(1) பக்கங்களின் எண்ணிக்கை 70.

(2) புதுக்கித் திருப்பிய நாள் July. 90.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண்.	அச்சகம்
மு. கோப்புத் தாள் எண். 586. W.	பலவகை

நாள் : 3—3—1891 19 .

...கவோ கண்டபடி கையாளவோ கூடாது

Sheets.

..., கா-1—18,006—15-5-87.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

G.O., dated 30th January 1891, No. 40, Marine.

Read—the following paper :—

From Captain H. B. SIMPSON, H.M.'s I.M., Acting Presidency Port officer, to the Chief Secretary to Government, dated Madras, 17th January 1891, No. 500/12 G.

With reference to G.O., Marine, No. 18, dated 14th January 1891, I have the honor to acquaint you, for the information of Government, that, on the 10th instant, I received from Messrs. Adamson, Mactaggart and Co. of Negapatam a telegram, similar to the one addressed by them to Government. I, thereupon, directed the Port officer, Negapatam, to adopt at once such measures as will tend to keep the boat passage open and to furnish an estimate of the cost of the work in due course. On the 13th instant the Port officer telegraphed to me, for sanction, to expend Rs. 500 for erecting groynes, in order to prevent the erosion of the sea and thus removing the difficulty to boat traffic. In view of the fact that the Tanjore district has no Port funds to its credit, I telegraphed, in reply, on the 14th instant, to say that the amount may be spent from landing and shipping fees if the committee approved of it. On the 16th instant, the Port officer informed me by telegram that the committee declined to sanction money from landing and shipping fees for port conservancy purposes. I am this day in receipt of a report from the Port officer, in which he points out the urgent necessity for erecting the proposed groynes, and, under the circumstances, have been compelled to telegraph to him to meet the expenditure of Rs. 500 from the fees in question, pending the sanction of Government thereto, which I now ask, and beg also that my action in the matter may be approved.

2. The report called for in para. 2 of G.O., Marine, No. 5, of 8th January 1891, will shortly be submitted.

Order— dated 30th January 1891, No. 40, Marine.

The Public Works Department will report on what professional advice the groynes are being constructed. If none has been taken, the work should be stopped at once until the Public Works Department has been consulted. Orders will issue in the Public Works Department for an immediate attention to the matter.

2. The Government considers that the cost of groynes constructed for the improvement of the port of Negapatam may properly be debited to the landing and shipping dues.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

No. 614 C, dated 4th February 1891.

Referred to the Superintending Engineer, V Circle, for report.

From Major D. McN. CAMPBELL, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated 23rd February 1891, No. 85 W.

In returning your endorsement No. 614 C., dated 4th February 1891, I have the honor to forward a copy of a report from the Executive Engineer, Negapatam division, No. 376, of 11th instant. You will see that that officer considers that the groynes now being erected are very necessary, but they are for the prevention of erosion on a spit of land and do not serve the purpose of keeping a passage open for boats.

2. The Executive Engineer makes a proposal for keeping the passage to sea open, regarding which I am unable to give an opinion without inspection; but I will be at Negapatam shortly and will then be able to give my views on the subject.

ENCLOSURE.

From C. E. NORFOR, Esq., Executive Engineer, Negapatam division, to the Superintending Engineer, V Circle, dated 11th February 1891, No. 376.

With reference to your endorsement No. 57 N.G., dated 4th instant, on No. 614 C. of 4th idem, from the Secretary to Government, Public Works Department, I have the honor to inform you that the groynes being put up by the Port officer at Negapatam are to prevent encroachment of the sea on to the spit which is now being eroded. The groynes do not at all serve the purpose of keeping a passage open to sea for boat traffic as supposed by the Presidency Port officer.

I consider the groynes now being put up very necessary and those put up last year with the same object have been a success.

The only thing I think to keep the channel open for boat traffic is to erect a stone groyne out to sea. We might begin with a small one, say, 300 feet long. The Port officer says that the money at the disposal of the Landing and Shipping Dues committee now amounts to Rs. 10,000, which should more than suffice for the stone groyne. This groyne would probably prevent further erosion south and would thus obviate the necessity of erecting palmyra ones next year.

ORDER—dated 3rd March 1891, No. 586 W., Public Works.

It would appear that the groynes under construction by the Marine Department prevent the encroachment of the sea and are necessary. There is thus no objection to the work being carried out.

2. The proposals of the Executive Engineer for keeping the sea passage open will no doubt be reported on by the committee appointed in G.O. (Marine Department), No. 74, of 25th February 1891.

(True Extract.)

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

To the Marine Department.
" Superintending Engineer, V Circle.
To Colonel J. Pennycuick, R.E., President, Negapatam Harbour Committee.

Exd. A. D. Xavier.
Spare Copies

586/2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1891} Madras.

PUBLIC WORKS.

Dated March, 3rd.

Recd. *Encl.*

G.O., 3rd Mar. 1891, No. 586 W.

MARCH.

Groynes

Passing orders regarding the construction of — at the port of Negapatam.

Forwarded R.O. 5/3/91

586/3

25TH FEBRUARY 1891, No. 74, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following paper :—

G.O., dated 8th January 1891, No. 5, Marine.

Read—the following papers :—

From Messrs. ADAMSON, MACTAGGART AND CO., Agents, British India Steam Navigation Company (Limited) and Netherlands—India Steam Navigation Company (Limited), and 11 others, to the Chief Secretary to Government, dated Negapatam, 1st November 1890.

