

6. The inquiry ordered in paragraph 5 should bring to light the real balance to which

(T

Exd. A. Raitt.

MARINE.

Encl. 2

MARCH.

Passing orders in connection with certain proposals for the improvement of the port of —.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From Messrs. ADAMSON, MACTAGGART and Co., for Memorialists, to the Chief Secretary to Government, dated Negapatam, 31st October 1887.

We have the honor to refer to G.O. of 1st August 1887, No. 350, passing orders on petition from Agents of Steamer Companies and other inhabitants of Negapatam suggesting certain improvements to the port, wherein [page 6 (G)] the memorialists are requested to explain what they mean by "permanent improvements" and what improvements of this nature they consider practicable.

2. The memorialists consider the following the most important and "practicable permanent improvements" required at the moment :—

- (a) The dredger placed in working order, or a new one supplied.
- (b) The boat basin filled up.
- (c) Quay wall repaired and wall extended to the Railway boundary.
- (d) Extension of Railway to end of the jetty.
- (e) Erection of three new cranes on the jetty capable of lifting, say, 2, 4 and 8 tons respectively.--This is not mentioned in the memorialists' petition, but it is of the utmost importance as we have no crane at present. We ship and land annually about 65,000 tons cargo and 5,000 bullocks. Mr. Cockburn might be asked to procure and superintend the erection of these.

3. When the improvements mentioned above have been carried out, the next most important and practicable permanent improvement to the port would be the building of a breakwater to run out from the south side of the river to extend beyond the bar. The breeze being from the south the greater portion of the year, this would prevent in a very great measure the silting up of the river and bar.

4. The memorialists carefully note [page 5 (a)] that "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," and would here respectfully explain to Government that the party in charge of the dredger all these years was utterly incapable and incapacitated for working such a machine. His services were never asked for, or desired, by Captain Dennison, our Port Officer here. In point of fact, he was an old officer of the Government who should have been pensioned off at the time when he left Ganjam, whom the Marine authorities in Madras thought fit and proper to send here, but whose services all along have been utterly useless and entirely unproductive of any good whatever. He now draws his pension.

5. The memorialists under these circumstances consider it hard that the salary of this officer should be debited to the Negapatam Port Fund, and would respectfully suggest to Government to have the amount thereof transferred to the Government Pension Fund, or such other account as may be deemed proper, whereby Negapatam can get a re-credit for the same.

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 30th November 1887, No. 10934.

In returning the accompanying letter from Messrs. Adamson, Mactaggart and Co., of Negapatam, to your address, bearing date 31st October 1887, forwarded for remarks with endorsement numbered 974, and dated 18th November 1887, I have the honor to call attention to the several G.O., No. 350, Marine, dated 1st August 1887. Proceedings of Government marginally noted, and to submit the following remarks.

2. In paragraph 2 of their letter, Messrs. Adamson, Mactaggart and Co. furnish a list of improvements which they consider necessary to the port and river. Items (a), (b), (c) and (d) have already been disposed of in the Proceedings of Government referred to above. Item (e), viz., the erection of three cranes on the jetty capable of lifting 2, 4 and 8 tons weight, can be carried out by this department, provided they are placed under the charge of the Port Officer, together with a small permanent establishment to look after and keep them in order, fees being charged for their use. The estimated value of these cranes, which must be obtained from England, would be about Rs. 8,000. But I do not think that any use would be found for the large 8-ton crane, so would recommend one 3 to 4 ton and two 2-ton cranes, all portable ones, to be indented for the use of the jetty. The Port Officer, Negapatam, explains that the cranes cannot be utilized until such time as the boat basin is filled up and the quay wall extended southwards towards the Railway jetty.

3. In G.O., Marine, No. 449, of date 4th October 1887, this department was instructed—(a) "To explain the system upon which Port receipts and charges are credited and debited to the various outports of the Eastern and Western groups." This information was afforded in paragraph 3 of this office letter, No. 9783, bearing date 27th October 1887. (b) To report the actual balance to which the Negapatam port is really entitled. A statement marked A is hereto annexed, showing the distribution of the port dues among the ports in the Eastern group for the last official year, from which it will be seen that all that Negapatam is really entitled to from the General Port Fund is Rs. 48,596. (c) The report called for in G.O., 1st August 1887, No. 350, was to be submitted in consultation with the Executive Engineer and the Municipal Council.

4. The statement called for in this latter order is also annexed, marked B, showing an expenditure of Rs. 8,398-0-9 up to October last. Mr. Cockburn's salary for the time he had charge of the repairs to the boilers and engines of the S.S. *Madras* has not been debited to the dredger.

