , from the P.P.O.
„ „ 467 „ 1898, „ 19 April , „ Messrs. Adamson Mactaggart & Co., Negapatam.
„ „ 732 „ 1898, „ 6 June , „ the P.P.O.

Print Note by the Chief Engineer, P.W.D., dated 1st July 1898.

ORDER. 577 Mar., d/5th July 1898.

Issue as amended
L.H.H. 5-7-98

His Excellency the Governor in Council approves the proposals of the Chief Engineer P.W.D., and will await the result of the measures proposed by that officer. Meanwhile, the petitioners will be informed that the Government is not losing sight of their interests, but intends to do all in its power to improve the facilities for landing and shipping at the port of Negapatam.

R.S.

Attention is invited to the [illegible] remarks on the note
R.S.

L.H.H. 5-7-98

The Presidency Port officer
„ P.W. Department with 4 enclos.
„ P.W. Department, Ry. Branch.
Messrs. Adamson, Mactaggart & Co.

2. With reference to para 6 of the C.E.'s note the Supdg. Engr. V Circle will be

14/7/98

[P. W. 4. / 500—24-3-98.]

requested to report whether he cannot fit up, at moderate cost, some experimental sluices, so that the proposed scheme may be tested before great expenditure thereon is incurred

5-7-98

[45/899]

377

Port of Nagore, and improvements at Negapatam –

Marine DEPARTMENT.

C. Nos. 462, 467 & 732.

~~HIS EXCELLENCY THE GOVERNOR.~~

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Improvements to Negapatam port.

FOR ORDERS.

× Flag- G

In connection with the proposed Negapatam-Nagore extension of the S.I. Railway, the Presidency Port Officer was requested in G.O. 268× Marine, dated 13th April 1898 to verify the statistics given of the former trade of [illegible]e, and to ascertain and report the views on the subject of the Landing and Shipping Dues Committee at Negapatam, with special reference to the necessity for the contemplated improvements to the latter port, if the proposed Railway extension is carried out.

2. The papers read above contain the required information. It will be seen from the Presidency Port Officer's letter No. 1825/199 G., dated 3rd June 1898 that the statistics put× forward by the advocates of the port of Nagore

× Flag. A, page 6 of G.O. 331 Ry d/25-2-98, Appendix I

in

in regard to collections are very much exaggerated, and that there is at present very little prospect of a revival of trade at that port; that its superiority over Negapatam depends on the flood water brought down by the Nagore river, and that, × if this is cut off, the superiority will vanish. There is thus very little likelihood of any great diversion (to Nagore) of the trade ~~of~~ from Negapatam, which possesses greater facilities for the landing, shipping and storage of cargo.

3. The proposed improvements to Negapatam may thus be considered independently of any rivalry that may be expected on the opening of the Railway to Nagore.

4. The local merchants strongly advocate the construction of a pier at Negapatam, ~~but it would seem from the information contained in the linked file that the cost of such a structure is regarded as prohibitive~~, and that there is the further serious objection that a pier is certain to be severely damaged in stormy weather and might be wrecked. Other proposals for securing stable conditions at the river mouth are under consideration in the P.W.D, and the result might be awaited.

5. A chart of the Negapatam Harbour will be found in the P.W.D. linked file.

M.

× I am not aware that there is any prospect of this immediate or otherwise.

in the position shown in blue pencil in the accompanying sketch plan.

× 507 D., d/20th June 1898

And this was the view held by the Committee which sat in 1891, vide G.O. No 170 Marine dated 2 May 1891 - The pier was estimated to cost Rs 2,50,000 & by [illegible] the 700' long

x Flag

seeing that its 2 fathoms of water at low tide is well beyond the line of surf. There is no doubt whatever that, looking to the extreme difficulty of keeping the bar open & the river clear of silt, a pier would ~~place~~ render Negapatam independent of all such difficulties, & be the best solution of a very vexed question provided that it could withstand the heavy sea to which it will be occasionally exposed & provided that boats could work alongside it in all ordinary weather. Local merchants are confident of its success in both these points, but I cannot say that I entirely

R.S.

than that experience. The roadstead is very open & exposed to severe gales, & I consider it more than probable that the pier might at any time be wrecked, & that with anything like a sea on it would be impossible to work boats alongside it — I quite admit, however, that if we cannot secure more stable conditions in the bar & river a pier is the only alternative, & the sooner it is constructed, in the interests of this important port the better. No serious attempt has yet been made to secure the above mentioned stable conditions, & I propose to attempt this before considering the question of the pier.