With reference to G.O., No. 333 (Marine), of 9th September 1890, we, the undersigned merchants of Negapatam, learn with regret that Government is not prepared to consider the very admirable suggestion of the Presidency Port Officer that a screw pile pier should be erected at Negapatam, and that no large scheme in connection with the bar will be taken into consideration. Captain Street's scheme for the erection of a pier is exactly what is wanted at Negapatam, as it is during the fine season that the difficulty is experienced, and that the pier would be serviceable and of great advantage.

1. We would respectfully draw the attention of Government to the fact that, until the pier is built or something is done to admit of cargo being freely shipped and landed at the jetty in the river at all hours of the day, it would be futile and a waste of money to erect sheds, extend the railway to the jetty or carry out any expensive improvement.

2. When Government was asked to introduce the "Madras Outports Shipping-fees Act III of 1885" in Negapatam, it was understood that the first and principal improvement would have been to do something to clear and deepen the bar, or erect a jetty or run out groynes; but although the Act has been in force since 1st February 1889, nothing has been done to improve the port further than the filling up of the boat basin which was commenced previous to the formation of the Landing and Shipping Dues department.

3. So far this department has been an impediment to trade and a source of detention to the shipping without any compensating advantages to the merchants.

4. In addition to the landing and shipping dues paid on imports and exports, the merchants have had to expend as much money as in former years (and even more last hot season), in the employment of labor to push boats over the bar; and for ready reference we enclose an excerpt from the letter addressed to Government on the subject on 21st February last which gives a fair idea of the disadvantages the merchants of Negapatam have to contend with.

5. In Captain Street's letter it is stated that the "financial state of the port is far from flourishing." In connection with this statement we would remind Government that a boat basin was erected at Negapatam some years ago unasked for by the merchants at a cost of about Rs. 20,000. After lying for some years in disuse it has just been filled up at a cost of about Rs. 20,000; besides which there is one item which we pick out at random from G.O., dated 6th March 1888, No. 72 (Marine), for "Wages of Dredge Superintendent from 1st February 1885 to 15th October 1887,

amounting to Rs. 3,148-6-2," which Government admitted to be "a shameful waste of money." It seems hard that the merchants should have to suffer for money being so recklessly expended and over which they had no control.

6. Negapatam being a terminus of the South Indian Railway and being the out-let of the fertile district of Tanjore, should be advancing in trade, but the contrary is the case; and Karikal is making great progress within the last few years as merchants find it cheaper and easier to ship from that port; and, unless Government wish to see the trade of Negapatam driven into French territory at Karikal, something should be done at once.

7. Your memorialists would respectfully beg of Government to reconsider Captain Street's suggestion to erect a screw pile pier, or, if Government cannot see its way to assist the merchants of Negapatam to overcome the difficulties of the bar, that it will be pleased to abolish the "Madras Outports Shipping Act III of 1885," as they feel that it is useless going on paying heavy dues unless the money is to be expended on the improvement of the facilities for shipping and landing cargo.

ENCLOSURE.

EXTRACT from the letter of 21st February 1890, to the Chief Secretary to Government, Marine Department, Madras.

(*b*) *Removal of Silt from the Bar and River.*

Under this heading the Government agreed that—

"If the dredger, after its repair, should again fail, cooly labor, paid from Port funds, should be regularly employed every hot weather."

We have to point out that, in consequence of this not having been done, merchants have been put to enormous expense and loss, amounting to thousands of rupees, for damage to cargo and extra boat and cooly hire. The damage to cargo is caused in consequence of boats having to lie outside the bar for long periods in a heavy surf before the bar can be attempted to be crossed, even with the assistance of cooly labor, and coolies have constantly to be employed to drag boats over the bar and up the river. All this expense should be met from Port funds. As an instance, we would mention that 40 coolies had to be employed, in addition to 4 boats, to land a 3-ton boiler the other day, which could have been done in Madras at a nominal figure.

This incident alone shows the disadvantage we are placed at in comparison to other ports, and had the weather not been exceptionally fine, such cargo as this could not be landed here at all.

The hot weather is again on, and nothing is being done to remedy the evil we complain of, and we would ask you to give immediate instructions to have the Government order above referred to carried out.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 24th November 1890, No. 500—565-G.

In compliance with the instructions contained in Marine Department Reference on C. No. 1054, dated 20th November 1890, I have the honor to acquaint you, for the information of the Government, that the inconvenience from which the merchants of Negapatam suffer through the state of the bar at that port, has not been overstated in the letter they have lately addressed to the Government on the subject, and I consider that the trade of the port is likely to suffer unless something is done to facilitate landing and shipping operations. As stated in my letter, No. 500—158-G, dated 19th March 1890, a pier, in my opinion, is the only means by which these operations can be facilitated.

2. I am at a loss to understand in what way the Shipping Dues department can be considered a source of detention to trade, and I notice that, beyond making the bare assertion that it is so, the merchants at Negapatam give no reasons in support of this statement. The money obtained by the levying of landing and shipping dues has enabled a considerable amount of hand-dredging to be carried out inside the river, thus enabling boats to lie alongside the jetty at low water. This work could not otherwise have been carried out as there are no Port funds available to meet the expense.

586/4

3. I have no remarks to offer in respect to the observations contained in paragraph 5 of the letter under reference.

Order—dated 8th January 1891, No. 5, Marine.

The Government is not prepared to reconsider G.O., No. 142, dated 3rd April 1890, declining to sanction the erection of a pier at Negapatam.