5. In reference to the improvements to be suggested for the port of Negapatam, I would add that on the 14th September last, I communicated with the Executive Engineer of the district and with the President of the Municipal Council, Negapatam, and although his attention has been called to the matter, no reply has been received from the latter officer. I enclose true copy of the Executive Engineer's letter and plan in original. This officer suggests three improvements—First, a series of permanent stone groynes along the right bank of the river. Pile groynes, to be constructed in a similar way and with the same object, have been proposed previously and objected to by Colonel Hasted, R.E., and the late Captain Taylor, in their joint report recorded in the Proceedings of Government, No. 425, of date 22nd September 1887.

6. The Executive Engineer's second proposal is to run out two breakwaters running due east sufficiently far to prevent a bar forming off the mouth of the harbour. But he modifies the plan of two breakwaters to one from the southern bank of the river's mouth. The effect of running out two groynes from each bank of the river with the object of maintaining deeper water on the bar has been tried at Cocanada and proved a failure. I would therefore respectfully recommend that the southern groyne alone be tried at Negapatam, as an experimental measure; and to prevent erosion within the river itself, I would suggest that the arm be run out in an E. N. E. direction, and its effects carefully watched. All attempts to deal with the bars of Indian rivers have hitherto proved futile, but I feel sanguine that the single groyne to the southward of the mouth of a river on this coast will have the effect of deepening the water on its bar and in the river itself.

7. The Executive Engineer's third proposal is the extension of the South Indian Railway track to the end of the jetty. An estimate, amounting to Rs. 22,220, for the execution of this work, was submitted to Government for sanction with this office letter, No. 9784, of date 27th October last, on which orders have not been received as yet.

P.S.—Since the foregoing letter was fair copied, a reply has been received from the Municipal Council of Negapatam, whose proceedings, with covering letter from the Chairman, are herewith enclosed for reference.

The Council seems to be under the impression that the dredge is undergoing "repairs," whereas she is being altered to meet requirements by an expert sent out from England for the purpose, and who will doubtless soon be in a position to work her satisfactorily.

With a competent Engineer on board to work the engines, there appears to be no reason shown why the supervision and management of the dredge should be taken out of the hands of the Port Officer. The cost of maintaining her will be met from Port Funds, and if the Executive Engineer is placed in charge, the usual commission of 24½ per cent. will be levied by the Public Works Department. When cooly labor is employed, it will, of course, be carried out by the Public Works Department as already arranged for.

ENCLOSURES.

A.

Districts in Eastern Group.	Total tonnage in 1882-83.	Total tonnage in 1883-84.	Total tonnage in 1884-85.	Total tonnage in 1885-86.	Total tonnage in 1886-87.	Grand total.	Remarks.
Ganjam ..	374,086	436,760	348,586	330,100	358,672		
Vizagapatam.	456,488	532,308	475,506	448,405	564,526		
Godavari ..	366,001	419,883	399,963	404,525	402,777		
Kistna ..	173,341	206,928	236,636	242,739	299,113		
Nellore ..	18,260	10,562	23,583	24,679	21,441		
South Arcot.	57,845	65,992	108,298	117,619	196,908		
Tanjore ..	385,753	470,475	447,474	527,790	510,236		
Madura ..	260,812	258,035	232,904	225,328	215,499		
Tinnevely ..	313,968	316,107	292,924	246,124	305,229		
	2,406,554	2,717,050	2,565,874	2,567,309	2,874,401	13,131,188	
Negapatam..	328,892	403,888	382,508	462,074	429,749	2,007,111	

Average tonnage of ports in Eastern Group $13,131,188 \div 5 = 2,626,237$.
Do. Negapatam port .. $2,007,111 \div 5 = 401,422$.

Method.—As 2,626,237, average tonnage of Eastern group, is to Rs. 3,17,932, the net credit balance at the ports in that group, so is 401,422, the average tonnage of the Negapatam port, to the answer = Rs. 48,596, or the actual balance to which the Negapatam port is really entitled.

B.

CHARGES incurred on account of the Negapatam Bruce's Dredger and Barge.

