(1) பக்கங்களின் எண்ணிக்கை 38

(2) புதுக்கித் திருப்பிய நாள் செப்டம்பர் 1990.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

75

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 1295

அச்சகம்
பலவகை

நாள் : 11—5—1891 ~~198~~.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

18 Sheets
+1 = 19

(~~1 statement~~)

ஆவண. கா-1—18,000—15-5-87.

6

1295/1

11th May 1891, No. 1295 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

Proceedings of the Committee appointed by G.O., dated 25th February 1891, No. 74, Marine, to consider the difficulties experienced in the landing and shipping of goods at the port of Negapatam.

The Committee having carefully considered the previous history of the port, its present condition, and the various measures proposed for its improvement, are of opinion that it would be useless to recommend any scheme for the removal of the bar by the operation of groynes or of any similar work.

2. Such works must of necessity be, to a great extent, experimental, and, although it is not considered impossible to keep open a passage of moderate width by the combined operation of tidal water and land drainage, the works for the purpose, situated as they would be in a position exposed to the full force of the sea, would be exceedingly costly, while there would always be an element of uncertainty in their operation.

3. It would not be impossible to keep open a channel of moderate width by constant dredging, but the cost of the plant for such a purpose would be large, and the interest on this cost, combined with the working expenses, would amount to an annual sum far in excess of the resources of the port.

4. The Committee unanimously and strongly recommend the construction of a pier extending from the end of the present jetty into a depth of two fathoms of water at low tide. Such a pier would have to be 700 feet long—a length which would take its head 200 feet beyond the ordinary surf line.

It should be wide enough to carry a double line of rails and be provided with suitable cranes for the transhipment of goods.

5. Looking to the actual cost of similar works elsewhere, the Committee are satisfied that such a pier, as is now proposed, together with the necessary improvements and protective works to the existing jetty, would not cost more than Rs. 2,50,000, and if this sum were advanced by Government, there is no doubt of the power of the landing and shipping dues of the port, supplemented as proposed below, to meet the interest thereon.

6. The interest on cost of construction at 4 per cent. would be Rs. 10,000 and the cost of maintenance and establishment, added to the normal expenditure now incurred from landing and shipping dues, would not amount to more than Rs. 5,000, making a total of Rs. 15,000.

7. The income from the landing and shipping dues alone now amounts to Rs. 10,400 per annum, and a toll of one anna per passenger would produce an additional revenue of Rs. 4,500, so that the required sum could be raised without any increase to the present charges.

8. The native merchants, who have been represented before the Committee by a legal adviser, are exceedingly averse to any increase of the present dues; but their objection is based upon the very natural ground that as yet they have received no return for the money they now pay; it has, however, been shown above that no

increase on the charges on goods would be necessary; there is, moreover, a surplus from the dues in question which now amounts to Rs. 13,000 and by the end of the present year will probably reach nearly Rs. 20,000. If, therefore, the annual expenditure was even greater than is estimated, owing either to greater cost of the works or to Government thinking it necessary to provide a sinking fund for repayment of the loan, the excess could easily be met from the existing surplus for a few years, after which increased facilities for trade would produce their inevitable result of increased income.

9. The Committee consider, therefore, that there need be no question as to the power of the port to meet the expenditure involved in the construction of the pier.

10. The Committee wish to state that they are absolutely unanimous upon this question, and that they cannot too strongly recommend the immediate construction of the pier as by far the best means of removing the difficulties under which the trade of the port now labours.

11. It may be observed that the conditions at Negapatam are entirely different from those at Gopálpur, the unfortunate experience of which port may cause Government to hesitate before sanctioning expenditure on similar work elsewhere. At Gopálpur the object was to facilitate the landing of goods during rough weather, and the pier, to be of any use, ought to have been nearly double its actual length. At Negapatam the pier is primarily required for use during the dry season when the weather is usually fine; during the rainy season the river discharge keeps open a sufficient passage through the bar.

12. The Committee consider that the groynes on the eastern side of the "island" at the south of the harbour entrance should be extended and strengthened, as it is important to check any tendency of the sea to break in through this island; such an irruption would have the effect of silting up the whole of the northern end of the present harbour.