2. Act III of 1885 was introduced at Negapatam at the request of the merchants there and a committee was appointed to manage and expend the funds collected under it. It appears, however, from the last Marine Administration report, that the receipts in 1889-90 were Rs. 10,208 and the expenditure only Rs. 1,172; there was therefore a balance in hand at the end of the year of Rs. 9,036. The Presidency Port Officer will report how this amount, and any further surplus funds there may be, can best be expended on improvements to the port.

3. If there are no means of utilizing the money, so that the port may be improved by it, the Government will be prepared to consider the advisability of withdrawing Negapatam from the operation of the Act.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
" Messrs. Adamson, Mactaggart and Co., on behalf of the Petitioners.

READ—also the following paper:—

From Captain H. B. SIMPSON, H.M.'s I.M., Acting Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 30th January 1891, No. 500—30-G.

With reference to G.O., Marine, No 5, of 8th January 1891, and paragraph 2 of my letter, No. 500—12, of 17th idem, I have the honor to recommend that the surplus funds collected as landing and shipping dues at Negapatam should be applied to controlling the mouth of the river by the erection of groynes or such other means as may be considered best to effect that object.

2. In his note, dated 25th August 1890, recorded in G.O., Marine, No. 333, of 9th September 1890, the Chief Engineer, Public Works Department, states that Mr. Norfor's scheme, though sound enough in principle, would not effect the object contemplated, and that the effect would possibly be to push the bar a little further out and probably cause an accretion of sand at the south side of the southern jetty; both of the above effects, I think, would be desirable. With reference to Mr. Robertson's opinion that the Kaduviaur had neither the area for impounding tidal water nor the amount of land drainage necessary for keeping open a *deep* outlet through the bar, I would point out that a deep outlet is not necessary. Mr. Robertson in his report states that he would consider the extension of the pier proposed by him (150 feet beyond low-water mark) to be successful if it maintains a constant depth of four feet over the bar. This depth would be sufficient for the passage of boats at all times and appears to me to be what is asked for by the shipping trade at Negapatam. Mr. Robertson goes on to say that "to gain a minimum depth of six feet at low water would require an outlay of more money than is likely to be sanctioned by Government," evidently meaning that to get six feet at low water is only a question of expense, and I would submit that if the Landing and Shipping Dues Committee of Negapatam is able and willing to contribute the necessary percentage on capital advanced either entirely or with slight assistance from Government, some scheme on the lines of Mr. Norfor's ought to be adopted. The number of vessels resorting to the port is increasing and the funds available are larger now than would have been the case when the above-mentioned scheme (Mr. Robertson's) was first submitted.

Order—dated 25th February 1891, No. 74, Marine.

His Excellency the Governor in Council 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 :—

Colonel J. Pennycuick, R.E., Chief Engineer and Secretary to Government, Public Works Department,—*President.*
Captain H. A. Street, H.M.'s 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 Government 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 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.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To Colonel J. Pennycuick, R.E., Chief Engineer and
Secretary to Government, Public Works Department,
,, Captain H. A. Street, H.M.'s I.M. with file of previous papers.
,, the Presidency Port Officer.
,, the Collector of Tanjore.

Exd. P. L. Pereira.

584/5

Govt. of {1891} Madras.

MARINE.

Issued

Reed. *Encl.*

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Marine Department.

586/23

DRAS GOVERNMENT.

READ the following paper:—

e Presidency Port Officer Madras

y N°. 500/12 G.

to G.O. Marine N°. 10 dated

have the honor to acquaint

ation of Government that on

I received from Messrs. [illegible]

and Co. of Negapatam a

to them are addressed by them

Thereupon directed the Port

to adopt at once such measures

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Govt. of {1891} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated

Recd. Encl.

G.O. 18 , No

To W

580/257 C

The Marine Dept. order of the 30th Jany: was referred to the S.E. of the first instance by Endorsement from this office No. 614C of 4th Feby. 91. The S.E.'s reply was finally disposed of by G.O. in this Dept. No. 586 of 3d March. The paper was traced to the Clerk who prepares papers for the Press. Mr Roberts. It would appear that on the 13th Inst. he missed the papers from his Table and assuming that it had been sent to W, requested the Record Keeper to note it accordingly. This was done, and it was upon this note that my reply yesterday was based. Subsequent inquiry seems to show that the entry in the Record Keeper's book was made on insufficient grounds. Mr Roberts is thus answerable for the paper so far. A careful search was made last evening & continued from 9 o'clock this morning but

Marine Department.

580/257

23

ADRAS GOVERNMENT.

READ the following paper:—

the Presidency Port Officer, Madras

1891 No. 500/12 C.

ce to G.O. Marine No. 18 dated

have the honor to acquaint

mation of Government that on

I received from Messrs.

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Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

thrown no further light on the matter. But I have had copies of the papers made, so far as this is possible. The Marine Dept. orders having been copied before return to that Dept. today, and the Collr's reports and Sub Collr's Endorsement having been copied from the Collr's records. The papers are attached for reference. Further search will be made for the original papers.

K.S.
7.3.91

The Jurors in 586/10. come up during the absence of the writer was ill at first, and if the report cannot be found it will cause little delay as many can it seem a most extraordinary matter to start a dispute over a document mentioned in a recent letter on a current matter with a recent file. The Jurors came up to end the dispute up upwards and afterwards include the Jurors in the recent file.

W 2/3

My last note intended to convey the idea that

Marine Department.