		RS.	A.	P.
1884.				
4th August	To cost of materials supplied by South Indian Railway Company for building dredger barge.	17	8	0
1885.				
22nd April	To cost of repairing and altering crane of dredger	675	0	0
9th June	To cost of repairing a boat supplied for altering crane of dredger	100	0	0
1886.				
26th March	To travelling expenses incurred by C. Burnby, Engineer of the S. S. Madras, to inspect and report on dredger	60	0	0
8th July	To travelling allowance of Mr. S. M. Cockburn to Negapatam to inspect and report on dredger	33	4	0
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22nd Nov.	To cost of disconnecting machinery and trial of dredger	213	13	8
"	To cost of scraping and painting dredger barge	104	7	3
"	To salary of a temporary peon from 11th June 1884 to 31st October 1887	284	10	8
"	To salary of a temporary lascar and fireman from 1st September 1884 to 31st October 1887	608	0	0
"	To salary of Mr. Broom, Dredge Superintendent, from 1st February 1885 to 15th October 1887	3,148	6	2
"	To proportion of salary of Mr. S. M. Cockburn, Superintendent, Dredging Operations, while employed at Negapatam in dredge superintendence	3,150	0	0
	Total	8,398	0	9

From G. E. MANSON, Esq., Executive Engineer, Negapatam Division, to the Port Officer, Madras, dated Corigar Head, 7th October 1887, No. 2964.

[Reference—Your Nos. 8364 and 8803, dated 14th and 28th September 1887].

I have the honor to return G.O., No. 350, dated 1st August 1887, Marine, and to recommend—

- (1) A series of stone permanent groynes along the river right bank to push the stream up against the harbour wall and confine its bed width to 100 feet. This width will allow of the dredger working without impeding boat traffic.
- (2) Two breakwaters running due east from either side the harbour mouth sufficiently far to prevent a bar forming that could at lowest tides interfere with boats drawing six foot of water. The only chart (of 1884) of the coast available here gives no information as to where soundings were commenced or at what intervals they were taken. But as far as one can judge, the inclination of the shore is favorable. The Port Officer here disbelieves in the necessity of a northern breakwater, but he agrees in the essential necessity for the southern one. The southern one is, of course, the one most essential, but I believe one on the north will prove to be necessary too.
- (3) The extension of the South Indian Railway track up to end of jetty. There is ample room available, so road traffic will not be interfered with, and this item will cost little.

I have shown my proposals in pencil on the enclosed sketch of the harbour.

From M. R. Ry. P. RATNASABAPATY PILLAY, Avargal, Rai Bahadur, Chairman, Municipal Council, Negapatam, to the Port Officer, Madras, dated 28th November 1887, No. 624.

With reference to your letters, Nos. 8365 and 9979, dated 14th September 1887 and 2nd November 1887, requesting to be furnished with the suggestions that the Council may have to offer on the subject of improvements to the port of Negapatam, I have the honor to enclose an extract, No. 19, from the proceedings of the Council, dated 23rd November 1887.

2. The plan referred to in the resolution is also enclosed.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, at a meeting held at 7 A.M. on Wednesday, the 23rd November 1887.

19. Read letter from the Port Officer, Administrative Department, Madras, requesting to be furnished with such suggestions as the Council may have to offer on the subject of improvements to the port of Negapatam.

Read report from the sub-committee appointed to consider the question.

Resolution.—(A and B) *Dredger and removal of silt from the Bar and river.*—The Council regret to observe that nothing has yet been done in connection with putting the dredger into repair, and that cooly labor has not been employed to remove the silt from the bar, which could have been done without interruption and with much benefit up to the middle of the present month.

The Council would strongly urge upon the attention of Government the desirability of issuing early orders with a view to ascertain whether the dredger is capable of repair, and if so of ordering the same to be repaired immediately; but if the dredger be not repairable, that the employment of cooly labor be sanctioned as soon as the season will admit. The Council would suggest that the working of the dredger and employment of cooly labor when required be under the direction and in charge of the Executive Engineer stationed at Negapatam, or, if that be considered impracticable, that the same should be entrusted to the Municipality.

(C and D) *Boat Basin and Town Drain.*—The Council understand the work in connection with these is to be undertaken immediately by the Public Works Department, and the Council note with satisfaction that the work will be carried out in concert with them. The Council may mention that the advantage of making over the site of the boat basin to them would be a proper supervision and conservation of the ground, and eventually the space might be available for the erection of sheds suitable for storage of goods.

(E) *Repair and extension of the Quay wall.*—It is to be regretted that the estimates for the repairs to the jetty and jetty wall were not prepared in communication with them.

With regard to the prolongation of the quay wall to the railway boundary, the Council trust the proposal will receive the early favorable consideration of Government. Regarding the extension of the railway, the Council beg to submit a plan showing the position of the sidings necessary for the accommodation of the traffic, and this, in connection with the quay wall, they consider to be essential to the permanent improvement of the port.

(F) *Removal of an old building near the Boat-Basin.*—This has been attended to by the Public Works Department.

(G) *Appropriation of the sum to the credit of Negapatam Port Funds for permanent improvements to the Port.*—The Council have no remarks to offer under this heading.