13. Estimates should also be prepared for the construction of two stone groynes on the west side of the island to deflect the river current towards the jetty wall and remove the sand banks which now form along the northern and western portion of the harbour. Unless the cost of these groynes is very great, their construction is desirable.

14. A certain amount of dredging will always be required in the interior of the harbour, but this will be reduced to a minimum if the works mentioned above are carried out.

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

16. The draft of this report has been read over to the vakil employed by the native merchants, who has expressed the full concurrence of his clients in the recommendations made herein.

Negapatam,
24th March 1891.

(Signed) J. PENNYCUICK.
(„) H. A. STREET.
(„) H. B. MACTAGGART.
(„) F. OLIVER.

No. 1744 C.

Forwarded to the Marine Department with reference to G.O., dated 25th February 1891, No. 74, Marine.

30th March 1891.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Chief Engineer and Secretary to Government, P.W.D.

1295/2

G.O., dated 2nd May 1891, No. 175, Marine.

Read—the following paper:—

Endorsement of Public Works Department, dated 30th March 1891, No. 1744 C.

Abstract.—Forwarding Proceedings of the Committee appointed to consider the difficulties experienced in the landing and shipping of goods at the port of Negapatam.

Order—dated 2nd May 1891, No. 175, Marine.

Before passing final orders with regard to the proposal of the Committee that a pier should be erected at Negapatam, the Government desires to have the assurance of the Marine authorities that there is nothing in the way of current, &c., to prevent the pier being used as contemplated in the calm season. The Presidency Port officer will report upon this point at an early date.

2. Meanwhile orders will issue in the Public Works Department for the preparation of plans and estimates for the pier and the other works recommended by the Committee.

* * * *

(True Extract.)

(Signed) N. S. BRODIE,
Ag. Under-Secretary.

Order—dated 11th May 1891, No. 1295 W., Public Works.

Communicated to the Superintending Engineer, V Circle, who will submit plans and estimates for the construction of a pier at Negapatam and for the other works recommended by the Committee.

(True Extract.)

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

To the Superintending Engineer, V Circle.
„ Marine Department.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.
Govt. of {1891} Madras.
PUBLIC WORKS.

Dated May, 11th.

Recd *Encl.*

G.O., 11th May 1891, No. 1295 W.

MAY.

Pier at Negapatam

The Superintending Engineer, V Circle, directed to submit plans and estimates for the construction of a—.

Vide 1744 C-
30-3-91
& No. 1763 C 1-4-91

Marine Deptt.

G. O.

1295/3

H.E. the G. in C. resolves to appoint the following Committee to consider the difficulties which are experienced at Negapatam in the landing and shipping of goods and to report upon such measures as may, in its opinion, appear feasible for the removal of these at a reasonable cost.

President
Col. J. Pennycuick R.E.
Chief Eng. & Secy to Govt. P.W.D.
Capt. H. A. Street H.M.I.M.
Presidency Port Officer
Two members to be chosen by the mercantile community of Negapatam.

2. The Committee will be furnished with copies of all previous papers relating to the proposed improvement of the port of Negapatam and the Govt. trusts that it will take an early opportunity of carrying out the object with which it has been appointed

3.

A copy of these Proceedings will be communicated to the Collector of Tanjore with a view to his ascertaining and reporting as soon as possible the names of the gentlemen selected by the merchants of Negapatam to represent them on the Committee.

(Sd.) J. C.
21 July

1295/2

Sec.

Let me see any papers on the subject on return to Madras

J. 2/3

R.K.
Please put up all papers on record in the P.W.D.

C.S.
5-3-91

Genl.

File herewith the G.O. No. 2671 W of 10-10-90 is the last on the subject. – J.F.
6-3-91

J.W.
Submitted. Another file will, under the terms of the order, be supplied to the Committee by the Marine Dept. The order itself has not yet been received.

C.S.
7.3.91

Vide 1744 C of 30-3-91 and 1763 C of 1-4-91

3. A copy of these Proceedings will be communicated to the Collector of Tanjore in view to his ascertaining and reporting as soon as possible the names of the gentlemen selected by the merchants of Negapatam to represent them on the Committee

---

To
D.W.

This draft order has been sent for counter-initials. There is a large file, and probably the Marine Dept would not approve of the papers being sent away to W on tour. But a copy of the draft order might be taken for W, and the papers then returned to the Marine Dept, the draft order being counter-initialed first?