586/10
28

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer Madras
dg. No. 500/12 G.
e to G.O. Marine No. 10 dated
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an estimate of the cost of the
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Fees if the Committee approved
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Govt. of {1891} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

the unissued order was but as a matter of fact put up with the general file. The idea originated with Mr Roberts who was responsible for the paper but is not borne out by my recollection or that of Mr Simpson who also went through the file before it was placed on your table.

I have redrafted the order from memory.

K.S.
21-3-91

Law.

Sd/46 11

They to explain as follows:—

As already stated I remember putting a docket slip on to G.O. No 388 M. and I missed it shortly afterwards and could not find it although I searched for it same days & then brought it to your and Law notice.

Same day by whom the paper was taken from my table

The practice of taking away papers without my knowledge has been very common & has delayed the issue of the Tabled Contd.

This practice was of [illegible] complaint in regard to R papers especially.

Marine Department.

Sd/46
23

ADRAS GOVERNMENT.

READ the following paper:—

the Presidency Port Officer Madras.

891 No. 500/12 G.

es to G.O. Marine No. 10 dated

have the honor to acquaint

nation of Government that on

I received from Messrs

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Fees if the Committee approved

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Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

The next day attender Arnidaigum brought the missing file to me which I handed this and to R. K and then brought the papers to you. I was Arnoogum that I found the paper in the Record section

4. 4. 91.

C.A.W

5/2/91

The long list of surf drops after Sp. about the Negapatam Groynes turned up today in the records tied up with a Sp. of 7 February 1891 on quite a different subject — [illegible]

Marine Department.

MADRAS GOVERNMENT.

READ the following paper:—

From The Presidency Port Officer Madras

No. 500/12 G.

Reference to G.O. Marine No. 18 dated

I have the honor to acquaint Government that on

I received from Messrs

Clark Co. of Negapatam a

letter addressed by them

I thereupon directed the Port

Officer to adopt at once such measures

as the least passage open

an estimate of the cost of the

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Port fund to its credit, I

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Fees if the Committee approved

of

Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Yes, Please attach this papers to the original file of G.O. No. 356 dated 3.3.91, which is now either at Cuddalore or on its way back from Cuddalore to Madras

No. 458-91

25.4.91

SAW

This matter has given a great deal of trouble. I think the whole case should now be put before D.W. for such notice as he may consider necessary. If Coolies of the Sorb is to pass without punishment, there will be no guarantee that it will not be repeated. It will perhaps be impossible to discover how the papers got astray, but Somebody in the Record Section is clearly answerable for allowing it to remain out of place. And this person, whoever he is, should be made to feel his responsibility.

I should like to know how the matter is finally settled

L.S. 5/8/91

1.V.91

Our

Submitted accordingly.

The note relate to the loss of the file marked (A) & its subsequent recovery.

Current No. 2158 under that file was received on 24th July last. A draft order was written by C.W.W. & passed by D.W. (Major Baddeley) on 25th July. (W. was then absent on tour).

It was sent to the Chief Secy for countersignature on 25th & returned by him on 26th.

It was then sent to H.E. on 2nd March & returned on 3rd idem.

The order was numbered in the W branch

to [illegible]

Marine Department.

58/91

28

MADRAS GOVERNMENT.

READ the following paper:—

From The Presidency Port Officer Madras.

No. 1891 No. 500/12 G.

Refer to G.O. Marine No. 18 dated

I have the honor to acquaint for information of Government, that on I received from these Port Co. of Negapatam a letter to the one addressed by them I thereupon directed the Port to adopt at once such measures as the coast passage appear an estimate of the cost of the same. On the 13th instant the Port applied to me for sanction to (500) Five hundred, for erecting to prevent the erosion of the sea ing the difficulty to land of the fact that the Tanjore Port Fund to its credit. I duly on the 14th instant to which may be spent from Fees if the Committee approved of

Govt. of {1891} Madras.

MARINE.

Issued

Reed. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

on 3 Inst. a parcel on
to Mr Roberts (the Table
of Contents clerk) to be
prepared for print.

From Mr Roberts'
table the paper disappeared
& he supposed that it had
been removed by one of
the attenders - at that
time there was a file on
Mr's table regarding the port
of Negapatam, & Mr Roberts
came to the conclusion that
the missing paper was with
that file -

On Mr's return from
town, inquiry was made by
C.A.W. regarding the missing
papers, & it was found that
they were not on Mr's table
with the file in question -

Duplicates of the correspondence were then
obtained, a fresh despatch
order was written, & file
(B) was made up - the
G.O. as contained in file
(B) was issued on 21st
March -

On 29th April, the
missing file (A) was dis-
covered in the records
tied up with Go. No.
520 W dt 23-2-91 which

G was entirely

different subject -

The note of explanation obtained from
Mr Roberts & R.K.
are submitted.

R.K. states that
files are not examined
in detail before they
are docketed in the records,
& that his establishment
will not admit of this -

When a file is once
placed in the record
it may not be called
up again for many
months - In this case
Go. No 520 W dt 23-2-91
was required by Mr
for reference at the
end of April & this
led to the discovery
of the missing papers -

R.K. is unable to
fix the responsibility
on any one of his atten-
dants -

Cases of this kind
very rarely occur -

The fact of the loss
of the papers was reported
to Mr at the time, as

Marine Department.

