(1) பக்கங்களின் எண்ணிக்கை 38

(2) புதுக்கித் திருப்பிய நாள் Sep 89

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

(93)

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 2056

அச்சகம்
பலவகை

நாள் : 31. 7 - 1889. ~~198~~.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

19. Sheets

ஆவண. கா-I—18,000—15-6-87.

31st July 1889, No. 2056 W., Public Works.

2056

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers:—

From Captain H. A. STREET, H. M's. I.M., Presidency Port officer, to the Chief Secretary to Government, Marine Department, dated Madras, 28th May 1889, No. G-206.

In submitting herewith, for sanction of Government, a revised estimate for Rs. 3,400 for filling in the boat basin at Negapatam, I have the honor to state that of this sum Rs. 2,284 has been already sanctioned by Government in G.O., No. 350, Marine, dated 1st August 1887, and the excess Rs. 1,116, now estimated over the original sanction, is due to the facts explained in the accompanying report of the Superintending Engineer, VI Circle. I beg that sanction may be accorded for the excess charge.

Approved and transferred to the Public Works Department.

(By order.)

(Signed) W. S. MEYER,
Asst. Secretary.

13th June 1889.

No. 3038 C.

MEMORANDUM.

With reference to the report, No. 300 T.J., dated 10th May 1889, by the Superintending Engineer, VI Circle, on the revised estimate for filling in the boat basin at Negapatam, the undersigned has the honor to request early explanation regarding the high rate charged in the estimate for earthwork.

2. The rate quoted in the estimate compares as follows with the rate given in the schedule for the Negapatam division:—

Rs. 5-12-6 in the estimate against Rs. 2-5-0.

(Signed) W. L. C. BADDELEY, Captain, R.E.,
Dy. Chief Engineer, P.W.D.

3rd July 1889.

From C. H. T. NORFOR, Esq., Executive Engineer, Negapatam Division, to the Superintending Engineer, VI Circle, dated 12th July 1889, No. 2104.

In returning your endorsement No. 741 T.J., dated the 6th instant, on Chief Engineer's memorandum No. 3038 C. of the 3rd idem, I have the honor to state that the rate allowed for filling in the boat basin at Negapatam is the same as that allowed in the original estimate sanctioned in G.O., No. 2449 W., dated 12th September 1887.

2. The high rate of Rs. 5-12-6 is due to the great distance the sand has to be conveyed. A portion of it has to be carried an average distance of 200 feet and the remainder has to be brought in boats from the opposite side of the river from a distance of about 350 feet.

No. 814 T.J.

Communicated for information to the Chief Engineer, Public Works Department, with reference to his memorandum No. 3038 C., dated 3rd instant.

Negapatam,
16th July 1889.

(Signed) A. C. SMITH, Lt.-Col., R.E.,
Superintending Engineer, VI Circle.

Order—dated 31st July 1889, No. 2056 W., Public Works.

The revised estimate, amounting to Rs. 3,400, for filling in the boat basin at Negapatam, is sanctioned in supersession of the estimate of Rs. 2,284 sanctioned in G.O., No. 2449 W., dated 12th September 1887.

2. This sanction has been registered as Excluded Local No. 20 W. of 1889-90 and classified as Miscellaneous Public Improvements, Original Works.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

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

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated July, 31st.

Recd. *Encl.*

G.O., 31st July 1889, No. 2056 W.

JULY.

Boat Basin at Negapatam

Revised estimate for filling in the —, sanctioned.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

2056

Read—the following papers :—

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

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. 262½, 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

2056

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.

PUBLIC WORKS SECRETARIAT
MADRAS

1st August 1887, No. 350, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

2056

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.

Two estimates with duplicate abstract estimates.
One plan.

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.

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.

23rd 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.

2056

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.

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.

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

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

8

(*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.

(*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.

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

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

20576

7 8

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.

8th September 1888, No. 2780 W., Public Works.

GOVERNMENT OF MADRAS. 2856

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following paper :—

From J. W. RUNDALL, Esq., M.I.C.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 21st August 1888, No. 1162 T.J.

The building formerly used as an office by the Head Assistant Collector at Negapatam has been vacated now that the Head Assistant has commenced occupation of the office provided for him at St. Joseph's College.

2. All public offices at Negapatam having been provided for in this building, the old office is not required for any public purpose.

3. The Honorary Secretary to the Negapatam Club has written offering Rs. 1,000 for the building. I have had a valuation statement made out, and the Executive Engineer reports that the probable original cost of the building was Rs. 3,450. It is not now worth more than 40 per cent. of this, or say Rs. 1,300, as the roof and floors are in bad order.

4. I think the best plan would be to put the building up to public auction, and if Government approve of this course, I will have the building sold in this way after due notice has been given locally.