23. 2. 91

Approved

23. 2. 91

To G.

Copy submitted for information. The original has been counterinitialled by DW and returned.

23. 2. 91

1295/6

Proceedings of Committee appointed by G.O. (Marine Dept) No 74 of 25 February 1891, to consider the difficulties experienced in the landing and shipping of goods at the Port of Negapatam

The Committee having carefully considered the previous history of the Port, its present condition, and the various measures proposed for its improvement are of opinion that it would be useless to recommend any scheme for the removal of the bar or the formation of groynes or of any similar works -

Such works must of necessity be a protracted experimental, and although it is not considered impossible to keep open a channel of sufficient width ~~free~~ of the portion of tidal water and sand drainage, the works for this purpose, situated as they would be in a position exposed to the full force of the sea would be exceedingly costly, while there would always be an element of uncertainty in their operation.

It would not be impossible to keep open a channel of moderate width by constant dredging, but the cost of the plant for such a purpose would be large, and the interest on this cost combined with the working expenses would amount to an annual sum far in excess of the revenue of the port.

The Committee unanimously and strongly recommend the construction of a pier extending from the end of the present jetty into a depth of two fathoms of water at low tide. Such a pier

1295/6 8

✓ 2 P

would run 2700 feet long, a length which would take its head two hundred feet beyond the existing surf line.

It would be wide enough to carry a double line of rails and be provided with suitable cranes for the transhipment of goods.

Judging by the actual cost of similar works elsewhere the Committee are satisfied that such a pier as is now proposed, together with the necessary improvements and protective works to the existing jetty, would not cost more than Rs 2,50,000; and if this sum were advanced by Government there is ~~a~~ no doubt question of the means of the Port fund to meet the interest thereon - on cost of construction the interest [illegible] at per[illegible]

Landing and shipping dues of the Port, supplemented as proposed, [illegible] per cent would be Rs 6,000 and the cost of maintenance and establishment, added to the normal expenditure now incurred from landing and shipping dues would not amount to more than Rs 5000 making a total of Rs 15,000 -

7 The income from the landing and shipping dues alone now amounts to Rs 10,600 per annum, and a toll of one anna per passenger would produce ~~and~~ an additional revenue of Rs ~~11,900~~ 4,500, so that the required sum would be raised without any increase to the present charges -

8 The native merchants whose representatives have ~~been examined~~ by the Committee are exceedingly averse to any increase of the present dues, but their objection is based upon the very natural ground that as yet they

and also have been represented to the Committee of [illegible]

~~The dues of these~~

have received no return for the money they now pay; it has however been shown above that no increase in the charges or fees would be necessary; there is moreover a surplus from the dues in question which now amounts to Rs 13,000 and by the end of the present year will probably reach nearly Rs 20,000 - If therefore the annual expenditure were even greater than is estimated, owing either to ~~a~~ greater cost of the works, or to Govt thinking it necessary to provide a sinking fund for repayment of the loan, the excess could easily be met from the existing surplus for a few years after which increased facilities for trade would produce their ~~natural~~ inevitable result of increased income -

9 The Committee consider therefore that there need be no question as to the power of the Port to meet

the expenditure involved in the construction of the pier. The Committee wish to state that they are absolutely unanimous on this question, and that they cannot too strongly recommend the immediate construction of the pier as by far the best means of removing the difficulties under which the trade of the port now labours. It may be stated that the conditions at Negapatam are entirely different from those at Gopalpore, the unfortunate experience of which port may cause Govt to hesitate before sanctioning expenditure on similar work elsewhere; at Gopalpore the object was to facilitate the landing of goods during rough weather, and the pier to be of any use ought to have been nearly double its actual length. At Negapatam

the pier is primarily required for use during the dry season when the weather is usually fine; during the rainy season the volt river discharge keeps open a sufficient passage through the bar.

12 The Committee considers that the groynes on the Eastern side of the "Island" at the south of the harbour entrance should be extended and strengthened, as it is important to check any tendency of the sea to break in through this Island; such an irruption would have the effect of silting up the whole of the northern end of the present harbour.

13 Estimates should also be prepared for the construction of two stone groynes on the ~~south~~ west side of the island to deflect the river current towards the jetty wall and remove the ~~sandbanks~~ sandbanks which now form along the north

and western portion of the harbour. Unless the cost of these groynes is very great, their construction is desirable.