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer Madras
1891 No. 500/12 G.
ence to G.O. Marine No. 18 dated
I have the honor to acquaint
rmation of Government, that on
I received from Messrs
gent Co. of Negapatam a
to the one addressed by them
I thereupon directed the Port
m to adopt at once such measures
ep the boat passage open
an estimate of the cost of the
es. On the 13th instant the
ecraphed to me for sanction
(500) Five hundred, for erecting
to prevent the erosion of the
now impeding the difficulty to boat
of the fact that the Tanjore
ort funds to its credit, I
ply on the 14th instant to
ouch may be spent from
Fees if the Committee approved
of

Govt. of {1891} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

RK

5/3/91

Please see C.R.'s note of 1-3-91 & the Roberts' calendar of this date, & favour me with any remarks you may have to offer with respect to the original missing P.C. No 586 of 3-3-91 remaining undiscovered in the record from its being in such a torn papier - It was found inside a P.C. on a different subject altogether. 17/3

Can you say who is responsible for (1) the removal of the paper in question from its cover, & (2) the non discovery of the loss for so many weeks?

Are not all files examined before they are finally closed in the records?

CR

4.5.91

Marine Department.

5/3/91

28

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer Madras 1891 No. 500/12 G.

encs to G.O. Marine, No. 18 dated

I have the honor to acquaint information of Government, that on I received from Messrs. Parsh & Co. of Negapatam a letter addressed by them to me I thereupon directed the Port to adopt at once such measures as the coast passage & open an estimate of the cost of the same. On the 13th instant the telegraphed to me for sanction (600) Five hundred, for erecting to prevent the erosion of the now causing the difficulty to land of the fact that the Jetty bore funds to its credit. I reply on the 14th instant to much may be spent from Fees if the Committee approved of

Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

S. R.

S. L. W. 5&6/91 16

It appears from Supt. No. 520 from C. B. on 21st April - Steamer returned about 28th or 29th. When it went to B. the last draft was not in it when it returned the last draft was in it - Br says Commander Armytage blames Lewis believes for a moment that R. ever saw the draft, but his statement of his Commander deserves further explanation. Please see if he can elicit any thing further

D.W.R.
9.5.91

P. 70

Marine Department.

5&6/91
23

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer Madras. 1891 No. 500/12 G.

In to G.O. Marine No. 18 dated I have the honor to acquaint information of Government, that on I received from Messrs. Gairn & Co. of Negapatam a letter was addressed by them I thereupon directed the Port to adopt at once such measures as the coast passage open an estimate of the cost of the Work. On the 13th instant I received from them for sanction a (500) Five hundred, for erecting to prevent the erosion of the river, the difficulty to land of the fact that the Tanjore Port fund to its credit, I pay on the 14th instant to such may be spent from Fees if the Commissioner approved of

Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Sir

I submit a note on this subject by the Under Secretary.

When B obtained G.O. No. 520 W from the records on 21st April, it seems perfectly certain that the missing file was not tied up with it. B looked into the G.O. for purposes connected with his work, & he would most certainly have noticed the other papers if they had been within the G.O. It seems certain also that the missing papers could not have been put into G.O. 520 W by B., as the papers were sent to the Under Secretary after they came back from the H. C.

The only conclusion I can come to is that some one in the office found the missing file at the end of April, & tied it up with the first paper he could lay his hands on in the records (which paper was G.O. 520 W) to avoid questions of responsibility.

The fact remains that Mr Roberts was the last man in whose possession the missing papers were known to have been, before they were found

Ch 11/5

S. A. W

I can say but little with regard to the lost paper which has now been found. 58/17

The draft of G.O. No. 586 W. dd 3rd March 1891 was a disposal order of C.A.W's as may be seen from the original file, it was not even numbered for B after being numbered, as other orders which are sent to me for note. It is therefore clear that the paper never came to this section, and therefore could not have been accidentally put up by me with G.O. No 520 W.

When the papers were first missed C.A.W asked me to make a search for it in my section. This I did, but without any success.

Mad 11/5

Marine Department.

58/17

28

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer Madras 1891 No. 500/12 G.

Ref to G.O. Marine No 10 dated

I have the honor to acquaint Government, that on I received from Messrs Co. of Negapatam a letter addressed by them I thereupon directed the Port to adopt at once such measures as the coast passage appears entitled of the coast of the Ports. On the 13th instant the telegraphed to me for sanction (500) Five hundred, for erecting to prevent the erosion of the ravine) the difficulty to land of the fact that the Jetty Port fund to its credit, I July on the 14th Instant to such may be spent from Fees if the Committee approved of

Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

It defines impossible to find out exactly how this paper came as many 58/88 Mr. Roberts has been removed but that such an amount has been again — No paper should be removed from any table without first requesting the person in whose charge such paper is that it is required

D.V.B.
11.5.91

R.K.

Please read & return to me for transmission to C.N.O.

Please issue necessary instruction to all members of the Board Section in reference to last para of this note.

Noted D.V.B. 11-5-91

Marine Department.

58/88
23

ADRAS GOVERNMENT.

READ the following paper:—

the Presidency Port Officer Madras
1891 No. 300/12 G.
to G.O. Marine, No. 18 dated
have the honor to acquaint
nation of Government, that on
I received from Messrs. &
port Co. of Negapatam a
to the one addressed by them
I thereupon directed the Port
n to adopt at once such measures
ep the boat passage open
an estimate of the cost of the
es. On the 13th instant the
graphed to me for sanction
s(600) Five hundred, for erecting
to prevent the erosion of the
roying the difficulty to boat
of the fact that the Tanjore
port funds to its credit, I
ply on the 14th instant to
ouch may be spent from
Fees if the Committee approved
of

Govt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

C.A.W

I forward these notes to you for perusal with reference to your note of 1-5-91.