5. The building stands on Government land, but there is no defined compound round it.

Order—dated 8th September 1888, No. 2780 W., Public Works.

The proposal in para. 4 of the Superintending Engineer's letter is approved, but there should be an upset price fixed, say Rs. 1,000.

2. The land to be sold with the building should be clearly demarcated in communication with the Collector.

(True Extract.)

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

To the Superintending Engineer, VI Circle.
,, Examiner, Public Works Accounts.
,, Revenue Department.

9

Exd. S. J. Pereira.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated September, 8th.

Recd. *Encl.*

G.O., 8th Sept. 1888, No. 2780 W.

SEPTEMBER.

Old Head Assistant Collector's office building at Negapatam

Sale of — by public auction, approved.

No. 3038 C d/ 3rd July 1889 3V

205 b

Memo

205 b

With reference to the Report, No. 300 T.J. d/10th January 1889, by the Supdg. Engr. VI Circle on the revised Est: for filling in the Boat Basin at Negapatam, the undersigned has the honour to request early explanation regarding the high rate charged in the Est: for Earthwork.

The rate quoted in the Est: compares as follows with the rate given in the Schedule for the Negapatam Dn. — Rs 5-12-6 in the Est against Rs 2-5-0

[illegible]
26.6.89

Dy. [illegible]

Recd.
27.6.89

8
3/7

20

10

O.P.S. 4/7/6
In 28/6

3/7

To The Supdg: Engr. VI Circle

25/6/89.

Presidency Port Officer-

No. 2449 W of 12-9-87
" 2354 W " 2-9-87
" 1301 W " 12-5-87
" 1699 W " 24-6-87

No. 3038 C of 3rd July 1889

Con 3/7/89

Heading.

Revised Estimate for Boat Basin, Negapatam.

No. G/206

2056

PRESIDENCY PORT OFFICE,
Madras, 28th May 1889.

1P

FROM

THE PRESIDENCY PORT OFFICER,
MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

In submitting herewith, for sanction of Government, a revised estimate for Rs 3400 for filling in the boat basin at Negapatam, I have the honor to state, that of this sum Rs 2,284 has been already sanctioned by Government in G. O. No. 350, Marine, dated 1st August 1887, and the excess Rs 1,116, now estimated over the original sanction, is due to the facts explained in the accompanying report of the Superintending Engineer VI Circle. I beg that sanction may be accorded for the excess charge.

I have the honor to be,
Sir,
Your Obedient Servant,
H. A. Street
Captain H. M. I. M.
Presidency Port Officer.

(188) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No.

Dated
Received
188 .

1.3

No.

Subject.

2056

12

p/ 350 – 1 – 8 – 87
p/ 454 – 10. 10. 87
p/ 72 – 6 – 9 – 88

2P

Ret 12 June Dt 13 June/89

Approved and transferred to the Public Works department.

(By order)
W. S. W.
Assistant Secretary

SECRETARY TO GOVERNMENT
13 JUN. 89
P.W. DEPARTMENT, MADRAS.

G.O. Nos 2449 W dt 12.[illegible].87
" " 2354 W dt 2.9.8
" B " 1301 W dt 12.5.87
" A " 1699 W dt 24.6.87

P.W. No 5511

Marine (1889) DEPARTMENT.

From
THE PRESIDENCY PORT OFFICER,
Madras,

To
THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. $\frac{G}{206}$.

Dated 28th }
Received 29th } May 1889.

Ry 18.6.89

No.

Enc 4

UNDER SECRETARY
29 MAY 89
PUBLIC Wks DEPt

No 3038 C d/ 3rd July 1889

Subject.

Submitting for sanction a revised estimate for Rs 3400 for filling in the boat basin at Negapatam, and a report from the Supdg. Engr. VI Circle regarding the same.

1/26/6
Q.S. 47/6.
1/6.

No. 2104

Executive Engineer's Office
12th July 1889
Despd 13th

4P

2056

From,
C. H. J. Norfor Esquire,
Executive Engineer,
Negapatam Division.

To,
The Superintending Engineer,
VI Circle,
Trichinopoly.

Sir,

In returning your endorsement No. 741 T.D. dated the 6th instant on Chief Engineer's memo No. 3038C of the 3rd idem, I have the honor to state that the rate allowed for filling in the Boat Basin at Negapatam is the same as that allowed in the original Estimate sanctioned in G.O. No $\frac{2449W}{12-9-87}$.

2 The high rate of Rs. 5-12-6 is due to the great distance the sand has to be conveyed – A portion of it has to be carried an average distance of 200 feet and the remainder has to be brought in boats from the opposite side of the river from a distance of about 350 feet.