5. The present state of the matter may be briefly described as

follows.

(1) The entrance to the river is impeded by a bar which is constantly shifting its position according to wind, weather & season of the year — sometimes it is favourable to navigation, sometimes it is very much the reverse.

(2) Inside the river between the mouth & landing beach silt & sand is ~~constantly~~ constantly being deposited owing to insufficiency of land or tidal water scour. This is steadily being increased.

(3) The result has been that when conditions are most unfavourable, boats have the greatest ~~[illegible]~~ difficulty

in getting in and out, & often have to wait for hours before doing so.

(4) To remedy these defects a ~~[illegible]~~ trial timber groyne in 1894 was run out from the nose of the spit (X) on the [illegible] side of the point to [illegible] E in the line, to concentrate & deepen scour in the bar. This groyne was most effective, & so long as it remained intact I understand that the conditions of entrance & exit for boats were sufficiently favourable. In Novr. last, however, this groyne was breached by a heavy sea at the point marked B & breached [illegible] in plan, the immediate result being that the whole of the [illegible] mouth of the

river from E to [illegible] [illegible] in water [illegible] up high adj. & the [illegible], & a very [illegible] at that breakthrough in the breach in the groyne. At the same time the silt in the river accumulated considerably owing to diminished scour. This state of things is well illustrated by the 2 photos attached, the one showing the breach in the groyne, & the other the state of the river above it.

(5) At this [illegible] the difficulties increased of landing & shipping & directed the renewed attention of the merchants to the necessity for a pier

(6) I inspected the port in March last in

conferring with the present P.W.O. & decided that the first thing to be done was to ~~fix~~ replace the groyne which had done so much good until it breached, with something so substantial that it might hope to survive a heavy sea. & secondly to train the rivers so that some whether of land or sea water might be concentrated sufficiently to remove the silt With these objects in view I advised estimates to be prepared for a masonry groyne in the position marked in yellow in the accompanying tracing. These estimates have now been submitted by the Ex. Engr. vide his letter No 357 W of 22 May 98 in linked file, & have received the Administrative approval in [illegible] - I have therefore forwarded the further

instructions contained in Memo 507 D of 20th inst in linked file, & I propose to await the result of these before taking any further action -

6. Meanwhile I think the fishermen may be informed that Govt is not losing sight of their interests, but intends to do all in its power to improve the facilities for landing & shipping at Negapatam. There is a grant of Rs 15000 ~~to the pres~~ available for expenditure in current year -

7. In addition to the barring of the land drift by a groyne as above described, I

think it will be necessary
to concentrate as much
tidal ebb as possible
in the river at Negapatam
to scour out the sand
& silt which is
constantly accumulating
therein. A reference to
the attached sketch
map will show that
tidal water enters the
system of canals & waterways
backwaters in the neigh-
-bourhood of Negapatam
at 2 places to the north-
east and marked A & B
in ~~bl~~ red pencil.
Scouring sluices with sliding
shutters are built at
the points C & D (marked
in red pencil) which will
allow tidal water to
enter via A & B but
will prevent its return
by the same route, &
the largely increased
volume of water

must ebb via the Nega-
-patam river as its
outlet. & should produce
sufficient scour not only to
keep the river between
mouth & landing stage
much clearer of silt
but to have a good
effect on the bar.
Col. Smart estimates the
cost of this proposal at
about Rs 70,000 - &
I propose to investigate
it as soon as the
question of the proposal
is disposed of

28-1. 80

C. No. 462
―――――
467
C. A. M.

on this file
27 apr 98

×
The complete file of papers on the subject of the Negapatam pier is with
×
C. No. 336 (P.P. Co. inspection notes) – No. 14 of put up papers. Spare copies of the required G. Os have however been put up, with the exception of G. O. 99 Mar of 24 March 1892 for which there is an extract. In this connection please also see answer to Legislative Council question XIV (b) with memo. No. 674 E of 18 Nov '97.

