

Mr. Ashford

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360

Obt. of 18 Madras.

15-10-15

PUBLIC WORKS.

Marine.

Carb.

G.O. 9/4/1896 No 247

Obstruction.

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Comities he called on for
ill report in the matter
to the flow of tidal
in the Vizagapatnam
water caused by the
Coast Railway.

9/4

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Madras.
20th March 1896

From

W. A. Willock Esqre,

Collector of Vizagapatam, on other duty

To

The Secretary to Government,
Marine Department,
Through the Presidency
Post Office.

Sir,

I have the honour to bring the following matter to the notice of Government.

2. In placing the East Coast Railway in connection with the landing place at Vizagapatam a cutting was made through the rocky hill, called Rosses Hill, which runs along the North side of the entrance to the back water. This cutting was about 70 feet deep in places and the rock turned out much more faulty and unsound than was expected and during the first few months it was in use it was

was frequently blocked by falls of stone.
It was therefore decided to make an
alternative line across the swamp
to the inland extremity of Ross's hill
and along its southern face. This
involved crossing the arm of the back-
water which stretches up by the back
of the Collector's office to the old Magazine.
This arm, though small compared with
the total area of the back water,
contains a very considerable water
spread at high water and to block
up or seriously contract the entrance
to it would exercise a most detrimental
effect on the volume of the tidal
flow across the bar and so affect
the work of the port, possibly very
seriously. I therefore objected to
this project but on the Railway
officials undertaking to carry the line
(which was only intended to be a
temporary one) across the backwater
on

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on wooden piles I withdrew my
objection. To the best of my recollection
I put what had passed on the subject
on record in the shape of a letter
to the Chief Engineer.

3. This occurred as well as I can
remember early in 1893. On my return
to the District last November I had
no occasion to visit this part of the
town and had no idea that any
action had ever been taken by the
railway towards constructing this
bridge, being under the impression
that the Government of India had
finally negatived the alternative
approach to the beach. At the end
of January I happened to go round
there and found to my surprise
that a bridge had actually been
constructed which did not at all
conform to the promises made by
the Chief Engineer and Manager.

I also noticed some suspicious looking iron piping on the spot. I ordered my Head Clerk to look up the correspondence but had to proceed to the Agency two or three days later. The Head Clerk was unable to find the letter and I let the matter stand over till my return, and in the hurry of preparing to hand over charge overlooked it when I got back to Waltair.

4. I have just come down from Vizagapatam with Mr. J. R. Bell, Consulting Engineer to the Government of India, and he confirms my suspicions that the Railway Authorities propose to block up the Arm of the backwater altogether merely leaving pipes for the drainage of rain water. He also entirely confirms my recollection of the promise made to me by the railway authorities when the project

30.
first attracted my attention at which time he was Chief Engineer of the part of the line under construction. So far as we can remember there was a distinct understanding that there was to be a clear waterway of at least 200 ft. which included all the deep water channel.

5. Mr. Thorowgood in his report on the harbor has laid great stress on the necessity of preserving most carefully every acre of tidal waterspread and even adding to the present area by artificial excavation. Without a map I cannot tell what the tidal area which the railway is now cutting off amounts to but I do not think that it can be far short of 50 acres which is a very serious diminution.

I have therefore the honour to suggest
that immediate steps be taken to
have the work stopped and the water
way brought back to its previous
condition. The present work must
have been started under the instructions
of Mr. Brereton the Manager (now on
privilege leave) who was a party to
the original arrangement and was
perfectly well aware of the bearing
to which it must exercise on the
interests of the port, and if the
Railway is required to remove the
obstruction I do not see that it can
blame any one but itself for the
loss of money involved.

I have the honour to be

Sir

Your most Obedt Servant

Wardlaw

Collector of Viz of apatam &c
on other duty.

1896.

Marine Current No. 360

18.6.95 P-178

28.1.95. 37.

6/19

Dec. 25.3.96

No. 1497 of 108

L.P.

From

The Collector of
Vizagapatam
on other duty.

To The Secretary to Government
Marine Dept
through the Presidency
Port Officer.

Dated 20th }
Despd. } March 1896.

Subject

Bringing to the notice
of Government an obstruc-
tion to the flow of
tidal water in the Vizaga-
patam backwater, caused
by the East Coast Railway.

Madras
23rd March 1896

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Forwarded, observing
that I fully concur in the
views expressed by Mr. Millock
regarding the necessity of
preserving the tidal
waterspread at Vizagapatam.

2. The local Port Officer
has up to date made no
report of any attempt on
the part of the Railway
authorities to restrict the
spread of the tide and
my predecessor who visited
the port in January last
does not refer to the matter
in his inspection notes.
I have, however, already
called on the Port Officer
for a report on the matter.

