No 2829c. 26.7.88.
B.No 1605W. 2.8.88.

P. W. C. No. 8247

Marine Dept
188 8.

Public Works Department.

CHIEF SECRETARY
30 JUL 88
GOVERNMENT OF MADRAS

No. 2829c.
Dated 26th
Despatched 27th } July 1888
Received 30th

R/20-8-88

Enclos. 5

(Tfle)

SUBJECT.

Forwarding for approval letter from the Supg Engr 6th Circle submitting for sanction an estimate of Rs 500 for diversion of open drain on the north to the Patam Pally Port fund

SECRETARY TO GOVERNMENT P.W. DEPARTMENT, MADRAS.

Approved & transferred to the Public works dept

by order

Assistant Secretary

CHIEF SECRETARY
24 AUG 88
GOVERNMENT OF MADRAS

R. 2707 W.d/31st August 1888

The Estimate of Rs 500 is returned to the Supdg Engineer for sanction under para 267 (a) of the P. W. Code.

2. The question of providing funds for the work as detailed below will be considered in the Financial Department

Work	500-"-"
Establishment at 23 per cent	115-"-"
Tools and Plant	8-"-"
Total	Rs 623-"-"

Work
Jobs 24/8/88 22.8.88
D 1/9
To 27 augt.
The Chief Secretary
In favor of counter initials
To The Supdg Engineer 6th Circle with 5 Enclosures
Tool Deptl
Rs 623 - 0 - 0 dated 1.8.88

B. No 1605 W Dy 21.6.88.

No. 2829 cd/26th July 1888

Forwarded for the approval of Govt. in the Marine Dept, with reference to G.O. in that Dept. No. 182 dated 7th May 1888.

John Ascott Col. R.E.
Secy. to Govt P.W.D.

[27] P.W.C. No 7056

From

The Supg Engineer
Cr Circle
Trichinopoly

To, The Chief Engineer
P.W.D
Madras

No 8337/

Dated 14th } July 1888
Despd 16th }
Recd 18:7:88

Enclo-2 (1 plan)

Forwarded for sanction an Estimate of Rs 500 for diversion of open drain on the north of the Negapatam Jetty.

Forwarded

B. 23.7.88.

No. 1605 W d/ 2-6-88

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

Camp Palni, 14th July 1888.
Dupd 16th.

No. 833 J

From J. W. Rundall Esqr. M.I.C.E.
The Superintending Engineer,
6th Circle.

To
The Chief Engineer
P. W. D.

Sir,

With reference to G.O. No. 1605 W of 2nd June/88, I have the honor to forward herewith an Estimate amounting to Rs 500 for diversion of open drain on the North of the Negapatam Jetty.

2. The rates are fair and the Estimate is recommended for sanction and allotment of funds.

I have the honor to be
Sir
Your most obedient servant.

J W Rundall
Supt. Engineer 6th Circle.

ENCLOSURES. 2.
1 Estimate with the Exec: Engrs report.
1. Survey.

1888.

P. W. DEPARTMENT.

Current No. 7056

From
The Supdg. Engineer
VI circle

ENCLOS. 4
4 plans

No. 833 J. J.
Dated 14th July 1888
Received 18 do

SUBJECT.

Submitting for sanction an Estimate amounting to Rs 500 for diversion of open drain on the North of the Negapatam Jetty.

DISPOSAL.

No. 28296 Dated 26 July 1888

Forwarded for the approval of Govt. in the Marine Dept, with reference to G.O. in that dept. No. 182 dated 7th May 1888.

(Sd) J. O. Haskard
Col. R.E.
Secy. to Govt P.W.D.

(27)

Public Works Department.

Current No. 7056

Letter No. 833 T.J.

Dated 14th July 1888

From the Supg. Engr. VI Circle

NOTE OF REMARKS.

The Estimate under review amounting to Rs 500 provides for the diversion of the Open drain on the north of the jetty at Koyalam.

This Estimate was called for in G.O. No 1605 Pr dt 2nd June 1888

The following is a Summary of the work proposed to be carried out.

1 Clearing Channel from brickwork culvert Eastward

2 Cutting a new outlet into the Sea -

B. 23.7.88.

3 Repacking apron at north end of jetty head

4 Driving down palmyrah piles on both sides of the channel

It is explained in the report accompanying Mr. Ext: that this line of drain is good up to a point 190 ft from the brick wall marked X on the Survey the level of which is given as 6.05 + M.S.L. and the new cut will start at this level having a fall of 2.35' down to the sea.

The rates are fair as far as can be checked -

Engr
4/7/88

No. 1605 W dated 2nd June 1888

Communicated to the Supdg Engineer VI Circle, who will submit with least possible delay, an estimate of the cost of the work referred to in para 1 of the Marine Department order.

S.E. VI Circle

Govt. of {1888} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 7th May 1888, No. 182.

No. 1605 W dated 2nd June 1888

MAY.

Drains at Negapatam.

Deciding that the cost of diverting the drain north of the jetty at Negapatam will be borne by Government, the Municipal Council of that town being responsible for its subsequent maintenance.

steering and in charge, a sudden rapid movement of the wheel caused the chain to ride on the barrel, and effectually stopped all steerage. She took the ground on the left bank, and though the shock was not great, her plates seem to have suffered from the coral of which the bottom is composed. A leak developed under the engine, but this was stopped by concrete and an iron plate fortunately at hand. I did not, however, consider it advisable to proceed in her, but directed Mr. Lloyd to remain in Pámban for a few days, and, if nothing more occurred, to proceed slowly to Madras. This he did, but soon after getting the boat in motion, another leak sprang under the after-boiler, and necessitated her being placed on the beach in a very secure place, where she is now waiting a careful examination of the bottom.

3. The lighthouse is in very good condition, but several complaints had reached me in Madras regarding the quality of the light, which was admitted by the Port Officer, Mr. James, to be inferior—a defect which he, in the first case, attributed to the size of the wick, and afterwards to the nature of the oil. The wick was changed and the oil sent up to Madras, where it was pronounced by the Chemical Examiner to be very superior. On inspection, we found that ignorance of the right way of trimming the wick was the real cause; it had been cut so as to form a point in the centre, and the volume of the light was diminished more than half. A lesson was administered to the keepers, and I hope to hear no more complaints. The prism is in perfect order.

4. We inspected the buildings, which had suffered in the last cyclone, and left instructions as to what portions should be repaired. The Pámban Pass itself does not seem to have silted up, but a dredge is wanted on the sand banks between Cooreesuddy and Pámban, where the currents take bends and cause obtructions. But the question of going to the great expense of providing efficient dredgers has become to a great extent dependent on the realization, or withdrawal, of the Pámban Canal project. We from time to time hear this scheme alluded to in newspapers and occasional letters, and a confident tone is assumed about it. Hon. Colonel Shaw-Stewart saw some of the trial pits bored early in 1882 by order of the Madras Government, and was able to take a very good view of the country and form an opinion on the feasibility of the canal. I also took occasion to point out to him the difficulties connected with navigation, which, in my judgment, will prove fatal to any pecuniary return; the cut itself is nothing, but the approaches on either side are formidable obstacles, and have not received the attention they will claim hereafter, if capitalists are committed to the scheme. In the *Madras Mail* of 15th March 1886, this passage occurs in a leading article dealing with Pondicherry and Monsieur Richaud, its Governor:—"Some progress in the shape of international negotiations has been made in respect to the Pámban Channel project, but neither the English nor French Government has been able to allot funds for the work out of the current year's budget."