× copy since put up

HN
―――――
25 apr 98

W
For orders.

The Forecast Statement now in circulation contains no provision for a pier at Negapatam.

A reference has been made to the Landing & Shipping Dues Com-

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Marine (1898) Department.

CURRENT No. 462

Order

From

The Presidency Port officer,
Madras

No. 500/138 G

Dated 13 April 1898
Received } 18 do
Registered }
Enclosures 2.
Spare copies

SUBJECT,

Forwarding for favorable consideration a copy of an extract from the minutes of a meeting of the Landing and Shipping Dues Committee held at Negapatam praying that the question of providing Negapatam with a pier may be reopened and reconsidered.

0
16/4/98

-mitted thro' the PPO (No 268 Marine d/ 13 Ap 98) as to the rival claims of Nagore. Nothing can apparently be decided until a reply to this reference is received.

The proposed loan seems out of the question having in view the many other equally urgent demands for which no money is forthcoming.

C.S.

27 Ap 98

Await rep[illegible] what× Nagore - [illegible] estimates [illegible] be [illegible] [illegible] [illegible] [illegible]

W.A.S.

28th [illegible]

× Vide No 1901 C d/ 28 March 98.

9 March 98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Extract from the Minutes of a Meeting of the Landing and Shipping Dues Committee held at the Port Office Negapatam on Monday the 21st March 1898.

× × × × ×

Proposed by Mr C. R. S. Cadell that the attention of Government should be urgently drawn to the facilities for landing and shipping being provided by the French Government at Karikal. The Administrator states that a pier is to be constructed to the South and clear of, the bar at that port, and direct Railway communication is being provided between the Railway Station and the pier there. This being so there is serious danger of Karikal becoming an active Competitor for trade with Negapatam. The Committee therefore most urgently request the Government of Madras to arrange for the immediate provision of a screw pile pier at this port as planned, and unanimously recommended × by a Special Commission appointed by Government in 1891, so as to counteract the danger of the trade of Negapatam being diverted

× G.O. 175 Marine 12-5-91 para 157th report

to.

to Karikal—

Seconded by Mr Chinna Maricar Maliniar, and carried unanimously.

× × × × ×

(True Extract)

No. G/44.

Forwarded to the Presidency Port Officer, Madras for favour of early Submission to Government.

Negapatam }
22d March 1898 }

(Sd) J. P. James
Port Officer & President
L & S Dues Committee.

True Copy

H. Abbeet

Madras.
13th April 1898.

Commander, R. I. M.,
Presidency Port Officer

Ima E1
462/98

Us.

At a Special meeting of the Landing and Shipping Dues Committee held at the Port Office Negapatam on Saturday 2d April 1898

Read again extract from Minutes of the meeting held on 21st March 1898 - Copy of which was sent to the Presidency Port Officer—

Read letter from the Presidency Port Officer in reply thereto.

Resolved that the Presidency Port Officer be informed with reference to G. O. No. 99. of 24. 3. 92, the Landing & Shipping Dues Fund now consists of nearly half a lakh of rupees, whereas at the time of the report of the Special Commission held in 1891, there was only a balance of Rs 13,000— The average annual income is at present about Rs 10,500; this annual income, as recommended by the Commission could be raised by Rs 5,000 were a poll tax of one anna levied as at Tuticorin— If Government would be pleased to advance the Sum required for the construction of the Screw pile pier, the Landing and Shipping Dues Committee consider that the annual income arising from the Dues together with the cash balance

balance, would amply suffice to meet the interest on a loan of Rs 250,000 at 4 per cent. Should Government desire provision to be made for a Sinking fund the Committee suggest that a certain portion of the Tanjore District Port Fund should also be allotted to Negapatam for that purpose. Even if the expenditure on the pier is in excess of the estimate, the increased facilities would lead to an inevitable increase of income which would assure Government repayment of any sum advanced, within a reasonable time.

x estimate of the committee.
para 5, pap 1 of G.O. 175 Mar 07
2 - May '91

There is no such Fund S.S.