I have &c &c
(Signed) C. H. J. Norfor
Executive Engineer.

(True copy)

No. 814 T.D. } Communicated for information to

13

to the Chief Engineer Public Works Department with reference to his memorandum No. 3038C dated 3rd instant.

A L Smith Lieutt Col R.E.
Superintg Engineer 6th Circle.

Supg Engr's Office 6th Circle,
(Camp) Negapatam
16th July 1889.

577/-

905/d
1

14

Marine No 3088 C d/ 3-7-87
G.O. Aw 2449 W d/ 12-9-87
" " 2354 W d/ 2-9-87
" B " 1301 W d/ 12-5-87
" A " 1699 W d/ 24-6-87

P.W.C No 6857

(5)

From

The Supdt. Engineer
II circle.

To

The Chief Engineer
P.W.D.

No 814 Tg
Dated 16 }
D 17 } July 1889.
Rd 19.7.89

Boat Basin at Negapatam

Forwards letter from the Ex. Engr Negapatam Dn. explaining the high rate charged in the estimate for earthworks in the —

J C. 19/7/89

21-7-89

2056

15

2056

Public Works Department.

Current No. 5511
Letter No. Nil.
Dated 13th June 1889
From the Marine Deptt.

[illegible] for [illegible] as regards the rate of earthwork

NOTE OF REMARKS.

The revised Estimate under review amounting to Rs 3,400 for filling in the Boat Basin at Negapatam is submitted for Sanction in Supersession of the Estimate for Rs 2284 Sanctioned in G.O. No 2449 W d/12-9-87.

The Excess viz Rs 1116 is due to the increased quantity of Earthwork found necessary to raise the site 7.4 above M.S.L.

It is Explained that the original Estimate was framed before the work of Extending the jetty wall was ordered, and that provision was merely made in the Est: to fill in the basin to the level of its own wall which is 3 ft lower than the new jetty wall – and further that the town diversion drain was also sanctioned before it was decided to extend the jetty: that the drain is 6" higher than the jetty necessitating the ~~filling in~~ opening to be carried up 6" above its crown and sloped down to the level of the jetty wall –

It is stated that the rates allowed are those already sanctioned, the rate for earthwork is considerably in excess of the rate given in the Schedule for the Negapatam Division viz Rs 5-12-6 against Rs 2-5-0 –

20 5

16

2&3,

The original Est: was sanctioned by the Marine Deptt: vide para (2&3) of G. O. No 350 Marine d/ 1st August 1887 –

The Est: was not passed through T Section for Scrutiny.

The Revised Est is countersigned by the Presidency Port Officer and approved in the Marine Deptt: –

25/6/89

16

No. 3038 Ce d/ 3-VII-89

OPS 119/17

2056

Public Works Department.

Current No. 6657

Letter No. 814 T.J.

Dated 16th July 1889

From the Supg: Engr: VI Circle

The Estimate may now be sanctioned [illegible]

NOTE OF REMARKS.

With reference to this Office Memo No. 3038C d/3rd July 1889, the Supg: Engr: VI Circle submits an explanation from the Ex: Engr: regarding the high rate charged for Earthwork in the Est: for filling in the Port Drain at Negapatam. 17

The E.E. states that the rate quoted in the Est: is the same as that allowed in the original Est: sanctioned in G.O. No 2449 W d/12/9/87 and that the high rate is due to the considerable distance from which the sand has to be obtained. -

C.M.T.
22/7/89

Orders are now required whether the revised estimate shall be sanctioned.

Ce
22/7

No 2056 W

Works

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 31st July 1889

2056

2056

READ the following

Letter from the Presidency Port Officer, Madras.	No. G/206 of 28th May 1889. -
Endorsement in the Marine Department	dated 13th June 1889. -
Memorandum ~~Endorsement~~ in the P.W. Department.	No. 3038 C of 3rd July 1889.
From the Superintending Engineer VI Circle	No. 814 S.J. of 16th July 1889.

2056
S.P.

The revised estimate amounting to Rs 3,400 for filling in the Boat Basin at Negapatam is sanctioned in supersession of the estimate of Rs 2,284 sanctioned in G.O. No. 2449 W dated 12th September 1887.

2. This sanction has been registered as Excluded Local No. 20 W of 1889-90, and classified as Miscellaneous Public Improvements, Original Works.

M.C.
27 Jul.

W.C.B.
24.7.89

26.7.89

D 10/8/89

To
The Supdg Engineer VI Circle
with 5 Enclosures
" Examr P.W. Accounts
with dup: abst: Estimate
" Marine Department.

18

18

18

Cu

(5)

Conf 31/7/84

J / 18 Aug

6

Ops. 11/9/7. Hm 26/7.7

m 29/7

1/11/7