5. So far as my inquiries have proceeded, no circular or invitation of any kind has been issued to the mercantile communities of Colombo, Madras or Calcutta, to invest money towards the capital required. The Government of Ceylon, in a letter to the Government of Madras, dated 22nd April 1885, repudiated all active interest in the concern, and though letters direct to the Government of Madras from the promoters, Messrs. Grindrod and Jenkins, relating to railroads in the extreme south of the presidency between Tuticorin, Madura and Ramnad promontory, in connection with the project, have been received, it seems difficult to believe they were written with any hope of practical results. Some opinions of Sir John Coode's have also been published, though probably not under his authority.

6. The general effect of all these communications is to throw discouragement on any effort of ours to improve or maintain the present pass at what will be great expense to port funds. If the canal is formed, it will certainly be sufficient for small vessels such as now frequent the Pámban Pass, and it will, by allowing light-draught steamers of the British India Steam Navigation Company to go through, soon destroy entirely the native trade, which now finds employment for a very good style of vessel and a large class of seafaring natives. Negapatam will be a sufferer by the change, for a steamer will take as many coolies in one trip as half-a-dozen schooners, and only pay one port due. Native merchants exhibit no disposition at present to invest in steam. They know little or nothing about it, and have a very reasonable dread of

placing their interests so completely in the hands of European Commanders and Engineers.

7. On leaving Pámban in the little *Margaret Northcote*, we passed through that portion of the channel where the proposed Lorne Harbour is situated. It is ten miles from the promontory, and the canal would be on the mainland of India, thus affording a harbour, to which railroads and other conveniences might converge; but there is no real necessity for any such harbour, and an enormous sum of money would be required to construct the breakwater to the south-west, which is now completely exposed to the force of the monsoon, and breakwater protection would also be required to protect the mouth of the canal in Palk's Bay, while similar difficulties in navigation would arise to those connected with the Rámesvaram project. It should never be forgotten that, if the latter canal was formed, it would be of no use to Southern India on account of the transhipment of cargo that would be compulsory. All merchants dread the inconvenience, the expense and the risk of this interference with their shipments, which necessitates another agency and commission, which, in these days, cannot be afforded. We discharged our native pilot at Heelakarai—a port which represents very fairly the uncertainty of trade and the fluctuations of prosperity. It was once a large and flourishing seaport, but now shows every symptom of decay. It used to maintain eighteen pilots to conduct the navigation between it and Pámban, but the demand has fallen short, and I am compelled to instruct the Port Officer at Pámban not to fill up vacancies among the pilots until the reduction of numbers to nine.

8. At Tuticorin we inspected the lighthouse on Hare Island, a very handsome column of stones, with the lamp and prisms in perfect order, as everything under Mr. Phipps' charge is found to be. The pier, which has been lengthened recently, might be well improved by the inner half having the roadway widened; it pays well enough to justify this expense, and I have instructed Mr. Phipps to send in an estimate, for submission and recommendation to Government.

9. From Tuticorin, Hon. Colonel Shaw-Stewart returned to Madras, but as the *Margaret Northcote* was not immediately required, and the coals on board belonged to the Marine Department, I thought it right to continue my inspection as far as Beypore, from which port the expected visit of His Excellency the Viceroy to Madras would compel my return.

10. Captain Phipps and I left Tuticorin in the afternoon of the 18th February, timing ourselves to arrive at night off Manapaud Point, where a small light is very much required.

11. During the day, the great Trichendore temple is a splendid land mark. It is about six miles north-east of Manapaud Point, but at night the ever-increasing growth of the dangerous shoal between the two places renders it very desirable that a light, such as the one at Tellicherry, be exhibited. The ground close to the church is of considerable elevation, probably sixty or seventy feet, so that an inexpensive turret for the light, and a room beneath for the keeper, would suffice.

12. On the morning of the 19th, we inspected the Muttum Lighthouse, and the new buildings for the establishment. Everything about the light and house was in perfect order, and would do credit to any Trinity light in England. The house and offices are advancing rapidly, and will be strong and comfortable when completed. The lightning conductor is carried down the hill to water. Proceeded at 9 A.M., and anchored that night at Quilon to give the firemen a rest, the vessel not being manned for constant work. I have already reported on the capabilities of Quilon for harbour purposes. But in the absence of trade, or promise of it, nothing can well be done. Left at 8 A.M., 20th, and entered Cochin Harbour next morning. There was a fair depth of sixteen feet water on the bar. I inspected the lighthouse and light, all in good order. The Government jetty is in need of repairs, and Mr. Winckler was ordered to send in an estimate. I sent for Mr. Pinto, the senior pilot, who has been so unfavorably reported on by Mr. Logan and Mr. Winckler with regard to his conduct on board the Barque *Cyrene*. I informed him that Government had ordered his early retirement, and advised him to send in any petition he could get supported by local authorities. This he has failed to do. He has been for several years a

constant source of trouble to the Port Officer. The previous Port Officer had been directed to send in a monthly report of his conduct and attendance, and only a short time before the *Cyrene's* accident, Mr. Winckler had applied for permission to fine him for insubordination and non-attention to orders and duty. He has a large family, and on their account I regret that I can urge nothing in his favor. The head clerk of this Cochin office has just been convicted of theft and embezzlement of Government money, and sentenced to 18 months' rigorous imprisonment, for want of proper supervision. He discovered a way of falsifying the pilot's accounts, and by altering the counterfoils, after signature of the Port Officer had been given to the bills, secured a large sum of money. How far back this robbery dates cannot be ascertained, but the late Mr. Gahan, Port Officer, and Mr. Winckler, present Port Officer, evidently allowed themselves to be hoodwinked by this clever rascal. The Cruz Milagre Gap and the town groynes are fairly well reported on, and I could see nothing in the port or harbour on which port funds could legitimately or usefully be applied.

Vide G.O., Marine, Mis. No. 170, dated 9th April 1886.

13. Went on same day to Ponáni, which place I was desirous of examining on account of some claims for jetty improvements sought to be placed on port funds. The bar is not passable for dhonies, of which class of vessel there were eight in the roads. There are three or four places for landing and shipping cargo at some distance from one another, and the attempt to unite all trade on one small jetty would seriously embarrass the trade. It is at once evident that revetment of the beach wall and protection of the most exposed portion of it is the only reason for the attempt on the general port fund. Native vessels pay a very small tonnage due, and when I recommended the extension of the Dues Act to this class of vessel, it was only that they might pay a reasonable compensation for the lighting of the coast, the charts for their guidance, and the general protection they enjoyed.

14. Same evening arrived at Beypore; the red light at that port did not show well, the colors of the glass being too opaque. I have now had that attended to, and thin, colored chimney supplied instead of glass sides to the lanthorn. The Calicut light gives a good light, and Port Officer reports the lighthouse and all appliances in good order.

ENCLOSURES.

From J. B. PENNINGTON, Esq., Collector of Tanjore, to the Master Attendant, Administrative Department, Madras, dated Vallam, 5th March 1886, No. 1433.

With reference to your D.O., dated 27th January 1886, forwarding a rough plan in connection with the proposed improvements at the port of Negapatam, I have the honor to inform you that the leading merchants and others consulted through Mr. Denison, have given no decided opinion as regards the expediency or otherwise of the improvements proposed, except that some native merchants say that such improvements are unnecessary. It appears that the Executive Engineer has given his opinion on the subject and that his letter has been forwarded to you by Mr. Denison. The sketch referred to is herewith returned.

2. The other plan alluded to in your demi-official under reference is probably the one forwarded by you to the Chairman, Municipal Council, Negapatam. His reply * is enclosed with the plan and extract from the proceedings of the councillors.

* No. 407, dated 19th February 1886.

From R. H. SHIPLEY, Esq., Chairman, Municipal Council, Negapatam, to the Master Attendant, Administrative Department, Madras, dated Negapatam, 19th February 1886, No. 407.