(True Extract)

No. G/46

Forwarded to the Presidency Port Officer with reference to His No. 500/639 P dated 29th March 1898 (urgent).

(Sd) J. P. James
Port Officer & President
L & S. Dues

(True Copy)

H. A. Street
Commander, R. I. M.,
Presidency Port Officer

Ma. E.2
662/98

Madras.
13th April 1898

M.S.

IEF SECRET

No. 500/138 G

Presidency Port Office,

Heading

Madras, 13th April 1898.

From

Commander H.A.Street, R.I.M.,
Presidency Port Officer,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
CHEPAK.

Sir,

I have the honor to forward herewith for favorable consideration a copy of an extract from the Minutes of a meeting of the Landing & Shipping Dues Committee held at Negapatam on the 21st March 1898, with reference to the facilities for landing & shipping now being provided by the French Government at Karakal, and to the prospect of Karakal becoming an active competitor for trade with Negapatam. The Committee, therefore, pray that the question of providing Negapatam with a pier may be re-opened and re-considered. The attention of the Committee having been drawn by me to G.O. No. 99, Marine, of 24th March 1892, a special Meeting to consider the points raised was held on the 2nd April 1898, and the reply of the Committee is contained in the accompanying copy of their Resolution. The Committee consider that the annual income arising from the Landing & Shipping Dues would amply suffice to meet the interest on a loan of Rs 250,000 at 4 per cent. The suggestion that a certain portion of the Tanjore District Port Fund should be allotted to Negapatam to make provision for a sinking fund cannot be entertained

x extract put up

BACK PAPERS. FURTHER PAPERS.

entertained for the reason that there is now no district port fund, and the balance of port funds of the Eastern Group is required to meet the cost of new lighthouses.

2. In my opinion a pier at Negapatam would greatly facilitate landing & shipping operations during the dry season, and Col. Pennycuick- late Secretary to Government, P.W. Department, was of the same opinion, see the joint report on the subject published with G.O. No. 175, Marine, dated 2nd May 1891, and now that the French authorities at Karakal have taken measures to improve Landing and Shipping arrangements at that port, I submit that the time has now arrived for considering what measures can be taken to help Negapatam. To meet the initial cost of a pier a loan is necessary, and unless this can be granted nothing can be done. The balance of Landing and Shipping Dues at end of March 1898 was ₨ 36,403-4-5 and the average annual income under existing rates may be taken at ₨ 6,000. A pier due could be levied if necessary under Madras Acts V of 1863 and VII of 1871.

3. The Acting Secretary to Government, Marine Department, visited Negapatam lately with me, and is fully au fait with the existing state of affairs at the port.

I have the honor to be,
Sir,
Your obedient servant,

H. Allen

Commander, R.I.M.,
Presidency Port Officer.

L. O. R. — 111

Marine (1898) Department.

CURRENT No. 467

Order

From Messrs. Adamson Mactaggart & Co
Negapatam

No.

How did this come to us?

28 4 98

It was handed over by the Chief Secretary's office. This is the usual practice

28 Ap 98

Dated 16 } April 1898
Received 19 }
Enclosures — 1
Spare copies

SUBJECT.

Screw pier for Negapatam.

~~Forwarding~~ a memorial praying for the construction of a —

vide Cho 462

Await reply to G.O. 268 Marine d/ 13 Apr 98 & Memo 150 C d/ 25 March 98 (Contra file)

+ File of this paper sent to P.W. 1 June 98

Issue remarks at above

Reminder sent 13-5-98.