ORDER—dated 6th March 1888, No. 72, Marine.

The Government observe that of the six suggestions made by Messrs. Adamson, Mactaggart and Co. for the improvement of the port of Negapatam, orders in regard to the first four have already been passed in G.Os., 1st August 1887, No. 350, Marine, 12th September 1887,* No. 2449

* Read in G.O., 10th October 1887, No. 454. W., and 11th January 1888,† No. 93 W.,
† " " 30th January 1888, " 25. copies of which have been communicated to the memorialists. Mr. Cockburn's

plans for the improvement of the dredger were sanctioned in G.O., 3rd August 1887, No. 354: vide G.O., 22nd October 1887, No. 468.

2. With regard to their suggestion for the supply of cranes, Messrs. Adamson, Mactaggart and Co. will be informed that an indent for three cranes was submitted to the Secretary of State in December last, but that, in consideration of Captain Street's letter, dated 15th February 1888, No. G. 60 (copy of which will be furnished to them), this has been withdrawn for the present.

3. Mr. Marshall's suggestion for the construction of a single southern breakwater will be referred to Captain Street and the Chief Engineer, Public Works Department, for consideration and joint report. The Port Officer is also requested to report whether the dredger is yet ready for work, and, if not, when it will be. It is understood that Mr. Cockburn has at length completed the work which detained him at Cocanada.

4. From the Statement B now furnished by the Port Officer, it would seem to be true that the entire crew of the dredger, including an expensive superintendent, was kept on throughout the long period during which it was laid up as useless. The Port Officer will require an explanation of this from the Port Officer of Negapatam, and report who is responsible for this shameful waste of money.

5. The remarks made by the Acting Port Officer in the postscript to his letter with regard to the dredger will be communicated to the Chairman, Municipal Council, Negapatam, through the Local and Municipal Department. The plan submitted by the Council regarding the extension of the Railway will be transferred to the Public Works Department, Railway Branch, for consideration.

6. The inquiry ordered in paragraph 16, G.O., 17th January 1888, No. 15, will bring to light the real balance to which the Negapatam port is entitled.

(True Extract.)

H. E. STOKES,
Chief Secretary.

To the Port Officer, Madras.
 „ the Public Works Department, with plan.
 „ the Local and Municipal Department.
 „ Messrs. Adamson, Macartagart and Co.,
 with copy of letter from Port Officer, Madras.
 Copy to the Collector of Tanjore.

no 937 w a / 21 March 88

Comd. to the Chief Engr.
P.W.D. with reference to para 3
of the order in the Marine
Dept. and to the Comdg.
Engr. for Railways with
reference to para 5.

(B) H. K. M.

Gobt. of (1888) Madras.
MARINE.

Copy of C No 2793

Issued

Recd.

Encl.

G.O., 6th March 1888, No. 72.

no 937 w a / 21 March 88

MARCH.

Negapatam.

Passing orders in connection with certain proposals for the improvement of the port of —.

To the Ch. P. W.D.
with Survey Sketch
Ch. for Rys.
with tracing
S. & H. C. M.

6TH MARCH 1888, No. 72, MARINE.

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MARINE DEPARTMENT.

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I have the honor to return G.O., No. 350, dated 1st August 1887, Marine, and to recommend—

- (1) A series of stone permanent groynes along the river right bank to push the stream up against the harbour wall and confine its bed width to 100 feet. This width will allow of the dredger working without impeding boat traffic.
- (2) Two breakwaters running due east from either side the harbour mouth sufficiently far to prevent a bar forming that could at lowest tides interfere with boats drawing six foot of water. The only chart (of 1884) of the coast available here gives no information as to where soundings were commenced or at what intervals they were taken. But as far as one can judge, the inclination of the shore is favorable. The Port Officer here disbelieves in the necessity of a northern breakwater, but he agrees in the essential necessity for the southern one. The southern one is, of course, the one most essential, but I believe one on the north will prove to be necessary too.
- (3) The extension of the South Indian Railway track up to end of jetty. There is ample room available, so road traffic will not be interfered with, and this item will cost little.

I have shown my proposals in pencil on the enclosed sketch of the harbour.

From M. R. Ry. P. RATNASABAPATY PILLAY, Avargal, Rai Bahadur, Chairman, Municipal Council, Negapatam, to the Port Officer, Madras, dated 28th November 1887, No. 624.

With reference to your letters, Nos. 8365 and 9979, dated 14th September 1887 and 2nd November 1887, requesting to be furnished with the suggestions that the Council may have to offer on the subject of improvements to the port of Negapatam, I have the honor to enclose an extract, No. 19, from the proceedings of the Council, dated 23rd November 1887.