With reference to your letter, No. 808, dated 2nd February 1886, enclosing a rough plan on the proposed improvement to the port of Negapatam, I have the honor to forward herewith an extract from the proceedings of the municipal council, No. 32, dated 10th February 1886. The plan is returned.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, dated 10th February 1886.

* * * * *

32. Read letter from the Master Attendant, Administrative Department, Madras, forwarding a rough plan of a proposed improvement to the port of Negapatam.

The plan is so incorrect that the council are unable to submit any criticism on the proposed improvement. The council fully endorse Captain Taylor's remark that much capital has been wasted in abortive plans. They deprecate most strongly any further taxation on account of the port, as the port dues are largely in excess of the legitimate annual expenditure.

* * * *

EXTRACT from the Inspection Notes of C. H. WILKS, Esq., Executive Engineer, Negapatam Division, for the 1st February 1886.

Negapatam Harbour Works.—Captain Denison having sent a circular with a rough plan of certain improvements to the port, I inspected the place. The proposals are chiefly old ones—(1) To continue the jetty wall up to the Railway compound; (2) to divert the river so that the deep channel shall be along the new wall, *i.e.*, on the east of the river, and this it is proposed to do by means of groynes. The first is a simple matter and can be definitely estimated for, the second is very doubtful. The river is so wide that the groynes must be of great length to act with any useful result, in which case, they would be liable to be washed away in any sudden land flood. The deposit is always on the town side, because the curve on the river helps it, and the drainage from the town is all on that side, forming shoals which will require constant dredging.

I should have expected that such an important suggestion would have come through the Superintending Engineer, and after the proposed action of the municipality, it seems best to wait till the works have been inspected by His Excellency the Governor. I can give no useful opinion in a hurried manner; probably a new plan and cross sections would be necessary before any scheme could be recommended.

ORDER—dated 3rd June 1886, No. 280, Marine.

The recommendations made in paragraph 1 of the foregoing report in reference to the port of Negapatam will be referred to the Collector of Tanjore for remarks. The Government await the report called for in G.O., 5th January 1886, Mis. No. 9, regarding the dredger. It is gathered that the Master Attendant does not advocate the extension of Act III of 1885 to the port for the present. The attention of the municipality will be drawn to the Master Attendant's remarks regarding the defective system of drainage.

2. With reference to paragraph 2 of his letter, the Master Attendant will report in due course the result of the examination by Mr. Phipps of the Steam Tug *Madras*, sanctioned in G.O. of the 4th March 1886, Mis. No. 115, and will also expedite the submission of the explanations from the Commander and Engineer of the *Madras*, called for in G.O. of the 9th April 1886, Mis. No. 172.

3. The Secretary of State for India has recently been addressed in reference to the dredger required for the Pámban Pass.

4. Separate orders have already been passed in connexion with the estimate submitted for the improvement of the Tuticorin Pier.

5. The Master Attendant will take the necessary steps for the exhibition of a light at Manapaud Point.

6. With reference to the embezzlement of Government money by the head clerk in the Cochin port office, the port officer will be required to exercise a closer supervision of the work of his subordinates, so as to prevent such embezzlements in future. A copy of the magisterial proceedings in the case should be submitted for the information of Government, together with a full report as to the nature and amount of the defalcations.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" Collector of Tanjore.
" Revenue Department.
" Public Works Department.
" Financial (M.) Department.
" Accountant-General.

Exd. A. Raitt.

No. 1612 W dy 24th June 1886

Communicated to the Supdg: Engineer IV and V circles for information in continuation of G. O No. 1218 W dated 13th May 1886.

W dy J.S.I

W.

Govt. of {1886} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 3rd June 1886, No. 280.

No. 1612 W dy 24-6-86

JUNE.

Ports.

Passing orders on a report submitted by the Master Attendant of his inspection of the southern and some of the western ports of this presidency.

S.E. IV circle

S.E. V circle

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again G.O., dated 3rd June 1886, No. 280, Marine.

READ—also the following paper:—

From J. B. PENNINGTON, Esq., Collector of Tanjore, to the Chief Secretary to Government, dated Tanjore, 12th July 1886, No. 4579.

With reference to paragraph 1 of G.O., No. 280, Marine, dated 3rd June 1886, I have the honor to submit reports from the Head Assistant Collector and the Chairman of the Municipal Council, and to state that I concur with them in thinking that the Master Attendant's account of the case is entirely unsupported by anything on record, and that his manner of dealing with the subject is very much to be regretted, as being calculated only to irritate and annoy those local authorities and merchants who are most deeply interested in the prosperity of the town.

2. The only foundation that I can find for the Master Attendant's conclusion that "the natives wish nothing done" is that part of my letter to him, No. 1433, dated 5th March 1886, in which I informed him that "the leading merchants and others consulted through Mr. Dennison had given no decided opinion," but that "*some* native merchants said that *such* improvements" (as had been proposed by the Master Attendant) were "unnecessary." It is true that no one was prepared with any other scheme for the improvement of the port, but it is most unreasonable to assume from that fact that "the natives (generally) wish *nothing* done."

3. Every one agrees that the ridiculous boat basin should be filled up without delay, and the council are considering the best means of diverting the drainage which was blocked by the construction of the jetty.

ENCLOSURES.

From H. MOBERLY, Esq., Acting Head Assistant Collector, to the Collector of Tanjore, dated Negapatam, 30th June 1886, No. 872.

In reply to your endorsement, No. 4067, dated 23rd instant, on G.O., dated 3rd June 1886, No. 280, Marine, I have the honor to submit the following remarks on paragraph 1 of the Master Attendant's report, dated 15th April 1886, No. 3476.

2. Captain Taylor is wrong in saying that on the occasion of His Excellency the Governor's recent visit to this place, great stress was laid by the local European authorities as to the good that would result if they had control of the Port funds. The municipal council in their address to His Excellency suggested that the Port funds should be handed over to them. Mr. Wilks and I told them beforehand that the request was one that Government could not for a moment entertain, but they determined to include the request in the address,—with what result you know.

3. There is nothing in the enclosures to Captain Taylor's letter which warrants him in saying that the natives wish nothing done, and that the European members of the community seem only to desire the money. As a matter of fact, the European members of the community do not desire the money. There are only six Europeans in the council, and three of these are railway servants. Evidently, therefore, the request in the address presented to His Excellency could not have emanated from them alone.

4. I agree with Captain Taylor that the boat basin should be filled up. In proposing to fill up the low ground at the back of the quay, Captain Taylor has lost sight of the fact that the low land does not belong to the port, but to the municipality. As regards the proposal "to divert the town sewer and storm water clear of the quay," it has been suggested that a drain should be constructed to the north of the municipal woodyard, and the present drain be filled up; but

up to date no definite decision as to the best way of diverting the drainage, &c., from the quay has, I believe, been arrived at. It must be remembered, however, that the difficulty is entirely due to the Marine Department having built the quay across one important municipal drain, and rendered another important drain almost useless by the construction of the boat basin. In these circumstances, it is not fair for Captain Taylor to say "that the failure of works hitherto attempted was due partly to the entire absence of any intelligent method of drainage by the municipality." Parts of this town lie below the level of the sea, and, until some one can show how water can flow naturally up hill, it is clear that those parts of the town cannot be drained except by pumping; and the council cannot go to that expense.

5. What is wanted is a deep channel on the *town* side of the river and a quay extending from the bar right away to the railway compound. Mr. Cockburn is here now engaged in examining the hitherto useless and unworkable dredger; and it is to be sincerely hoped that he will put it into thorough working order. Whether this dredger will, when in order, be able to keep open a deep channel on the town side of the river, time will show. Meanwhile I must ask you not to allow Government to be misled by Captain Taylor's unfounded remark that "the *native merchants*, who conduct by far the largest portion of the export and import business, do not desire any changes." Mr. Ganapathy Pillay was one of those who wanted the management of the Port funds to be handed over to the municipal council, and I have heard him complain about the condition of the harbour; and as he is one of the largest export merchants in the place, it is clear that Captain Taylor's sweeping remark is not quite accurate.

