

- (1) பக்கங்களின் எண்ணிக்கை 4
 (2) புதுக்கித் திருப்பிய நாள் 21-10-1990
 (3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் [Signature]

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பெரியபுத்தூர் துறை

அரசாணை எண். மு. கோப்புத் தாள் எண். 2671	அச்சகம் பலவகை
நாள் : 10-10-1990.	1990.

[Signature]
 மடிக்கவோ கண்டபடி கையாளவோ கூடாது

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers:—

G.O., dated 3rd April 1890, Mis. No. 142, Marine.

Read—the following papers:—

From Messrs. ADAMSON, MACTAGGART and Co. and others, dated February 1890:—

ABSTRACT.—Bringing to notice the improvements required to be made at the port of Negapatam.

Referred to the Presidency Port Officer for early report, with advertence to G.O., No. 444, dated 18th October 1889.

1st March 1890.

(Signed) J. GROSE,
Ag. Chief Secretary.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 19th March 1890, No. 500—158-G.

I have the honor to acknowledge the receipt of Marine Department Reference, dated 1st March 1890 (returned herewith), on a letter without date from Messrs. Adamson, Mactaggart and others of Negapatam on the subject of the state of the bar at that port, and in respect thereto beg to acquaint you, for the information of Government, that the work of removing silt from the river by means of cooly labor has not been lost sight of, but it is a work which can only be carried on when the depth of water in the river admits of such labor being employed, and although sanction was accorded by Government to an expenditure of Rs. 441-4-0 (*vide* G.O., No. 444, dated 18th October 1889), in that direction, it has not yet been found practicable to commence the work.

2. The state of the bar and the means for removing the difficulties in the way of boats passing over it, is a matter which must be considered apart from the dredging work required to deepen the river itself. The question is one which has already been considered by the Government (*vide* G.O., dated 1st August 1887, No. 350, Marine, and G.O., dated 27th July 1888, No. 359, Marine), and Colonel Hasted, R.E., in paragraph 5 of his note on the subject,—see note by the Chief Engineer, Public Works Department, dated 12th July 1888, attached to the last Government order above quoted—states that he sees no prospect of increasing the depth of water over the bar except at an expenditure which would be quite prohibitive.

3. The position of the channel across the bar is affected by the changes in the sand-spits, which, during the year, form, disappear and reform at the mouth of the river in accordance with the force and direction of the wind, sea and current—see enclosure A which contains extracts from the monthly reports on the state of the port which have been furnished by my direction since January 1889—and the depth of water in the channel depends on the river current having sufficient force to scour a passage. The scouring power of this current depends on the season of the year, and I do not think it possible to produce a scour at any other time of the year by artificial means. The dredging operations, which were carried on inside the mouth of the river during 1889, had no perceptible effect on the bar, and dredging on the bar itself is impracticable.

8-9576

Govt. of {1890} Madras.
MARINE.



No. 2671 w/10 oct 1890
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Communicated
to the Super VT
circle.

WVB
5.10.90

S. S. W

Issued

Recd. 8.10.90 Encl.

G.O., 9th Sept. 1890, No. 333.

SEPTEMBER.

✓ C. S. W
6.10.90
B. S. W

Negapatam Harbour.

Communicating to Messrs. Adamson, Mac-
gart and Co. letter from the Presidency Port
Officer and note by the Chief Engineer, Public
Works Department, regarding Mr. Norfor's
scheme for certain improvements proposed to
the --.

✓ L. S. W circle

20/10/90

22/10/90

27/10/90