462/467

Await reply

23 June 98

BACK PAPERS.

No.	Date.
268 Q	13-4-98

FURTHER PAPERS.

No.	Date.

CHIEF SECRETARY GOVERNMENT OF MADRAS
19. APR. 1898

Memorial.

Negapatam

I4th April I898

To

His Excellency

Sir Arthur Elibank Havelock G.C.S.I,G.C.M.G.

Governor of Madras

Fort St George

Respectfully Sheweth

That your Memorialists the undersigned Merchants, Traders and Others interested in the port of Negapatam approach your Excellency with their earnest prayers that your Excellency's special attention be drawn to furthering the early provision of a screw pile pier at Negapatam, as unanimously recommended in the proceedings of the Committee appointed by G.O/dated 25th February I89I No 74 Marine, to consider the difficulties then, and at present existing in the landing and shipping of goods at Negapatam.

Reference to the abovementioned Committee's deliberate and unanimous report x will remind your Excellency that the Committee stated in Paragraph I5 of their Report:-

G.O. 175 Mar. 22-5-91 para 15 of the report (in the links file)

" The one essential requirement of the port is however
" the construction of the pier, and until this is built
" no appreciable improvement can be looked for, and the
" discontent of the mercantile community both European
" and Native, the substantial nature of which is
" undeniable, will remain without redress"

Nothing has been done towards the construction of the pier required at Negapatam as recommended by the abovementioned Committee in February I89I, and your Memorialists respectfully and urgently invite your Excellency's early attention to the subject.

Your Memorialists submit that the recent opening of direct Railway communication between Peralam & Karikal, must tend to enable Karikal, a French port, to become a greater competitor for trade with Negapatam than it has hitherto been. The Railway at Karikal has already been continued from the Karikal Railway Station to a point close to the Office of the Captain of the Port at Karikal, that is to within a few yards of the River Arasalar which connects Karikal Roads with the town. From the present

present terminus of the Railway the French authorities at Karikal intend at an early date to continue the Railway line alongside the River Arasalar to the vicinity of the flagstaff at the mouth of the River, and to construct a pier there which will enable cargo to be landed or shipped direct from the Railway trucks into or out of boats. These facilities will obviously give Karikal very marked shipping and landing advantages which Negapatam does not possess. Another inducement to merchants to prefer Karikal, specially as a port of import, is that Karikal is a free port and is not affected by the Indian Tariff Act or any of the restrictions, and duties payable thereunder. The consequence is that consignees of cargo much prefer to import without restriction at Karikal (instead of at Negapatam) having to pay no duties there. Under these circumstances it is the earnest hope of your Memorialists that your Excellency will use your powerful influence to further the early construction of the screw pile pier required at Negapatam.

And your Memorialists as in duty bound will ever pray,

Adamson, Mactaggart & Co
Agents. B. I. S. N. Co. Ltd

M Ganapathy Kumar & Co
Agents A. S. N. Co. Ltd

S. Raghavadyengar
Broker

S. P. Kalimoothoopillay

R Dorisamy Naidu

A.K.G. Ahmed Thambey
for. A. K. Gulamaideen & Bros

R Srinivasa Aiengar B. A.
First Grade Pleader

467/98

CHIEF SECRETARIAT
19. APR. 1898

Negapatam 16th April 1898

The Honorable Mr. A. T. Arundel, I.C.S.
Chief Secretary Government of Madras
Ootacamund

Sir,

We have the honor to hand you herewith a Memorial from the Merchants, Traders and Others of this port relative to the proposed Screw pile pier here. K[illegible] present this Memorial to His Excellency the Gov[illegible] of Madras.

We have the honor to be,
Sir,
Your most obedient Servants
Adamson, Mactaggart

9

Marine (1898) Department.

CURRENT No. 732

From

The Presidency Port Officer,
Madras

Order

No. 1825/199 G

Dated 3d June 1898

Received } 6-6-98
Registered }

Enclosures ~~2~~ Two

Spare copies -

SUBJECT.