From the Chairman of the Municipal Council, Negapatam, to the Collector of Tanjore (through the Divisional officer), dated Negapatam, 3rd July 1886, No. 220.

The municipal council at their meeting of the 30th ultimo passed a resolution in reference to G.O., No. 280, dated 3rd June 1886, copy of which (extract No. 15, dated 30th June 1886,) is enclosed. As resolved in the above resolution, I have also enclosed an extract from their proceedings, No. 2, dated 4th November 1885.

2. I request that the above resolutions be forwarded to Government for their information.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, dated 30th June 1886.

* * * * *

15. Read G.O., No. 280, dated 3rd June 1886, passing orders on a report submitted by the Master Attendant of Madras of his inspection of Negapatam port, &c.

Resolution.—The council must protest strongly against the remarks made by Captain Taylor. As regards the inspection, all that need be said is that Captain Taylor and Colonel Shaw-Stewart arrived at Negapatam at 1-30 A.M., and a few hours later were on board steaming away from the port, which they consider to be one of the most unhealthy in the Presidency. The council regret to find that the Master Attendant has drawn largely on his imagination for his facts. They and the native merchants of the place have persistently demanded that improvements to the harbour should be carried out, and there is nothing in the enclosures to Captain Taylor's letter which warranted him in remarking that the European members of the community only seem to wish that the Port funds should be handed over to them, and that the native merchants, who conduct by far the largest portion of the export and import business, do not desire any improvements to the port. The council observe that the attempt to obtain the opinion of the native mercantile community proved fruitless, and that this was natural, considering that they were not consulted by the proper authorities. As regards the charges made against the council of the entire absence of any intelligence in their scheme for draining the town, they need only draw attention to their Resolution, No. 2, dated 4th November 1885, copy of which will be forwarded to Government for information.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, dated 4th November 1885.

* * * * *

2. Read endorsement, No. 709, 23rd September 1885, from the Collector of Tanjore, on Proceedings of the Madras Government, Mis. No. 531, 18th September 1885, about the drainage of the foreshore at Negapatam.

Resolution.—The council admit that drainage is being done to the present jetty, but they deny that it is owing to the want of municipal drainage. The damage is due partly to the construction of the return wall of the jetty across the drainage channel, and partly to the deposit of spoil (taken from the boat basin) at the back of the jetty, thus obstructing the flow of storm water into the drain situated near the light-house. The council resolve that Mr. Bruce be requested to confer with the Executive Engineer on the subject, and that an estimate be prepared for the cost of improving the foreshore and submitted to Government with a history of the whole case for orders.

* * * * *

ORDER—dated 2nd August 1886, No. 425, Marine.

The foregoing letter, with enclosures, will be communicated to the Port Officer, Madras.

2. The Port Officer's proposal that the boat basin be filled up is approved by the local authorities and will now be carried out. The low land to the back of the quay, which it was also proposed to fill up, belongs, it is noted, to the municipality.

3. With reference to the proceedings of the municipal council of the 30th June 1886, in which it is stated that the council and the native community are alike anxious to see the harbour improved, the Government observe that, in his letter of 13th October 1885, recorded in Proceedings of Government of the 6th November 1885, No. 474, the Port Officer, Madras, has clearly pointed out the impossibility of carrying out "improvements on a scale which the growing importance of the port demands" until Act III of 1885 is introduced.

4. The Government trust that the diversion of the drainage from the quay will be carried out by the municipality at an early date.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Port Officer, Madras.
" Collector of Tanjore.
" Public Works Department.
" Financial (M.) Department.
" Accountant-General.

Exd. A. Raitt.

No 2172 W dt 27-8-86

Communicated to the Suptg Engineer VI Circle for information; in continuation of G.O. No 1612 W dt 24th June 1886, and for report with respect to the order to fill up the boat basin.

Dat 2nd W.

Suptg Engr VI C

Govt. of {1886} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 2nd August 1886, No. 425.

No 2172 W dt 27-8-86

AUGUST.

Port of Negapatam.

Communicating, with remarks, to the Port Officer, Madras, a letter and its enclosures from the Collector of Tanjore containing the remarks of the Head Assistant Collector and the Chairman of the Municipal Council, Negapatam, on Captain Taylor's report to Government of his inspection of the —.

With order

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Lieutenant-Colonel J. PENNYCUICK, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Tanjore, 7th May 1887, No. 247-T.J.

With reference to G.O., No. 2172 W., dated 27th August 1886, I have the honor to forward for your sanction two estimates, one amounting to Rs. 2,284 for filling in the boat basin at Negapatam, and another amounting to Rs. 2,800 for diverting the main town drain at Negapatam.

Two estimates with duplicate abstract estimates. One plan.

2. The Municipal Council have resolved that the main drain must be reformed in its original line straight through the basin. The Executive Engineer recommends a covered drain, as the open drain proposed by his predecessor would take up a great deal of space and cause an obstruction to traffic. In this opinion I concur, and the estimate therefore provides for a covered drain. The old outlet of the drain is to be filled up level with the road, as all available space is wanted here, and this space, moreover, if not filled up, will remain a standing nuisance, as it is freely used as a latrine.

3. The concrete blocks taken out from the boat basin are proposed to be used as a rough apron along the outer face of the basin.

No. 143-D.

Forwarded for the approval of Government in the Marine Department, with reference to order in that department, No. 425, dated 2nd August 1886.

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

23*rd May* 1887.

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 14th June 1887, No. 5082.

With reference to the letter from the Superintending Engineer, VI Circle, No. 247 T.J., dated 7th ultimo, forwarding two estimates—one for filling in the boat basin at Negapatam, amounting to Rs. (2,284) two thousand two hundred and eighty-four, and the other for diverting the main town drain at that port for Rs. (2,800) two thousand and eight hundred—I have the honor to recommend the first for sanction, but as to the second, connected with the drainage, I would respectfully observe that it is a work belonging to the municipality.

2. In the proceedings of the Municipal Council, Negapatam, dated November 4th, 1885, it is recorded as follows: "The council resolve that Mr. Bruce be requested to confer with the Executive Engineer on the subject, and that an estimate be prepared for the cost of improving the foreshore, and submitted to Government, with a history of the whole case, for orders." The Government, in G.O., No. 425, Marine, dated 2nd August 1886, wherein the above is recorded, state that they trust "the diversion of the drainage from the quay will be carried out by the municipality at an early date." In the last inspection report of the Chief Engineer, Public Works Department, recorded in G.O., Nos. 160, 161, Marine, dated 14th April last, under the head of Jetty, Negapatam, it is mentioned that "an officer having been placed at the disposal of the Negapatam Municipality to draw up a scheme for water-supply and

drainage, it is hoped that his proposal will enable the vexed question of the discharge of the town drainage into the sea clear of the jetty may shortly be settled. At present, it must apparently all flow down the ramp used for landing cargo—a very objectionable arrangement."

3. Under the above circumstances, I beg to submit that the charge should be borne, and the work executed, by the Negapatam Municipality.

Petition from Messrs. ADAMSON, MACTAGGART and Co., Agents, British India and Nederlands India Steam Companies, and other Merchants and Inhabitants of Negapatam, to the Chief Secretary to Government, dated Negapatam, 14th April 1887.

We have the honor to address you on the subject of improvements to the port of Negapatam, and to claim for the matter your most careful attention.

2. The value of exports and imports for the two official years ending 1886 have been as follows:—

		Rs.
Value of exports,	1884-85	48,36,207
Do.	1885-86	63,36,216
Value of imports,	1884-85	60,57,608
Do.	1885-86	48,04,072

while the passenger traffic from and to Burmah and the Straits Settements now assumes large proportions, there having been landed here during the two years ending 31st March 1886 over 40,000 passengers, while the shipments for the same period have amounted to over 53,000 souls.