A certain amount of dredging will always be required in the interior of the harbour, but this will be reduced to a minimum if the works recommended above are carried out.

15 The one essential requirement of the port is however the construction of the pier, and until this is built, no appreciable improvement can be looked for, and the ~~[illegible]~~ discontent of the mercantile community both European and native, the substantial nature of which is undeniable, will remain as at present.

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16 The draft of this report has been sent over to the vakil employed by the native merchants, who has expressed the full concurrence of his client in the recommendations made herein.

(Sd) 24/3

Nagapatam 24th March 1891
(Sd) H. A. Street
(Sd) MacTaggart
(Sd) Oliver

1295/9

5 P

No. 1744 C of 30 March 18

Forwarded to the Marine Dept with reference to G.O. dated 25th February 1891 No. 74 Marine.

(Sd) J. Pennycuick
Col. R.E.
Ch: Engr & Secy to Govt
P. W. D.
30/3

1295/9

$\frac{1295}{07}$

Abstract of L & S Dues.
Negapatam.

1891	**Receipts**			
March	During the official year 1889 – 1890	10,207	8	9
	From 1st April 1890 to 28th Feb. 1891 (both inclusive)	9,712	4	5
	Total Rupees	19,919	13	2
	Charges.			
"	Amount transferred to P. W. Department for repairing the North Jetty under G. O. Marine No. 308 dated 29th October/89	984	"	"
"	Do — Do — Do for repairing the South Jetty under G. O. Marine No. 441 dated 10th Dec. 1890.	156	"	"
"	Amount Sanctioned for Dredging by manual labour	441	4	"
"	Do — for constructing a Ramp across the Causeway in front of the Port office	44	8	"
"	Do — [illegible]	[illegible]		
"	Do — for Erecting & Extending Groynes	500	"	"
"	Do — for diverting the channel by Sinking boats (Experiment)	225	"	"
"	Pay of Office Establishment from 1st April/89 to 28th Feb/91	1473	9	10
"	Refunds paid on Relandings & Short Shipments	294	1	4
"	Office Contingencies including cost of Furniture & Printing charges &c	302	11	9
	Total Rupees	7021	2	11
	Balance Rest available at the end of the month of February 1891.	12,898	10	3

$\frac{235037.14.0}{10.}$

1295/11

Copy of Captain James' Telegram to the Collector of Tanjore dated 21st March 1891.

Selected Messrs Maclaggart and Olivier represent Committee Monday morning with Ragava Iyengar in reserve.

2287. Communicated to the Chief Engineer, Public Works Department for information.

Tanjore Collector's Office
Vallam 22nd March /91 }

W. L. Jenkins
For Ag. Collector.
22. 3. 91.

To The Chief Engineer. P.W.D.
Care of Port Office, Negapatam
to wait arrival.

Exd 22/3.

Negapatam
25-3-91

1295
12

To

Lieut. Col. J. Penny-cuick R. E.
President
Landing & Shipping Committee
Negapatam

From

S. Kuppusami Iyer B A B L.
Pleader,
Negapatam

Sir

Some of the merchants of Negapatam request me to appear before you on their behalf and to represent what they have to say with reference to the subject of the land shipping dues about the improvement of the harbour I therefore humbly request you to kindly inform me as to the time which may suit you for the above said purpose between 7 & 10 A. M. to morrow morning

I beg to remain Sir
your most obedient
Servant
S. Kuppusami
Pleader

[25]

G.O., dated 2nd May 1891, No. 175, Marine

Marine Department.

CHIEF SECRETARIAT, MADRAS.

1295/13

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

Endorsement of P. W. Department dy. 30 March 1891 No 1744 C. forwarding Proceedings of the Committee appointed to consider the difficulties experienced in the landing & shipping of goods at the Port of Vizagapatam.

Order dated 2d May 1891, No 175, Marine

Before passing final orders with regard to the proposal of the Committee that a pier should be erected at Vizagapatam the Government desires to have the assurance of the Marine Authorities that there is nothing in the way of Current &c to prevent the pier being used as contemplated in the calm season. The Presidency Port Officer will report upon this point at an early date.