S&C
19 12.5.91

S.A.W

Seen.

I am not satisfied with the procedure in the Record Section. It would appear that no attempt is made to examine files made over for final record. This is clearly wrong. Please direct R.K. to arrange that files are examined in such a way as will prevent unnecessary drafts being put away without notice. Such an examination will not take long, and is in any case essential.

R.S.
13.5.91

Marine Department.

S&C
19
23

MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer, Madras, 1891 No. 500/12 G.

re G.O. Marine, No. 18 dated

I have the honor to acquaint information of Government, that on I received from Messrs. Gant & Co. of Negapatam a letter addressed by them

I thereupon directed the Port m to adopt at once such measures esp the best passage open an estimate of the cost of the as On the 13th instant the epraphed to me for sanction s(500) Five hundred, for erecting to prevent the erosion of the moving the difficulty to boat of the fact that the Tanjore port funds to its credit, I eply on the 14th instant to nount may be spent from g Fees if the Commissioner approved of

Govt. of {1891} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Marine Department.

CHIEF SECRETARIAT. MADRAS.

58/20
28

MADRAS GOVERNMENT.

READ the following paper:—

From the Presidency Port Officer, Madras.

1891 No. 500/12 G.

Ref to G.O. Marine No. 10 dated

I have the honor to acquaint for information of Government, that on I received from Messrs. Parry & Co. of Negapatam a letter addressed by them to me whereupon directed the Port to adopt at once such measures as the local passage open an estimate of the cost of the same. On the 13th instant the telegraphed to me for sanction Rs.(500) Five hundred, for erecting to prevent the erosion of the Sea, and now, moving the difficulty to boat traffic. In view of the fact that the Tanjore District has no port funds to its credit, I telegraphed in reply on the 14th instant to say that the amount may be spent from Landing and Shipping Fees if the Committee approved of

Sir I am sorry I cannot say where to find the missing paper from Mr Roberts' tatute, but as he was the last person to have he should account for it. Files are made up in the Record Section and marked against the particular C No. or person for whom the file is required. when the matter is

Gobt. of {1891} Madras.

MARINE.

Issued

Read. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

[25]

Marine Department.

CHIEF SECRETARIAT MADRAS.

5&C/6/23

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper:—

The Presidency Port Officer, Madras, 1891 No. 500/12 G.

Ref. to G.O. Marine, No. 18 dated

I have the honor to acquaint for information of Government that on 2 I received from Messrs. Taggart & Co. of Negapatam a letter addressed by them to me requesting that I would direct the Port Officer to adopt such measures as may be necessary to keep the boat passage open, and an estimate of the cost of the same. On the 13th instant I telegraphed to them for sanction to the expenditure of Rs.(500) Five hundred, for erecting a pier to prevent the erosion of the sea, and thus removing the difficulty to boat traffic. In view of the fact that the Tanjore District has no port funds to its credit, I telegraphed in reply on the 14th instant to say that the amount may be spent from Landing and Shipping Fees of the Coromandel Coast ports.

Chairing what papers ought to come back, because ~~[illegible]~~ separate list to be kept of papers placed in each separate file - & without such a list attached to each file there is no means of check - Even such a list would be of little use - as persons are aware, files are very frequently altered after they leave the Secretariat, but

dispensed of there and file are returned to the records placed, as received in the particulars to which they refer, viz: W. 1 R. &c. are not examined on return to the records because such papers even if there were any available to

Govt. of {1891} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 25th February 1891, No. 74.

FEBRUARY.

Port of Negapatam.

Appointing a committee to consider the difficulties experienced at the — in landing and shipping goods and to report on the measures for their removal.

Marine Department.

CHIEF SECRETARIAT MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper:—

Letter from the Presidency Port Officer Madras dated 17th January 1891 No. 500/12 G.

With reference to G.O. Marine No. 18 dated 14th January 1891, I have the honor to acquaint you for the information of Government that on the 10th instant I received from Messrs Adamson Macleggan & Co. of Negapatam a telegram similar to the one addressed by them to Government. I thereupon directed the Port Officer Negapatam to adopt such measures as will tend to keep the boat passage open and to furnish an estimate of the cost of the work in due course. On the 13th instant the Port Officer telegraphed to me for sanction to expend Rupees (500) Five hundred, for erecting groynes in order to prevent the erosion of the sea, and thus removing the difficulty to boat traffic. In view of the fact that the Tanjore District has no port funds to its credit, I telegraphed in reply on the 14th instant to say that the amount may be spent from Landing and Shipping Fees if the Committee approved of

58/X
24

of it. On the 16th instant the Port Officer informed me by telegram that the Committee declined to sanction moneys from Landing and Shipping Fees for Port Conservancy purposes. I am this day in receipt of a report from the Port Officer in which he points out the urgent necessity for erecting the proposed groynes and under the circumstances have been compelled to telegraph to him to incur the expenditure of Rupees (500) five hundred from the fees in question pending the sanction of Government thereto, which I now ask and beg also that my action in the matter may be approved.

2. The report called for in para: 2 of G.O. Marine No: 5 of 8th January 1891 will shortly be submitted.

Order Dated 30th January 1891 No: 40.

The Presidency Port Officer will report on what professional advices the groynes are being constructed. If none has been taken the work should be stopped at once until the Public Works Department has been consulted; orders will issue in the Public Works Department for immediate attention to the matter.