At theet
Commander R. S. M.
Presidency Port Officer

No. 247 Marine of 9 April 1896

Marine

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement by the Presidency
Port Officer, Madras, on letter
from the Collector of Vizaga-
patam on other duty, No-
dated 20 March 1896

H. E. No. 1497 of 108 of 23rd March

His Excellency the
Governor in Council desire
that the Railway author-
ities be called on for
a full report in this
matter.

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9.4.96

DESPATCHED
21 APR. 93

The Presy. Port Officer.
" S. E. I. Crichton
" Ry. Branch
" Commissioner Engrs.

(40-4,000-2-11-95.)

L.P.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From W. A. WILLOCK, Esq., Collector of Vizagapatam on other duty, to the Joint Secretary to Government, Marine Department (through the Presidency Port Officer), dated 20th March 1896.

I have the honour to bring the following matter to the notice of Government.

2. In placing the East Coast Railway in connection with the landing place at Vizagapatam, a cutting was made through the rocky hill, called Rosse's Hill, which runs along the north side of the entrance to the backwater. This cutting was about seventy feet deep in places and the rock turned out much more faulty and unsound than was expected, and during the first few months it was in use, it was frequently blocked by falls of stone. It was therefore decided to make an alternative line across the swamp to the inland extremity of Rosse's Hill and along its southern face. This involved crossing the arm of the backwater which stretches up by the back of the Collector's office to the old magazine. This arm, though small compared with the total area of the backwater, contains a very considerable water-spread at high water and to block up or seriously contract the entrance to it would exercise a most detrimental effect on the volume of the tidal flow across the bar and so affect the work of the port, possibly very seriously. I therefore objected to this project; but, on the railway officials undertaking to carry the line (which was only intended to be a temporary one) across the backwater on wooden piles, I withdrew my objection. To the best of my recollection I put what had passed on the subject on record in the shape of a letter to the Chief Engineer.

3. This occurred as well as I can remember early in 1893. On my return to the district last November I had no occasion to visit this part of the town and had no idea that any action had ever been taken by the railway towards constructing this bridge, being under the impression that the Government of India had finally negatived the alternative approach to the beach. At the end of January I happened to go round there and found, to my surprise, that a bridge had actually been constructed which did not at all conform to the promises made by the Chief Engineer and Manager. I also noticed some suspicious looking iron piping on the spot. I ordered my head clerk to look up the correspondence but had to proceed to the Agency two or three days later. The head clerk was unable to find the letter and I let the matter stand over till my return, and in the hurry of preparing to hand over charge, overlooked it when I got back to Waltair.

4. I have just come down from Vizagapatam with Mr. J. R. Bell, Consulting Engineer to the Government of India, and he confirms my suspicions that the Railway authorities propose to block up the arm of the backwater altogether, merely leaving pipes for the drainage of rain water. He also entirely confirms my recollection of the promise made to me by the Railway authorities when the project first attracted my attention at which time he was Chief Engineer of the part of the line under construction. So far as we can remember there was a distinct understanding that there was to be a clear waterway of at least 200 feet which included all the deep water channel.

5. Mr. Thorowgood in his report on the harbour has laid great stress on the necessity of preserving most carefully every acre of tidal water-spread and even adding to the present area by artificial excavation. Without a map I cannot tell what the tidal area which the railway is now cutting off, amounts to; but I do not

(To,
R - for favour of
counterinstructions)

think that it can be far short of fifty acres, which is a very serious diminution. I have therefore the honour to suggest that immediate steps be taken to have the work stopped and the waterway brought back to its previous condition. The present work must have been started under the instructions of Mr. Brereton, the Manager (now on privilege leave), who was a party to the original arrangement and was perfectly well aware of the bearing to which it must exercise on the interests of the port, and if the railway is required to remove the obstruction I do not see that it can blame any one but itself for the loss of money involved.

No. 1497/108 G.

Forwarded, observing that I fully concur in the views expressed by Mr. Willock regarding the necessity of preserving the tidal water-spread at Vizagapatam.

2. The local Port Officer has up to date made no report of any attempt on the part of the Railway authorities to restrict the spread of the tide and my predecessor, who visited the port in January last, does not refer to the matter in his inspection notes. I have, however, already called on the Port Officer for a report on the matter.

MADRAS,
23rd March 1896.

(Signed) H. A. STREET, Comdr, R.I.M.,
Presidency Port Officer.

ORDER—No. 247, Marine, dated 9th April 1896.

His Excellency the Governor in Council desires that the Railway authorities be called on for a full report in this matter.

(True Extract.)

Under Secy. to Government.

To the Presidency Port Officer.
„ Superintending Engineer, I Circle.
„ Railway Branch.

Govt. of {1896} Madras.
MARINE.

ed April, 9th.

Encl

O. No. 247, 9th April 1896.

APRIL.

Obstruction

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n for a full report in the matter of
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atam backwater caused by the East
railway.