2 Meanwhile orders will issue in the Public Works Department for the preparation of plans and

Estimates

estimates for the pier and the other works recommended by the Committee.

× × ×

(True Extract.)

W. Brodie
Ag Under Secy

~~To the Presidency Post officer~~
~~Public Works Dept~~ ✓

Da Forwarded copies will follow

1295/14

7

P. W. C. No. 4949

[6]

Govt. of {18 } Madras.

To

The P.W.D

Fr Marine Dept No. 599 d/ 23.11.78
" " 274 d/ 15.6.81
" " 214 d/ 23.5.84
" " 80 d/ 80 d/ 26.2.85
" " 280 d/ 3.6.86
" " 350 d/ 1.8.87
" " 425 d/ 22.9.87
B " 449 d/ 4.10.87
A " 452 d/ 10.10.87
" " 72 d/ 6.3.88
" " 182 d/ 7.5.88
" " 359 d/ 27.7.88
" " 333 d/ 9.9.91
" " 74 d/ 25.2.91
Memo No. 1332 C d/ 18.3.91
" " 1763 C d/ 1.4.91
" " 1744 C d/ 30.3.91

Rd 6-5-91

Proceedings, dated 2-5- 1891.
No. 175

Subject.

Reg. Construction
of a pier at Negapatam

To S.E. V [illegible]
[illegible]

A.C.

A.C. 4.5
M. 4.5.91

0/6/5

2nd May 1891, No. 175, Marine.

1295/15

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From the Chief Engineer and Secretary to Government, Public Works Department, dated Madras, 30th March 1891, No. 1744-C.

Abstract.—Forwarding the following Proceedings of the Committee appointed by G.O., No. 74, dated 25th February 1891 :—

The Committee having carefully considered the previous history of the port, its present condition, and the various measures proposed for its improvement, are of opinion that it would be useless to recommend any scheme for the removal of the bar by the operation of groynes or of any similar work.

2. Such works must of necessity be, to a great extent, experimental, and, although it is not considered impossible to keep open a passage of moderate width by the combined operation of tidal water and land drainage, the works for the purpose, situated as they would be in a position exposed to the full power of the sea, would be exceedingly costly, while there would always be an element of uncertainty in their operation.

3. It would not be impossible to keep open a channel of moderate width by constant dredging, but the cost of the plant for such a purpose would be large, and the interest on this cost, combined with the working expenses, would amount to an annual sum far in excess of the resources of the port.

4. The Committee unanimously and strongly recommend the construction of a pier extending from the end of the present jetty into a depth of two fathoms of water at low tide. Such a pier would have to be 700 feet long—a length which would take its head two hundred feet beyond the ordinary surf line.

It should be wide enough to carry a double line of rails and be provided with suitable cranes for the transhipment of goods.

5. Looking to the actual cost of similar works elsewhere, the Committee are satisfied that such a pier as is now proposed, together with the necessary improvements and protective works to the existing jetty, would not cost more than Rs. 2,50,000, and if this sum were advanced by Government, there is no doubt of the power of the landing and shipping dues of the port, supplemented as proposed below, to meet the interest thereon.

6. The interest on cost of construction, at 4 per cent., would be Rs. 10,000 and the cost of maintenance and establishment, added to the normal expenditure now incurred from landing and shipping dues, would not amount to more than Rs. 5,000, making a total of Rs. 15,000.

7. The income from the landing and shipping dues alone now amounts to Rs. 10,400 per annum, and a toll of one anna per passenger would produce an additional revenue of Rs. 4,500, so that the required sum could be raised without any increase to the present charges.

8. The Native merchants, who have been represented before the Committee by a legal adviser, are exceedingly averse to any increase of the present dues; but their objection is based upon the very natural ground that as yet they have received no return for the money they now pay; it has, however, been shown above that no

increase on the charges on goods would be necessary; there is, moreover, a surplus from the dues in question which now amounts to Rs. 13,000 and by the end of the present year will probably reach nearly Rs. 20,000. If, therefore, the annual expenditure was even greater than is estimated, owing either to greater cost of the works or to Government thinking it necessary to provide a sinking fund for repayment of the loan, the excess could easily be met from the existing surplus for a few years, after which increased facilities for trade would produce their inevitable result of increased income.