Communicating the views of the Landing and Shipping Dues Committee at Negapatam in respect to the port of Nagore.

BACK PAPERS.

No.	Date.
Mem. No. 277 E	d 17-5-98
No. 377 Mem.	d 13.5-98
" 268 "	d 13.4.98 & file
" 687 "	d 3-10-96
" 99 "	d 24.3.92
" 175 "	d 2.5-91

FURTHER PAPERS.

No.	Date.

At a Special Meeting of the Landing and Shipping Dues Committee held on the 23 rd May 1898, there were present:-

Messrs. J.P. James President.
----..- C.E. Crighton
___,,___C.R.S.Cadell
___,,___D.G.Mc Conechy
___,,___G.Ramasamy Pillai
___,,___N.Letchoomana Naidu
___,,___V.ChinnaMaricar Malimiar

Read Memo No: 1825/950 P dated 17th May 1898 from the Presidency Port Officer.

Proposed by Mr. C.R.S.Cadell.

Seconded by Mr. G.Ramasamy Pillai and carried unanimously.

"That this Committee being representative of the Mercantile "and Trading Community of Negapatam consider that the proposed "Railway Extension is most unlikely to interfere at all with the "trade of Negapatam. The Committee still urge the immediate "provision of the required improvements including the proposed pier at Negapatam.

(True Extract)

(S/d) J.P.James.

Port Officer & President.

Negapatam }
23- 5- 1898.}

(True Copy)

Commander,R.I.M.,
Presidency Port Officer.

mar Gen 1 / 732/98.

Statement
cleared, and the an
fro

Official year.	vessels arrived	
	Number.	Tonnag
1867 - 68	67	9226 ½
1868 - 69	54	10,582 ½
1869 - 70	78	12,994 ½
1870 - 71	59	10,746
1871 - 72	47	9260 ½
1872 - 73	90	12,371 ¾
1873 - 74	75	12,451 ½
1874 - 75	108	13,193 ¾
1875 - 76	69	10,774 ¾
1876 - 77	85	16,347 ¼
1877 - 78	159	24,105 ¾
1878 - 79	×	×
1879 - 80	×	×
1880 - 81	×	×
1881 - 82	×	×
1882 - 83	×	×
1883 - 84	[illegible]	[illegible]

Presidency Port Office,
No.1825/ 1994 Madras, 3 June 1898.

From

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
Madras,

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

In compliance with G.O., No.268, Marine, dated 13th April 1898, I have the honour to forward herewith a copy of a Resolution of the Landing and Shipping Dues Committee of Negapatam giving expression to the views on the subject referred to in the order above quoted, together with a statement showing the number and tonnage of vessels which entered and cleared at Nagore between the years 1867 and 1898 and the amount of port dues collected yearly during that period.

2. The Port Officer Negapatam in submitting this information writes as follows:—

" Regarding the statistics, the petitioners very "much exaggerate the collections. In no year did the "port dues ever reach the sum of Rupees 3,000 as stated× "by them; the largest amount collected between the years "1868-98 was in 1878-79 when it reached Rupees 1866-6-3; "During that period the Port Dues only exceeded Rupees "1000 six times. They make a similarly exaggerated state"ment as regards the Revenue collections which in no "year ever reached the sum of Rupees 50,000 as stated× by them

× para 3 of appendix
1 on page 4 of the
Railway G.O.

× — do —

"them, the greatest amount collected was in 1867-68 "when it was Rs.38,67o -8-2, the following year ~~is~~ "it being less than half that sum; and only eleven "times in that period did it exceed Rs. 10,000. Nagore "had one staple trade, and that was, betel-nuts, "which were imported direct in full cargoes in vessels "owned in the port. When the Javan and Sumatran "ports were closed against them, their trade at once "collapsed, there was no employment for their vessels, and "they had to import the betel nuts via Penang- Had there "ever been any other trade to any large amount, it is quite "reasonable to suppose that steamers would have called there, "and their not having done so is a fair proof that there was "not sufficient inducement.

x Go. 772 Mar 8/
10 Nov '9/
Fly-Q

I very much doubt whether the extension of the "Railway would interfere much with Negapatam in the Shipping "trade. Nagore has nothing to boast of except its straight "run into the sea, which will soon be stopped if the flood "water is cut off- There are no jetties, and except the "Custom House, no godowns near the landing place, and the "ground round the Custom House is mostly a swamp where it "would be impossible to stack bag cargo.