3. The present state of the harbour and port is deplorable, the mouth of the river being silted up, and boats are only able to go out to steamers at high water, and even then with the greatest difficulty.

4. A dredger was placed here in July 1884, for the purpose, it is supposed, of keeping the entrance to the river, and the river itself, free from silt, to enable boats to proceed to steamers at all states of the tide, but we regret to state that the machine has never done a day's work, having from the first proved an utter failure, and after several unsuccessful attempts to make it work, it was laid aside some distance up the river, and there it has remained since.

5. In this useless and disgraceful state, we believe it has been costing Government Rs. 120 monthly for wages of men in charge.

6. Some eight months ago, Government sent an expert on dredgers (Mr. Cockburn) to submit plans and specifications for putting the dredger in working order, but although these have now been before Government for six months, nothing has been done to remedy the evil.

7. In 1883 the river wall was lengthened and a large boat basin for loading boats built opposite the Master Attendant's office at an expense of over Rs. 20,000, but the boat basin, like the dredger, turned out a miserable failure, proving utterly incapable of fulfilling the wants it was intended to supply, and now, it is sad to state, the work is rapidly breaking up and the whole going to wreck and ruin.

8. The expense connected with the dredger and boat basin has been a shameful waste of public funds, and although Government, no doubt, intended good results, the above facts clearly show that, in place of having our trade and port improved, the opposite has been the case, and we are now at the moment in a far worse condition and plight than we were previous to the building of the boat basin and lengthening of the river wall.

9. About a year ago, orders were given to the Executive Engineer to have the boat basin filled up, but this has not yet been done, although we understand several estimates at different times have been submitted to Government.

10. There is no getting over the fact that matters connected with this port have for years been mismanaged and neglected by those whose duty it has been to look after them, and if Negapatam is to hold its own as the principal port in Southern India

—which we doubt not it can do if properly attended to and its wants supplied by Government—the present pitiable state of affairs must be looked into, and ways and means provided to get us over our difficulties. The extra expense caused to shippers is enormous.

11. We have now, over and above our regular weekly steamers to Bombay and Calcutta, a regular weekly line to Rangoon *via* Northern ports, and a weekly line to the Straits Settlements, and there are many extra steamers calling which are not on the regular lines. The native craft plying between here and Ceylon are innumerable.

12. We hopefully look forward to Negapatam (already a terminus of the South Indian Railway) becoming in the near future a place of first importance, and with the opening of the new railway traversing the rich and fertile rice country from Máyavaram to Tiruvalúr, and thence on to Mutupet, our exports will largely increase.

13. With a view, then, to provide satisfactorily for the wants of the already large and steadily-increasing traffic of the port, we would respectfully submit—

(1) That the dredger be at once put in thorough working order, or a new one supplied, which would be a far better course, and be kept continually working, so as to keep the bar at all times clear, and a proper depth of water in the river.
(2) That a *young*, *competent*, *energetic* person be placed in charge.
(3) That in the meantime till the old dredger is repaired, or a new one supplied, large gangs of coolies be employed to remove the silt from the river and bar.
(4) That the boat basin not being required, or a thing desired by the shippers, be filled up, and that the work be immediately proceeded with. Coolies could be employed for this purpose when low water in the river, using mamooties and baskets to remove the silt, which could be utilised for filling up the basin.
(5) That after the boat basin has been filled up, the space be handed over to the municipality.
(6) That the town drain, which formerly ran through where the basin now is, be restored to its original straight course into the river, and covered over throughout.
(7) That the present quay wall, which is fast getting into disrepair, be put in thorough condition at once, and the wall extended right up to the railway boundary. This is of the utmost importance for the loading and discharging of boats.
(8) That Government instruct the Public Works Department to remove the rubbish and broken-down remains of an old building near the boat basin. The rubbish could be utilised for filling up the basin, and the ground, which is no use to Government, might be handed over to the municipality.
(9) With the boat basin filled in and the ground handed over to the municipality as suggested above, improvements could be made in the way of erecting substantial sheds for the storing of grain, and for having the railway extended right down to the end of the jetty wall.
(10) That the whole sum at the credit of the Port Fund be expended on permanent improvements to the harbour.

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 16th June 1887, No. 5217.

In returning the accompanying petition from the inhabitants of Negapatam, forwarded for report under endorsement, dated 14th May 1887, I have the honor to submit the following remarks and explanations.

2. In paragraph 5 of their complaint the petitioners deplore the present state of the harbour and port. By harbour I presume the river is meant, and I can only state that neither the Port Officer, nor the Chief Engineer, Public Works Department, make any remarks regarding the bar of the river, or the difficulty attendant on boat traffic to and from the shipping, in their last tour reports.

3. In regard to paragraphs 5, 6 and 7, I would state that estimates have been submitted to Government for the alteration and fittings of the Bruce's Patent Dredger at Negapatam with this office letter, No. 4744, dated 1st instant.

4. In regard to the petitioners' remarks about the boat basin, which is referred to in the Port Officer's tour report, I may state that an estimate for the work was called for some time back, and the same has been submitted to Government for sanction, with this office letter, No. 5082, dated 14th instant.

5. The petitioners conclude with several suggestions for the improvement of the port and river. The Collector of Tanjore will doubtless report on all these suggestions, but in that numbered 7, it is stated that the present quay wall should be put into good condition and extended right up to the railway boundary, in regard to which I would explain that an estimate for the repair of the jetty or quay wall, but not for its extension, has been submitted to Government, with this office letter, No. 4786, dated 2nd instant.

6. In suggestion numbered 8 reference is made to an old building to be demolished, and the debris utilised for filling up the boat basin. This I presume is the building referred to in G.O., Marine, No. 128, dated 24th March 1887, and, if so, I see no reason why it should not be demolished as suggested, sanction for the same having been accorded by Government.

From E. GIBSON, Esq., Acting Collector of Tanjore, to the Chief Secretary to Government, dated Vallam, 16th June 1887, No. 324.

In returning the enclosed petition, No. 318 of 1887, dated 14th May, I have the honor to report that, from inquiries made, it appears the petitioners have good reason to complain of the present state of the port of Negapatam, and that the suggestions which they make for its improvement are generally worthy of consideration.

2. The petitioners' proposals relate to the improvement of the harbour itself and of the railway communication with it.

3. Those relating to the harbour are—

(*a*) That the dredger be put into working order and a competent person put in charge thereof.
(*b*) That the boat basin having proved a failure, be filled up.
(*c*) That the building site thus created be handed over to the municipality.
(*d*) That the quay wall be repaired and extended to the railway boundary.

4. As regards (*a*) the improvements required to the dredger, it appears that the matter is before Government, I presume, in the Marine Department. The dredger, when repaired, might be entrusted to the care of the Port Officer. Meanwhile, as the monsoon is coming on, it is not now necessary to employ manual labor to clear the boat channel. The filling up of the basin (*b*) was sanctioned by Government in G.O., dated 2nd August 1886, No. 425, Marine. Nothing whatever would be gained by (*c*) transferring the site to the municipality, but (*d*) the extension of the quay wall seems to be a desirable improvement.

5. That the extension of the line of rail to the end of the jetty wall would be a great advantage requires no proof. I venture to suggest that the matter be referred for the opinion of the Consulting Engineer for Railways.

6. The alteration in the course of the town drain is a subsidiary matter, and the adoption of the suggestions of the memorialists must depend upon the filling up of the basin which was commended to the attention of the municipal council in the Government order mentioned above.