2. The Government considers that the cost of groynes constructed for the improvement of the port of Negapatam may properly be debited to the Landing and Shipping Fees.

(True Extract)

Chief Secretary.

To The Public Works Department.
" Presidency Port Officer.

[-6-]

Govt. of {18 } Madras.

NEGAPATAM DIVISION
REG'R NO.
1 FEB. 91
EXECUTIVE ENGINEER'S OFFICE.

To

The Public Works Dept

Proceedings, dated 30 — 1 — 1891,
No. 40

Subject.

Progress at Negapatam

Instructing the DPD regarding the work of erecting — and the detail of Coat to Landing & Shipping Quays

W^o. 614. Cdj 4th Feby: 91

Referred to the Supdg Engineer V Circle for very early report.

Chief Engr.
Secy to Govt. Mod

85-91

5/8/91
28/2

Executive Engineer's Office

No. 376 11 February 1891.

From

The Executive Engineer
Negapatam Division

To

The Superintending Engineer
5th Circle
Madura

Sir

With reference to your Endorsement No. 570 N.G. dated 6th Instt. on No. 614 C of 4th idem from the Secretary to Government P.W.D. I have the honour to inform you that the groynes being put up by the Port officers at Negapatam are to prevent encroachment of the sea on to the Spit which is now being eroded. The Groynes do not at all serve the purpose of keeping a passage open to sea for boat traffic as supposed by the Presidency Port officers.

I Consider the Groynes now being put up very necessary; and those put up last year, with the same object, have been a success. The only thing I think

6

to keep the Channel open for boat-traffic is to erect a stone groyne out to sea We might begin with a small one say 300 ft long. The Port officer says that the money at the disposal of the Landing and Shipping dues Committee now amounts to Rs 10,000 - which should more than suffice for the stone groyne. This Groyne would probably prevent further erosion South, and would thus obviate the necessity of erecting palmyra ones next year

I have the honour
&c/ C.S.T. Nor for.
Executive Engineer

[True copy]

J.D.W. Campbell Major R.E.
Superintending Engineer
5th Circle

W.

SUPERINTENDING ENGINEER'S OFFICE,
V Circle, Madras,
Chepauk, 23 July 1891.

No. 859

From Major D. McNeill Campbell R.E.
SUPERINTENDING ENGINEER, V CIRCLE,

To THE Chief Engineer
P.W. Department,

SIR,

Enclosures.

In returning your Endorsement No. 614 C dated 6th February 1891 I have the honor to forward a copy of a Report from the Executive Engineer Negapatam Division No. 376 of 11th Instt. - You will see that that Officer considers that the groynes now being erected are very necessary - but they are for the prevention of erosion on a spit of land and do not serve the purpose of keeping a passage open for boats.

2. The Executive Engineer makes a proposal for keeping

to keep the Channel open for boat traffic is to erect a stone groyne out to sea We might begin with a small one say 300 ft long. The Port officer says that the money at the disposal of the Landing and Shipping dues Committee now amounts to Rs 10,000 which should more than suffice for the stone groyne. This Groyne would probably prevent further erosion South, and would thus obviate the necessity of erecting palmyra ones next year.

I have the honour
to be Sir
Your most obedient
Servant
(Sd) C.S.T. Norfor.
Executive Engineer

True copy
(Sd) Wm Campbell Major R.E.
Superintending Engineer
5 Circle

P.W.

SUPERINTENDING ENGINEER'S OFFICE,
V Circle, Madras,
Chepak, 23 July 1891.

No. 857

From Major D McNeill Campbell R.E.
SUPERINTENDING ENGINEER, V CIRCLE,

To THE Chief Engineer
P.W. Department.

SIR,

Enclosures.

In returning your Endorsement No. 614 C dated 6th February 1891 I have the honor to forward a Copy of a Report from the Executive Engineer Negapatam Division No. 376 of 11th Instt. - You will see that that Officer considers that the groynes now being erected are very necessary - but they are for the prevention of erosion on a Spit of land - and do not serve the purpose of keeping a passage open for boats.

2. The Executive Engineer makes a proposal for keeping

Keeping the passage to sea open
Regarding which I am unable
to give an opinion without
inspection - but I will be
at Negapatam shortly and
will then be able to give my
views on the Subject.

I have the honour to be
Sir
Your Most Obt Servt

D. W. Campbell Major R.E.
Superintending Engineer
5th Circle

PV

80/11
28

P.W.C. No: 2158

From
The Asst Engineer
5th Circle

To
The Chief Engineer
P W Depts.

Dated 23rd July/91
Rec'd 25

Encls. 2

No. 858.

Grapnes sent up by the Post Offices Nagapatam

—

Forwarding Copy of letter No: 376 of 11th February/91 from the Ex. Engr Nagapatam stating that the Grapnes now erected are my property.

Proc: Post office
Madras 17th Jany: 1891.

No 500/12 Gr.

Reading
Grapnes.

From The Presidency Post Office
Madras

To The Chief Secretary to Government
Marine Department
Fort St George.