"Vested interests at Negapatam where all the "merchants have their godowns along the beach road, are much "too strong to let the trade be taken to Nagore where there "are no godowns, especially as they have good reason to expect "that the facilities for landing their cargoes here will short-"ly be increased, and I think they would require a much stronger "inducement than the present natural facilities at Nagore can "offer, to abandon this place. In my opinion the only thing "that could resurrect the trade of Nagore to any extent would "be the reopening of the Java and Sumatra ports. If the flood "water however is permanently cut off from the Nagore river, "then I think all expectation of it ever competing with

Negapatam

"Negapatam as a port may be abandoned".

3. The information required by Government was only received from the Port Officer, Negapatam, on the 28th May last.

I have the honor to be,
Sir,
Your obedient servant,

Commander, R.I.M.,
Presidency Port Officer.

Marine DEPARTMENT.

[43/509]

C. No.s. 462, 467 & 732 of 1898.

~~HIS EXCELLENCY THE GOVERNOR.~~

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Port of Nagore, and improvements at Negapatam.

~~FOR ORDERS.~~ Note by the Chief Engineer P.W. Dept

ˣFlag---G.

In connection with the proposed --- Negapatam-Nagore extension of the -- S. I. Railway, the Presidency Port Officer was requested in G.O. 268 Marine, dated 13th April 1898, to verify the statistics given of the former trade of Nagore, and to ascertain and report the views on the subject of the Landing and Shipping Dues Committee at Negapatam, with special reference to the necessity for the contemplated improvements to the latter port, if the proposed Railway extension is carried out.

2. The papers read above contain the required information. It will be seen from the Presidency Port Officer's letter No. 1825/199 G, dated 3rd June 1898 that the statistics put forward by the advocates of the port of Nagore in regard to collections are very much exaggerated, and that there is at present very little ---

prospect

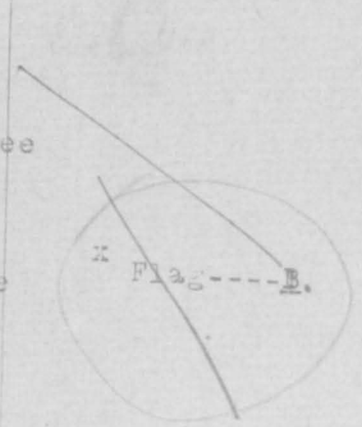
ᵃFlag----A, page 4 of G.O. 331 Ry d/25-2-98, Appendix I, para 3.

prospect of a revival of trade at that port; that its superiority over Negapatam depends on the flood water brought down by the Nagore river; and that, if this^x is cut off, the superiority will vanish. There is thus very little likelihood of any great diversion to Nagore of the trade of Negapatam, which possesses greater facilities for the landing, shipping and storage of cargo.

x I am not aware that there is any prospect of this, immediate or otherwise.

3. The proposed improvements to Negapatam may thus be considered independently of any rivalry that may be expected on the opening of the Railway to Nagore.