7. The request contained in the final sentence of the petition I leave for the consideration of Government. The port of Negapatam is an important one, its present condition is not satisfactory and improvement is called for. I would suggest that a competent officer should be instructed to visit the place and report generally what improvements are needed.

8. I enclose letters from the Head Assistant Collector and the Port Officer.

Order—dated 1st August 1887, No. 350, Marine.

The first of the papers read above contains a petition from the Agents of certain Steamer Companies and other inhabitants of Negapatam complaining of the present condition of that port, and making certain suggestions for its improvement.

2. The petitioners propose—

(*a*) That the dredger be put in thorough working order (or a new one supplied) and placed in charge of a competent officer.
(*b*) That pending the repair of the dredger, or supply of a new one, coolies be employed to remove the silt from the river and bar.
(*c*) That the boat basin be filled up, and the site thus obtained made over to the municipality.
(*d*) That the town drain be restored to its original straight course to the river.
(*e*) That the quay wall be repaired and extended to the Railway boundary.
(*f*) That the remains of the old building near the boat basin be removed and utilized in filling up the basin.
(*g*) That the whole sum at the credit of the Negapatam Port Fund be expended on permanent improvements to the port.
(*h*) The memorialists finally remark that with the boat basin filled in and the land made over to the municipality, further improvements could be made by erecting sheds for grain, and extending the Railway to the end of the jetty wall.

3. These proposals having, together with the observations made thereon by the Collector of Tanjore and the Port Officer, Madras, been carefully considered by His Excellency the Governor in Council, will now be dealt with *seriatim*.

(*a*) *Dredger.*—(1) The memorialists will be informed that the Port Officer, Madras, is in communication with Mr. Cockburn regarding the repair of the dredger, and that the delay they complain of is due to a change of plan by the latter officer and to his absence on other duty at Cocanada. The final plans and estimates have now, however, been received from the Port Officer, Madras, and will be separately disposed of without delay. The Port Officer will report the amount of expenditure on establishment and other charges connected with the dredger during the time that it has been laid up.

The Port Officer, Negapatam, will have charge of the dredger after its repair.

(*b*) *Removal of Silt from the Bar and River.*—The Government agree with the Collector that now that monsoon weather has set in the employment of coolies for this purpose would not be desirable. But if the dredger, after its repair, should again fail, cooly labor paid from Port funds should be regularly employed every hot weather.

(*c*) *and* (*d*). *Boat Basin and Town Drain.*—The estimate (amounting to Rs. 2,284) for filling in the boat basin submitted by the Public Works Department is sanctioned, the cost being met from Port funds. The work should be carried out in concert with the municipal authorities who propose to build a covered drain right through the site of the basin.* The Public Works Department estimate for the drain will be forwarded to the Chairman of the Municipal Council.

* Superintending Engineer's letter, 7th May 1887, No. 247-T. J.

The Government are not prepared to make over the basin site to the municipality.

(*e*) *Repair and Extension of the Quay Wall.*—The Government have recently sanctioned † two estimates from Port funds for repairs to the jetty and jetty wall. The question of the prolongation of the wall to the Railway boundary will be referred for the opinion of the Consulting Engineer for Railways, who will also report as to the extension of the Railway proposed by the memorialists [paragraph 2 (*h*) above] and recommended by the Collector.

† G.O., 2nd March 1887, Mis. No. 87.
„ 16th June „ „ „ 256.

(*f*) *Removal of an old Building near the Boat Basin.*—Orders * have already been issued in the Public Works Department for the demolition of a store-shed near the basin which appears to be the building referred to. The petitioners' request, that the materials should be utilized in filling up the basin, will be referred to the Public Works Department for consideration.

* Dated 15th March 1887, No. 810 W.

(*g*) *Appropriation of the sum to the credit of Negapatam Port Funds for permanent improvements to the Port.*—The memorialists will be requested to explain what they mean by "permanent improvements," and what improvements of this nature they consider practicable. The Government admit that the present state of the port is most unsatisfactory, and that the complaints of the memorialists in this respect are fully justified. Unfortunately the measures attempted for its improvement, such as the construction of the boat basin, have been found productive of more harm than good, and the Government doubt whether, beyond affording additional facilities for the loading and unloading of boats, any real improvement can be effected except at prohibitive expense. But it is observed that on the 31st March 1886 the Negapatam Port fund had a balance of Rs. 72,000 to its credit, and after deducting a sufficient reserve to meet ordinary contingencies and working expenses, this sum ought to be sufficient to provide the improved accommodation for boats above referred to, as well as any other minor repairs that the port requires. The Port Officer will, without further delay, submit, after consultation with the Executive Engineer and the Municipal Council, a full and complete scheme for effecting such improvements to the port as may be practicable, and unless these are shown to be beyond the resources of the Port fund, there need be no question of introducing Act III of 1885.

(True Extract.)

H. E. STOKES,
Ag. Chief Secretary.

To the Memorialists.
" Collector of Tanjore.
" Port Officer, Madras.
" Public Works Department, with plan and estimate.
" Local and Municipal Department, with an estimate.
" Accountant-General.
" Revenue Department.

Exd. T. O'Connor

Govt. of {1887} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 1st August 1887, No. 350.

AUGUST.

Negapatam Port.

Passing orders on petition from Agents of certain Steamer Companies and other inhabitants of Negapatam suggesting certain improvements to the port.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

Office note from the Joint Secretary to Government, Public Works Department, Railway Branch, dated Madras, 30th May 1887, No. $\frac{1812\ C.}{A.}$

With reference to the remark embodied in Proceedings of Government, Nos. 160, 161, Marine, dated 14th April 1887, under head "Negapatam jetty," page 8—

"Captain Taylor's proposal to extend this face wall along the railway premises seems a good one, but it is understood the Railway authorities object to this."

The undersigned has the honor to invite attention to the memorandum, No. $262\frac{1}{2}$, dated 3rd September 1885, to the address of the Chief Engineer, Public Works Department, from the Consulting Engineer for Railways. The Railway Company, as far as he is aware, do not in any way object to the extension of the wharf wall in front of their premises, but they do not consider that the pecuniary advantage they would gain warrants their paying for it.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

Proceedings, Marine Department, dated 1st August 1887, No. 350.

ORDER—dated 12th September 1887, No. 2449 W., Public Works.

Communicated to the Superintending Engineer, VI Circle.

2. The sanction accorded in the Marine Department (paragraph 3 *c*) to the estimate of Rs. 2,284 for filling in the boat basin has been registered as Local No. 24 W. of 1887-88. Funds for the work were provided in G.O., No. 1699 W., dated 24th June 1887, Public Works, and No. 917,* dated 18th August 1887, Financial.

* G.O., No. 2354 W., dated 2nd September 1887.

3. With respect to the proposal to construct a covered drain through the site of the basin, the estimate for which has been forwarded to the Municipal Council, it is observed that, in his letter No. 7029, dated 6th August 1887, the Port Officer, Madras, stated that the marine works in connection with the basin could not be properly carried out without the drain, and funds for the work were accordingly allotted in G.O., No. 917,† dated 18th August 1887. The estimate should therefore be recalled and forwarded to the Public Works Department for execution, leaving the final incidence of the cost to be settled hereafter. The plan of the proposed drain has been transferred to this department with G.O., dated 1st August 1887, No. 350, Marine.

† G.O., No. 2354 W., dated 2nd September 1887.

4. With reference to paragraph 3 (*e*) of the order in the Marine Department, it is observed that the Consulting Engineer for Railways has already stated that the South Indian Railway Company have no objection to the prolongation of the quay wall in front of their premises, but that they object to pay for the work. The prolongation of the wall to the railway boundary is a work outside the railway premises, and as it has been approved by the Chief Engineer and the Port Officer in the notes recorded in G.O., dated 14th April 1887, No. 160, Marine, it may be carried out without reference to the Railway authorities. It is observed that the estimate for filling in the boat basin provides for revetting the jetty wall and Caduveyar left bank to a length of 376 feet, but it is not understood whether this revetment is intended to take the place of a jetty wall.