9. The Committee consider, therefore, that there need be no question as to the power of the port to meet the expenditure involved in the construction of the pier.

10. The Committee wish to state that they are absolutely unanimous upon this question, and that they cannot too strongly recommend the immediate construction of the pier as by far the best means of removing the difficulties under which the trade of the port now labours.

11.. It may be observed that the conditions at Negapatam are entirely different from those at Gopálpur, the unfortunate experience of which port may cause Government to hesitate before sanctioning expenditure on similar work elsewhere. At Gopálpur the object was to facilitate the landing of goods during rough weather, and the pier, to be of any use, ought to have been nearly double its actual length. At Negapatam the pier is primarily required for use during the dry season when the weather is usually fine; during the rainy season the river discharge keeps open a sufficient passage through the bar.

12. The Committee consider that the groynes on the eastern side of the "island" at the south of the harbour entrance should be extended and strengthened, as it is important to check any tendency of the sea to break in through this island; such an irruption would have the effect of silting up the whole of the northern end of the present harbour.

13. Estimates should also be prepared for the construction of two stone groynes on the west side of the island to deflect the river current towards the jetty wall and remove the sand banks which now form along the northern and western portion of the harbour. Unless the cost of these groynes is very great, their construction is desirable.

14. A certain amount of dredging will always be required in the interior of the harbour, but this will be reduced to a minimum if the works mentioned above are carried out.

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

16. The draft of this report has been read over to the Vakil employed by the Native merchants, who has expressed the full concurrence of his clients in the recommendations made herein.

NEGAPATAM,
24*th March* 1891.

(Signed) JOHN PENNYCUICK.
(,,) H. A. STREET.
(,,) H. B. MACTAGGART.
(,,) FRANK OLIVER.

ORDER—dated 2nd May 1891, No. 175, Marine.

Before passing final orders with regard to the proposal of the Committee that a pier should be erected at Negapatam, the Government desires to have the assurance of the Marine authorities that there is nothing in the way of currents, &c., to prevent the pier being used as contemplated in the calm season. The Presidency Port Officer will report upon this point at an early date.

1295/16

2. Meanwhile, orders will issue in the Public Works Department for the preparation of plans and estimates for the pier and the other works recommended by the Committee.

3. The thanks of Government will be conveyed to the President and Members of the Committee for their services and report.

(True Extract.)

Major R.E.
Under Secretary to Govt. P.W.D.
for Chief Secretary.

To the Presidency Port Officer.
,, the Public Works Department. ✓
,, Colonel J. Pennycuick, R.E.
,, Captain H. A. Street, H.M.'s I.M.
,, H. B. Mactaggart, Esq.
,, F. Oliver, Esq.

Exd. P. L. Pereira.

with 10 O.C

C 44949-

Govt. of {1891} Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 2nd May 1891, No. 175.

A

No 1295-W-11-5-91

MAY.

In the press-

15-5-91-

Negapatam Port.

Calling on the Presidency Port Officer for information in connection with the proposal of the Committee that a pier should be erected at Negapatam; directing that orders issue in the Public Works Department for the preparation of plans and estimates for the pier and the other works recommended by the Committee, and that the President and Members be thanked for their services and report.

B.P. Civil Work

No 1295 W d/11th May 1891

PUBLIC WORKS DEPARTMENT

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

1295/17

READ the following

Pro. of the Committee appointed in G.O. d/ 25-2-91 No 74 Marine to consider the difficulties experienced in the landing & shipping of goods at the Port of Negapatam.

Endt thereon in the P.W.D. No 1744 C d/ 30-3-91.

G.O. Marine Dept No 175 d/ 2 May 1891

S P

Communicate to the Supdg Engr V Circle who will submit plans & estimates for the construction of a pier at Negapatam & for the other works recommended by the Committee.

DB 6.5.91

ACS

S.E. V Circle

Marine Dept.

D 10/5/91

Cn

11-5-91
15 May

OLS 4.v
M. 9.v.91

1295/18

9

4949

Govt. of (18) of Madras.

PUBLIC WORKS.

Nos

Dated 13/5

Recd.

Encl.

G.O., 11th May 1891, No. 1295 W.

Pier at Negapatam

The S E V Circle directed to submit plans & estimates for the construction of a —

10/5

18

GEC 12/5.