4. The local merchants strongly advocate the construction of a pier at Negapatam in the position shown in blue pencil on the accompanying sketch plan, and this was the view held by the Committee which sat in 1891, vide G.O. No. 175 Marine dated 2nd May 1891. The pier was estimated to cost Rs. 2,50,000 and was to be 700' long running out into 2 fathoms of water at low tide, i.e. well beyond the line of surf. There is no doubt whatever that, looking to the extreme difficulty of keeping the bar open and the river clear of silt, a pier would make Negapatam independent of all such difficulties, and be the best solution of a very vexed question, provided that it could withstand the heavy seas to which it would be occasionally exposed, and provided that boats could work alongside it in all ordinary weather. Local merchants are confident of its success on both these points, but I cannot say that I entirely share that confidence. The roadstead is very open and exposed to severe gales, and I consider it more than probable that the pier might at any time be wrecked, and that with anything like a sea on it would be impossible to work boats alongside it. I quite admit, however, that if we cannot secure more stable conditions in the bar and river, a pier is the only alternative, and the sooner it is constructed, in the interests of this important port, the better. No serious attempt has yet been made to secure the above mentioned stable conditions, & I propose to attempt this before considering the question of the pier.



Omit

5. The present state of the matter may be briefly described as follows:

(i) The entrance to the river is impeded by a bar which is constantly shifting its position according to wind, weather and season of the year. Sometimes it is favourable to navigation, sometimes prospect of a revival of trade at that port; that its superiority over Negapatam depends on the -- flood water brought down by the Nagore river; and that, if this^x is cut off, the superiority will -- vanish. There is thus very little likelihood of any great diversion to Nagore of the trade of Negapatam, which possesses greater facilities for the landing, shipping and storage of cargo.

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x Flag----B.

Omit

best

8

to be prohibitive in cost. I have therefore issued the further instructions contained in Memo. No. 507 D dated 20th June 1898 (~~in linked file~~) and I propose to await the result of these before taking any further action.

Omit

~~5. Meanwhile I think the petitioners may be informed that Government is not losing sight of their interests, but intends to do all in its power to improve the facilities for landing and shipping at Negapatam. There is a grant of Rs. 15,000 -- available for expenditure in~~ the ~~current year.~~

Omit

HW
2/7/98

6. In addition to the fixing of the sand spit by a groyne as above described, I think it will be necessary to concentrate as much tidal ebb as possible on the river at Negapatam to scour out the sand and silt which is constantly accumulating therein. A reference to the attached sketch map will show that tidal water enters the system of canals and natural backwaters in the neighbourhood of Negapatam at 2 places to the southward marked A & B in red pencil.

Now if sluices with swing shutters are built at the points C & D (marked

This seems an excellent idea
HW

was through the breach in the groyne. At the same time the silt in the -- river accumulated considerably --- owing to diminished scour. This -- state of things is well illustrated by the two photos attached, the one --- showing the breach in the groyne, and the other the state of the river -- above it.

(5) All this greatly increased the difficulties of landing and shipping and directed the renewed attention of the merchants to the necessity for a pier.

(6) I inspected the port in March -- last in company with the Presidency Port Officer, and decided that the -- first thing to be done was to replace the groyne which had done so much good until it breached, with -- something so substantial that it -- might hope to survive a heavy sea, & secondly to train the river so that scour whether of land or sea water might be concentrated sufficiently to remove the silt. With these objects in view I ordered estimates to be prepared for a masonry nose in the position marked in yellow on the accompanying tracing. These estimates have just been submitted by the -- Superintending Engineer V Circle, ~~vide his letter No. 351 W dated 23rd May 1898 in linked file,~~ and have proved to

Omit

---

sometimes it is very much the -- reverse.

(2) Inside the river between the mouth and landing ramp, silt and sand is constantly being deposited owing to insufficiency of land or tidal water scour. This is shown on the tracing annexed.

(3) The result has been that when conditions are most unfavourable, boats have the greatest difficulty in getting in ~~a~~ & out, and often have to wait for hours before doing so.

(4) To remedy these defects a trial timber groyne was run out in 1894 from the nose of the spit marked thus (x) on the tracing to the point marked X in blue, to concentrate tidal scour on the bar. This groyne was most effective, and so long as it remained intact, I understand that the conditions of entrance and exit were sufficiently favourable. In November last, however, this groyne was breached by a heavy sea at the point marked 'breached mouth' on plan, the immediate result being that the whole of the ordinary mouth of the river from X to jetty wall on North silted up high and dry, and the only exit, and a very tortuous one, at that was