5. The proposals of the memorialists that the railway should be extended to the end of the jetty wall will be referred to the Consulting Engineer for consideration and report.

6. The attention of the Superintending Engineer will be drawn to the suggestion that the materials of the old store shed, the demolition of which was sanctioned in G.O., No. 810 W., dated 15th March 1887, should be utilised in filling up the boat basin.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, VI Circle, with two enclosures.
" Consulting Engineer for Railways.
" Marine Department.
" Examiner, Public Works Accounts, with duplicate abstract estimate.

Exd. J. Moses.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated September, 12th.

Recd. *Encl.*

G.O., 12th Sept. 1887, No. 2449 W.

SEPTEMBER.

Negapatam Port

Orders on Proceedings of the Marine Department passing orders on petition from Agents of certain Steamer Companies and other inhabitants of Negapatam suggesting certain improvements to the port.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from J. W. RUNDALL, Esq., M. Inst., C.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 9th January 1888, No. 1814 T.J. :—

With reference to your memorandum, No. 4563 C., dated 9th ultimo, ordering that the estimate for the proposed diversion of the main drain at Negapatam should be submitted for the sanction of Government, I have the honor to forward the plan and estimate, with duplicate abstract, amounting to Rs. 2,900, for the proposed diversion of the main town drain at Negapatam for the sanction of Government.

ORDER—dated 7th February 1888, No. 436 W., Public Works.

The estimate, amounting to Rs. 2,900, for the diversion of the main town drain at Negapatam, is sanctioned.

2. The necessary provision of funds for the work was made in G.O., No. 2354 W., dated 2nd September 1887.

3. This sanction has been registered as Excluded Local, No. 43 W. of 1887-88, and classified as Miscellaneous Public Improvements, Repairs.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, VI Circle, with three enclosures.
„ Examiner, Public Works Accounts, with the duplicate abstract estimate.
„ Marine Department.
„ Local and Municipal Department.

Exd. A. Aubert.
Sp are Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated February, 7th.

Recd. *Encl.*

G.O., 7th Feb. 1888, No. 436 W.

FEBRUARY.

Diversion of the main town drain at Negapatam

Estimate for the —, sanctioned.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers:—

G.O., dated 24th December 1886, Mis. No. 706, Marine.

Read—the following papers:—

From M.R.Ry. P. RATNASABAPATHY PILLAI Avergal, Rai Bahadur, Chairman, Municipal Council, Negapatam, to the Chief Secretary to Government (through the Head Assistant Collector of Tanjore), dated Negapatam, 4th November 1886, No. 591.

With reference to G.O., dated 2nd August 1886, No. 425, Marine, paragraph 4, on the question of diverting the drainage from the quay on the foreshore near the jetty wall at Negapatam, I have the honor to enclose an extract from the Proceedings of the Municipal Council, Negapatam, dated 30th October last, and a copy of letter, dated 9th October 1886, No. 2748, from the Executive Engineer, Negapatam Division, for revised orders by Government.

ENCLOSURES.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, dated 30th October 1886.

Present.

1. M.R.Ry. P. Ratnasabapathy Pillai Avergal, Rai Bahadur, Chairman.
2. Frank Oliver, Esq.
3. G. H. W. Tremenheere, Esq.
4. W. H. Findlay, Esq., M.A.
5. H. A. Henderson, Esq.
6. M.R.Ry. N. P. Subramania Iyer Avergal, Rao Sahib.
7. Do. R Streenivasa Iyengar Avergal, Rao Sahib.
8. Do. S. A. Ananthanarayana Iyer Avergal, Rao Sahib.
9. Do. Balakristna Naidu Garu, Rao Sahib.
10. Do. P. Venkatasami Raju Garu of Kandy, Rao Sahib.
11. Do. V. Chinna Maricar Malumiar Avergal, Khan Sahib.
12. C. H. Wilks, Esq.

1. Read letter from the Executive Engineer on the question of diverting the drainage on the foreshore near the jetty wall at Negapatam in reference to G.O., dated 2nd August 1886, No. 425, Marine, and the resolution of the Council thereon, dated 8th September 1886, No. 1. —Read also G.O., dated 2nd August 1886, No. 425, Marine, to the effect that the diversion of the drainage from the quay will be carried out by the municipality at an early date.

Resolution.—The extension of the jetty wall lately by the Public Works Department has obstructed the existing drainage. The Council are fully alive to the necessity of diverting the drainage from the quay. But they are of opinion that the cost of the diversion ought to be borne by the Public Works Department. The Council, therefore, resolve to submit the matter to Government for reconsideration.

* * * *

From C. H. WILKS, Esq., Executive Engineer, Negapatam Division, to the Chairman, Municipal Council, Negapatam, dated Negapatam, 9th October 1886, No. 2748.

In reference to your No. 265, of 13th September 1886, I have the honor to report as follows.

2. It is necessary to state first that the drainage in question has for many years given great trouble, and various plans were proposed to improve it. I have searched the old records and plans and it is clear that the wood yard which seems to increase the difficulty is only of modern

date. The idea of draining the water off to the north was constantly put forward and the only difficulty which existed, I think, was that with which we have now to deal, *i.e.*, the frequent silting up of the mouth when the monsoon changes and consequently the necessity for opening up the channels occasionally.

3. To avoid this there seems to have been a strong desire on the part of some of the councillors to turn it through the jetty wall by means of a vent.

4. A very small area might be drained in this way, but the quantity of water and stuff that comes down from the town on the west of the beach road would require far too large a vent, in fact several, and would form a new shoal in the already much silted-up waterway.

5. In 1883-84 I proposed to carry off the drainage by cutting a channel to the north into the sea and closing the one now used. It was finally agreed to by the municipality on condition that funds were provided by Government.

6. This was not accepted either by the Marine or Public Works Department; so nothing was done, and every year the end of the jetty for 100 feet or more is laid bare and in danger of being carried away owing to excessive land floods. The amount of this estimate is Rs. 260.

7. An alternative plan was proposed by Mr. Bruce and myself and an estimate and survey prepared; in this it was proposed to cut a channel directly through the wood yard in continuation of the north-east drain. The amount of this estimate was Rs. 600.

8. If objection is made to both of these channels, one other course remains. This plan is to divert the end of the drain now in existence, as shown in plan III, and to revet the sand with the old blocks taken out of the boat basin.

9. If Government will agree to give up the blocks for this the estimate will be Rs. 500.

10. It will here be noted that in all three cases the mouth of the drain is liable to be silted up every year and a small sum will be necessary to open it when required. I am inclined to recommend that the first proposal be carried out.

No. 762.

Forwarded.

VALLUM, (Signed) E. GIBSON,
8th November 1886. *Acting Collector.*

From J. H. TAYLOR, Esq., Lieut., R.N.R., Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 3rd December 1886, No. 11315.

I have the honor to return the papers received with endorsement No. 1954-C, dated 26th November 1886, and to state that the old concrete blocks taken out of the boat basin cannot be given over for the drainage work at Negapatam, as they will be required for the revetment of the river bank; but Colonel Hasted and myself will visit the port in January, when the annual inspection of ports will be carried out, and we will then decide if some joint arrangement can be made for strengthening the jetty, as also for assisting the drainage scheme. I would suggest, therefore, that the papers be allowed to lie over till a report is received on the above.

Order—dated 24th December 1886, Mis. No. 706, Marine.

The Port Officer's suggestion is approved.

(True Extract.)

(Signed) H. E. STOKES,
Ag. Chief Secretary.

To the Port Officer, Madras.
„ Chairman, Municipal Council, Negapatam.