2. The plan referred to in the resolution is also enclosed.

EXTRACT from the Proceedings of the Municipal Council, Negapatam, at a meeting held at 7 A.M. on Wednesday, the 23rd November 1887.

19. Read letter from the Port Officer, Administrative Department, Madras, requesting to be furnished with such suggestions as the Council may have to offer on the subject of improvements to the port of Negapatam.

Read report from the sub-committee appointed to consider the question.

Resolution.—(A and B) Dredger and removal of silt from the Bar and river.—The Council regret to observe that nothing has yet been done in connection with putting the dredger into repair, and that coolly labor has not been employed to remove the silt from the bar, which could have been done without interruption and with much benefit up to the middle of the present month.

The Council would strongly urge upon the attention of Government the desirability of issuing early orders with a view to ascertain whether the dredger is capable of repair, and if so of ordering the same to be repaired immediately; but if the dredger be not repairable, that the employment of coolly labor be sanctioned as soon as the season will admit. The Council would suggest that the working of the dredger and employment of coolly labor when required be under the direction and in charge of the Executive Engineer stationed at Negapatam, or, if that be considered impracticable, that the same should be entrusted to the Municipality.

(C and D) Boat Basin and Town Drain.—The Council understand the work in connection with these is to be undertaken immediately by the Public Works Department, and the Council note with satisfaction that the work will be carried out in concert with them. The Council may mention that the advantage of making over the site of the boat basin to them would be a proper supervision and conservation of the ground, and eventually the space might be available for the erection of sheds suitable for storage of goods.

(E) Repair and extension of the Quay wall.—It is to be regretted that the estimates for the repairs to the jetty and jetty wall were not prepared in communication with them.

With regard to the prolongation of the quay wall to the railway boundary, the Council trust the proposal will receive the early favorable consideration of Government. Regarding the extension of the railway, the Council beg to submit a plan showing the position of the sidings necessary for the accommodation of the traffic, and this, in connection with the quay wall, they consider to be essential to the permanent improvement of the port.

(F) Removal of an old building near the Boat-Basin.—This has been attended to by the Public Works Department.

(G) Appropriation of the sum to the credit of Negapatam Port Funds for permanent improvements to the Port.—The Council have no remarks to offer under this heading.

ORDER—dated 6th March 1888, No. 72, Marine.

The Government observe that of the six suggestions made by Messrs. Adamson, Mactaggart and Co. for the improvement of the port of Negapatam, orders in regard to the first four have already been passed in G.Os., 1st August 1887, No. 350, Marine, 12th September 1887,* No. 2449

* Read in G.O., 10th October 1887, No. 454. W., and 11th January 1888,† No. 93 W., copies of which have been communicated to the memorialists. Mr. Cockburn's

plans for the improvement of the dredger were sanctioned in G.O., 3rd August 1887, No. 354: vide G.O., 22nd October 1887, No. 468.

2. With regard to their suggestion for the supply of cranes, Messrs. Adamson, Mactaggart and Co. will be informed that an indent for three cranes was submitted to the Secretary of State in December last, but that, in consideration of Captain Street's letter, dated 15th February 1888, No. G. 60 (copy of which will be furnished to them), this has been withdrawn for the present.

3. Mr. Marshall's suggestion for the construction of a single southern breakwater will be referred to Captain Street and the Chief Engineer, Public Works Department, for consideration and joint report. The Port Officer is also requested to report whether the dredger is yet ready for work, and, if not, when it will be. It is understood that Mr. Cockburn has at length completed the work which detained him at Cocanada.

4. From the Statement B now furnished by the Port Officer, it would seem to be true that the entire crew of the dredger, including an expensive superintendent, was kept on throughout the long period during which it was laid up as useless. The Port Officer will require an explanation of this from the Port Officer of Negapatam, and report who is responsible for this shameful waste of money.

5. The remarks made by the Acting Port Officer in the postscript to his letter with regard to the dredger will be communicated to the Chairman, Municipal Council, Negapatam, through the Local and Municipal Department. The plan submitted by the Council regarding the extension of the Railway will be transferred to the Public Works Department, Railway Branch, for consideration.

6. The inquiry ordered in paragraph 16, G.O., 17th January 1888, No. 15, will bring to light the real balance to which the Negapatam port is entitled.

(True Extract.)

W. B. Colman
Chief Secretary.

To the Port Officer, Madras.

„ the Public Works Department, with plan.

„ the Local and Municipal Department.

„ Messrs. Adamson, Macartagart and Co.,

with copy of letter from Port Officer, Madras.

Copy to the Collector of Tanjore.

Exd. A. Raitt.

PMC No 2679

for the order