Sir,

With reference to G.O. Marine No: 18 dated 14th January 1891, I have the honour to acquaint you, for the information of Government, that on the 10th instant I received from Messrs Addison Mackaggan & Co of Negapatam a telegram similar to the one addressed by them to Government. I therefore directed the Post Office Negapatam to adopt at once such measures as will tend to keep the boat passage open, and to furnish an estimate of the cost of the work in due course. On the 13 instant the Post Office telegraphed to me for sanction to expend Rs (500) Five hundred, for erecting Grapnes in order to prevent the erosion of the

and thus removing the difficulty to boat traffic. In view of the fact that the Sanjana Electric has no Post funds to its credit, I telegraphed in reply on the 15th instant to say that the amount may be spent from Landing and Shipping Dues if the Committee approved of it. On the 16th instant the Post Office informed me by telegram that the Committee declined to sanction money from Landing and Shipping Dues for Post Committee purposes. Same day in receipt of a report from the Post Office in which he points out the urgent necessity for erecting the proposed groynes, and under the circumstance have been compelled to telegraph to him to meet the expenditure of Rs (500) Five hundred from the fees in question pending the sanction of Government thereto which I now ask, and beg also that my action in the matter may be approved.

2. The report called for in para 2 of G.O. Marine No 5 of 2nd January 1891 will shortly be submitted.

I have &c

(Sd) H. B. Simpson Capt. & Mrs I.N.
Actg Presy. Port officer.

5/2/91

Orders thereon in the Marine Dept.
No: 40 dated 30th January 1891.

The Public Works Department will report on what proprietary advice the groynes are being constructed. If none has been taken the work should be stopped at once until the Public Works Dept. has been consulted. Orders will issue in the P.W. Department for an immediate attention to the matter.

2. The Government considers that the cost of groynes constructed for the improvement of the port of Negapatam may properly be debited to the Landing Dues.

No 614C dated 4th Feby 1891.

Represented to the Supdg. Engineer V Cuddalore for report.

—

3P

From the Supdg Engineer Negapatam &c
to the Supdg Engineer V Cuddalore No: 576
dated 11th Feby 1891.

58/3733

With reference to your Endt
No: 57 R.G. dated 4th instant on No 614C
of 4th idem from the Secy to your
P. W Dept: I have the honour to
inform you that the groynes being
put up by the Post Office at
Negapatam are to prevent encroach-
=ment of the sea on to the spit
which is now being eroded.
The groynes do not at all serve
the purpose of keeping a passage
open to sea for boat traffic as
supposed by the Presidency Post
Office.

I consider the groynes now
being put up very necessary
and those put up last year, with
the same object have been a
success.

The only thing I think to keep
the Channel open for boat traffic

is to erect a stone groyne out to sea. We might begin with a small one say 300 feet long. The Port Officer says that the money at the disposal of the Landing and Shipping dues Committee was amounts to Rs 10,000, which should more than suffice for the stone groyne. This groyne would probably prevent further erosion South, and would thus obviate the necessity of erecting Palimpsa ones next year.

Sham to
Exg. Engineer
Exg. Engineer

No 85 W
723. 2. 91.

To
The Chief Engineer
P. W. Department

Sir, In forwarding your Endt No. 64C dated 4th Feby 1891, I have the honour to forward a copy of a report from the Exg. Engineer Negapatam Div.

No 376 of 4 instant. You will see that that Officer considers that the groynes now being erected are very necessary - but they are for the prevention of erosion on a spit of land and do not serve the purpose of keeping a passage open for boats.

2. The Executive Engineer makes a proposal for keeping the passage open regarding which I am unable to give an opinion without inspection - but I will be at Negapatam shortly and will then be able to give my views on the subject.

Sham to
Exg. Engineer
Exg. Engineer

Order thereon No: 586 W dy 3rd March 1891.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT

580/2912

Read the following

Proceedings of Govt. Marine Department. No. 40 dy 30 January 1891
Letter from the Supty. Engineer V Circle No. 85 W dy 23 February 1891.

Subject

The groynes under construction by the Port Officer for preventing erosion of the sand spit may be continued, and the Supty. Engineer will, as soon as possible submit an estimate of the cost of such work as he may, after personal inspection, consider necessary for keeping ~~open the sea~~ a passage open for boats.

WWR
25.2.91

To
The Supty. Engineer V Circle
" Marine Department.

(The Hon'ble the Chief Secretary
for favour of communication)

2/3

CHIEF SECRETARIAT GOVERNMENT OF MADRAS
26 FEB 91

C. Secretary - 25-ii-91
Mo. 2 iii 91
R 3/-

~~H. Dept 25-ii-91~~

(The Hon'ble the Acting Chief Secretary for Fort St. George)

Order Book from Engineer

12th cent. army

PUBLIC WORKS DEPARTMENT.

No 586 W

PROCEEDINGS OF THE MADRAS GOVERNMENT.

30th March 91

READ the following

Proceedings of Govt Marine dept. No. 40 dt 30 Jany 1891
From the Supty Engr & Circle No. 85 W dt 23rd Feby 1891

It would appear that the groynes under construction by the Marine Department prevent the encroachment of the sea and are necessary. There is thus no objection to the work being carried out.

2. The proposals of the Ex. Engineer for keeping the sea passage open will be reported on by the Committee as soon as possible

in G.O. (Marine Department) after personal inspection of the spot. No 74 - J - 25th Feb: 1891.

To
The marine dept:
" Supty. Engr Circle
Col J. Pennycuik RE
President, Negapatam Harbour Committee

2 1/4

Mr/Copy/dispd 24/3 6'65 Mr

Govt. of {18 } Madras.

PUBLIC WORKS.

(B)

Dated 2nd August

Read. Encl.

Branch.

G.O., No. 1891.

Reporting orders regarding the construction of ... at the Bank of ... Nagapattanam ...

30

60
4

22/8/ 22/8/