G.O., dated 14th September 1887, Mis. No. 418, Marine.

Read—the following letter from M.R.Ry. P. RATNASABAPATHY PILLAI Avergal, Rai Bahadur, Chairman, Municipal Council, Negapatam, to the Chief Secretary to Government (through the Divisional Officer and the Collector of Tanjore), dated Negapatam, 1st August 1887, No. 361:—

I have the honor to request that Government will be pleased to pass early orders on this office letter, dated 4th November 1886, No. 591, regarding the cost of the diversion of the drainage of this town.

2. Government in their Order, dated 2nd August 1886, No. 425, Marine, directed that the diversion of the said drainage should be carried out by the municipality, and the Council thereupon resolved to request Government to reconsider the matter as the extension of the jetty wall by the Public Works Department has obstructed the existing drainage, and as therefore the cost of diversion of the same should be borne by the Public Works Department.

3. The matter was accordingly submitted for revised orders of Government in this office letter referred to above, and no orders have been received.

4. I now beg to state that the work is an emergent one, as a single shower of rain inundates the whole of the beach lands.

Forwarded to the Collector for transmission to Government.

(Signed) R. MORRIS,
2nd August 1887. *Ag. Hd. Asst. Collector.*

No. 437, Financial.

Forwarded.

VALLUM, (Signed) E. GIBSON,
4th August 1887. *Acting Collector.*

Order—dated 14th September 1887, Mis. No. 418, Marine.

The Council are referred to G.O., 1st August 1887, No. 350.

(True Extract.)

(Signed) H. E. STOKES,
Chief Secretary.

To the Municipal Council, Negapatam, through the Local and Municipal Department.

READ—also the following papers:—

From M.R.Ry. P. RATNASABAPATHY PILLAI Avergal, Rai Bahadur, Chairman, Municipal Council, Negapatam, to the Chief Secretary to Government (through the Collector and Divisional Officer of Tanjore), dated Negapatam, 19th October 1887, No. 544.

I beg to acknowledge the receipt of the G.O., dated 14th September 1887, No. 418, Marine, passing orders on this office communications, dated 4th November 1886, No. 591, and 1st August 1887, No. 361, on the subject of the diversion of the foreshore drainage from the quay of the port of Negapatam. In the above communications it was stated that the Government in their Order, dated 2nd August 1886, No. 425, Marine, wished the Council to carry out the diversion of the drainage from the quay at the cost of the municipality, and that the Council, in the circumstances mentioned, requested that Government would be pleased to

reconsider the question as to who should bear the cost—the Public Works Department, who have brought about the obstruction of the drainage, or the Municipal Council. Government have, in reply to the above communications, referred the Council to G.O., dated 1st August 1887, No. 350, Marine. The G.O., dated 1st August 1887, No. 350, Marine, refers altogether to a totally different drain existing to the south of the Customs House and the jetty wall. The drain referred to in this office communications quoted above lies to the north of the jetty wall and runs parallel to the west of the timber yards.

2. In these circumstances, I beg respectfully to state that the question raised by the Council as to the chargeability of the cost to the municipal funds of diverting the latter drain remains still unsettled. As the monsoon has already set in and as the present state of the drainage to the north of the jetty wall is a serious inconvenience to the townspeople, I beg the favor of early orders of the Government solicited in this office communications named above.

No. 358.

Forwarded to the Collector for transmission to Government.

(Signed) R. MORRIS,
Ag. Hd. Asst. Collector.

21*st October* 1887.

No. 679, Financial.

Forwarded.

(Signed) E. GIBSON,
Acting Collector.

VALLUM,
27*th October* 1887.

From K. C. MANAVEDAN RAJA, Esq., Acting Head Assistant Collector, Tanjore, to the Collector of Tanjore, dated Máyavaram, 16th March 1888, No. 278.

In returning the papers received with your foot-note, dated 15th January 1888, No. 42 M., to G.O., No. 1032 of 1887, I have the honor to enclose a letter * from the Executive Engineer with a survey tracing furnished by him, and to report as follows.

* Dated 9th March 1888, No. 615.

2. There is no doubt that the drain referred to in G.O., dated 1stAugust 1887, No. 350, Marine, paragraph 3, is the one now being diverted through what was known as the boat basin. This lies south of the jetty wall quite unaffected by it. That which is now referred to by the Municipal Councillors runs north of the jetty wall. It will be seen from the tracing that it was the extension of the wall from A to B that necessitated the diversion of this drain from C to D. It is therefore only reasonable that the cost of this diversion should be borne by Government.

3. The Executive Engineer raises the question of the cost of keeping the drain open. But I beg to point out that the Municipal Council do not, and cannot with reason, claim this cost.

ENCLOSURE.

From G. E. MANSON, Esq., Executive Engineer, Negapatam Division, to the Head Assistant Collector of Tanjore, dated Negapatam, 9th March 1888, No. 615.

Your letters, No. 52, dated 17th January 1888, No. 216, dated 29th February 1888, and No. 262, dated 9th March 1888, I have the honor to send you a survey tracing of the land in question.

G.Os., No. 425, dated 2nd August 1886, and No. 350, dated 1st August 1887, with 3 original papers and survey tracing.

2. The question is whether the drain at the north of the jetty is to be kept open at Government or municipal cost.

3. The drain on the south of the jetty is being re-diverted to run due east at Government cost through what was till lately known as the "Boat basin."

4. The drain on the north of the boat basin used formerly to run due east to the sea as shown in the chain line on survey.

5. Owing to damage to the jetty wall the return marked A, B, was built on to the end of the old jetty some years ago, across this line of drain. Whether this old line of drain kept open I doubt and probably it had to be kept open by clearance.

6. I should say that the new course C, D, should be opened and defined by a line of piles (similarly to the course above it) at Government cost in the first instance and then kept cleared by the municipality at their own expense. The Government orders sent with your letter No. 216, dated 29th February 1888, are herewith returned.

No. 203, Financial.

Submitted to Government.

2. The drains referred to in the several orders of Government are only two —one to the south of the jetty and one on the north of it. The southern drain is a purely Government work and is said to be in progress under sanction conveyed in G.O., dated 1st August 1887, No. 350, paragraph 3 (*c*). The northern one is a diversion from the original line consequent upon the recent extension of the wall (A, B), and both the Executive Engineer and the Head Assistant Collector consider that Government should bear the cost of the diversion. This seems only fair.

The Municipal Council should of course maintain the work when completed and handed over to them.

MANNARGUDI,
28*th March* 1888.

(Signed) E. GIBSON,
Acting Collector.

ORDER—dated 7th May 1888, No. 182, Marine.

The Government agree with the opinion expressed by the Collector. The cost of diverting the northern drain will be borne by Government, the Municipal Council being responsible for its subsequent maintenance. An estimate accordingly will be called for in the Public Works Department and the work should be completed before next October.

2. The whole confusion has been caused by the Municipal Council's speaking of drains generally without explaining to what drain they referred. It was impossible for Government to understand the matter without a plan. The Collector has a special clerk for municipal work and should have seen that the question was submitted in an intelligible manner.

(True Extract.)

H. E. STOKES,
Chief Secretary.

To the Local and Municipal Department.
" Public Works Department.

Exd. P. L. Pereira.

No 1605 W d/ 2nd June 1888

Communicated to the Supty Engineer VI Circle, who will submit with least possible delay, an estimate of the cost of the work referred to in para 1 of the Marine Department order.

1st/ Jos

W

Gobt. of {1888} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 7th May 1888, No. 182.

No 1605 W d/ 2nd June 1888

MAY.

Drains at Negapatam.

Deciding that the cost of diverting the drain north of the jetty at Negapatam will be borne by Government, the Municipal Council of that town being responsible for its subsequent maintenance.

S. E. VI Circle