

Here are excerpts from the report of the Corps of Engineers to the Secretary of War in 1899, taken from a survey of the Patchogue River, stating the activities of the Patchogue Harbor. This survey was for the purpose of dredging the bay and the harbor.

Patchogue River is a small stream on the south side of Long Island, emptying into Great South Bay near its eastern end and about 55 miles in a direct line east from New York City. The village of Patchogue, which lies about a mile north of the mouth of the river, has a resident population of about 5,000, which is considerably increased during the summer months. The approach to Patchogue by water is through Fire Island Inlet, and thence by a rather crooked course for about 15 miles through Great South Bay. The maximum draft that can be carried over the shoalest part of the channel through the bay and up to within half a mile of the river's mouth is about 3 feet at low water.

Before improvement at the mouth of the river the natural channel shoaled up to about 2 feet at low water, which depth could be carried up to the village landings. The mean range of tides in Patchogue River is 1.1 feet.

About the year 1870 the State of New York made an appropriation for improving the entrance to this river. A jetty about 1,000 feet long was built from the west side of the mouth of the river and a channel dredged alongside of it. The jetty was built of a single row of sheet piling, with round piles at intervals of 6 feet, and riplapped along the sides. In 1891 about 200 linear feet of the piling remained, but was badly injured; the riplap could be traced for nearly the whole length of the work, but no trace of the dredged channel remained.

The river and harbor act of June 14, 1880, provided for a survey of the river, which was made that year. The report, dated October 30, 1880, and printed in the Annual Report of the Chief of Engineers for 1881, Part I, page 674, contained estimates for securing in the river a depth of 6 feet at mean low water, by means of dredging and diking at the mouth, at an estimated cost of \$42,320. No appropriation was made for carrying out this work.

In 1886 another examination was made under authority of the river and harbor act of that year. The report on this examination, printed in the Annual Report of the Chief of Engineers for 1887, Part I, page 759, presented a project for improvement which was adopted in 1890, when appropriation was made by Congress for beginning the work. This project consisted in dredging to make a channel 80 feet wide and 6 feet deep at mean low water from Great South Bay to the head of navigation, a distance of about a mile, and protecting it at the mouth from westerly storms by a jetty 1,700 feet long, at an estimated cost of \$40,000. This project was completed in 1897.

The improvement now desired is the enlargement of the dredged channel to 10 feet depth at mean low water and 100 feet wide from Great South Bay to the head of navigation. It is stated by those interested in the improvement that many of the vessels bound for Patchogue have to lighter off part of their cargo in the deep water of the bay about 10 miles from Patchogue.

The statistics, in tons, as shown by comparison since 1890, are as follows:

	Tons		Tons
1890	56,000	1894	145,000
1892	120,000	1895	120,485
1893	125,000	1896	143,500

The commerce reported for 1898 was as follows:

*Arrivals and departures of vessels.*

[Draft, 2 to 9 feet; tonnage, 2 to 350 tons.]

Class	Number of round trips.	Aggregate tonnage of all trips.
Steamers	1,325	Tons. 77,000
Sailing vessels	7,500	90,000
Barges	4,500	168,750
Total	13,325	335,750