

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.

Press
Mis.

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 2nd February 1858.

No. 32. Read the following Extract from the Proceedings of the Chief Engineer, dated 21st December 1857, No. 6101.

Read the following Extract from the Minutes of Consultation Public Works Department.

Observations on the reports regarding the encroachments of the Sea on the North Beach, and enquiries to what distance Northward DeHavillands wall was originally carried, whether any portion of it ever extended beyond the Custom House towards Clives Battery, and if so whether it was left in position when the road was widened states that a plan elucidating these points should accompany the report.

(Here enter 11th December 1857, No. 2309.)

Read also the following Memo. from Captain H. W. RAWLINS, Garrison Engineer; to Colonel C. E. FABER, Chief Engineer, dated 13th December 1857.

With reference to the 5th para. of Extract Minutes Consultation No. 2309, of the 11th Instant, forwarded by the Chief Engineer for the immediate reply of the Garrison Engineer, Fort Saint George, Captain Rawlins has the honor to report, that "DeHavillands Bulwark" extends from the north east angle of the Fort to 100 feet north of "Clives Battery."

2. The only stones taken from this Bulwark were a few at the commencement of the groynes, between the P. and O. Company office and Clives Battery. Most of these projected above the level of the plateau for the proposed new road, and which could not have been made without removing them. Some of the small coping stones on the top of the retaining wall were also taken away for a short distance near the Battery, and were appropriated for other works connected with the groynes. It was useless to let them remain buried under the road, and their removal in no way interfered with the stability of the Bulwark. From the date of the order prohibiting the displacement of any of the stones, to the best of Captain Rawlins' recollection, not one was removed.

3. In February last, Captain Rawlins' submitted by order, an estimate for an outer Bulwark, but at the same time he represented its probable danger to the boats. The Chief Engineer coincided in this view, and subsequently, Colonel Cotton and Major Lawford.

4. It is difficult to decide upon the best remedial measures to recommend. It will not do to multiply the groynes in this much frequented part of the beach, while the great desideratum of a wider roadway cannot well be obtained without.

5. Captain Rawlins lately suggested the adoption of a Tram way through one of the back streets to draw off the traffic between the Terminus and customs from the front sea road, which will always be an inconvenient thoroughfare, because there is so much traffic across it from the boats to the grain stores. Besides which, since the construction of the North Beach groynes and road, the arrangements of the buildings at the Terminus have been completely altered.

6. Formerly the large edifice in front, close on the beach, was intended to contain the passenger's landing place and goods stores; but now new buildings have been erected for the goods Department further inland, and directly opposite one of the principal and broadest streets in Black Town. A great deal of the traffic originally intended to pass along the beach will now consequently go direct through the centre of the town. It may therefore be necessary to extend the beach road to the width at first proposed, and perhaps 50 instead of 100, feet will now be sufficient.

7. The best plan to be adopted appears to me to be the following.

1. To extend the "Dwarf Groyne" 40 yards between the two primary ones opposite Clives Battery and the P. and O. office.

2. To lengthen the two drains on either side 30 feet beyond "DeHavillands" retaining wall; and when the sand permanently accumulates, (as Colonel Cotton so confidently thinks it will) to be content with increasing the width of the road 30 feet outside the wall.

3. To pile round with the Steam Pile Driver, the sea end of these three works, to prevent the stones being scattered about, and the mouths of the drains from being injured by the surf.

4. To make a narrow Tramway 3 feet gauge, between the Customs and the Terminus, through one of the back streets, so as to draw off the traffic from the main beach road, a rough estimate for this was lately submitted by the Garrison Engineer.

5. To cover the side drains of the broad road leading from the Terminus direct through the centre of Black Town, to metal the road to its full width, and to purchase and pull down projecting encroachments, so as to widen the road to its maximum.

8. Captain Rawlins begs to append a rough ink sketch illustrative of the locality and the roads to which he alludes; and which he trusts the Chief Engineer will accept in its imperfect state as time will not admit of a more elaborate survey.

...with reference to the above: Uroc. 1857/98

Resolved with reference to the foregoing order No. 2309, dated 11th December 1857, paragraph 5, to submit for the information of Government, copy of a memorandum from the Garrison Engineer, relative to the extent and partial removal of DeHavilland's Bulwark, and to recommend with reference to Extract Proceedings No. 5798, dated 8th Idem, that a Committee composed of the Commissioner of Police, Consulting Engineer for Railways, and Superintending Engineer Central Circle, should be directed to prepare a final report on the most suitable means of connecting the Railway terminus with the Custom House, and providing for the heavy traffic along the North Beach.

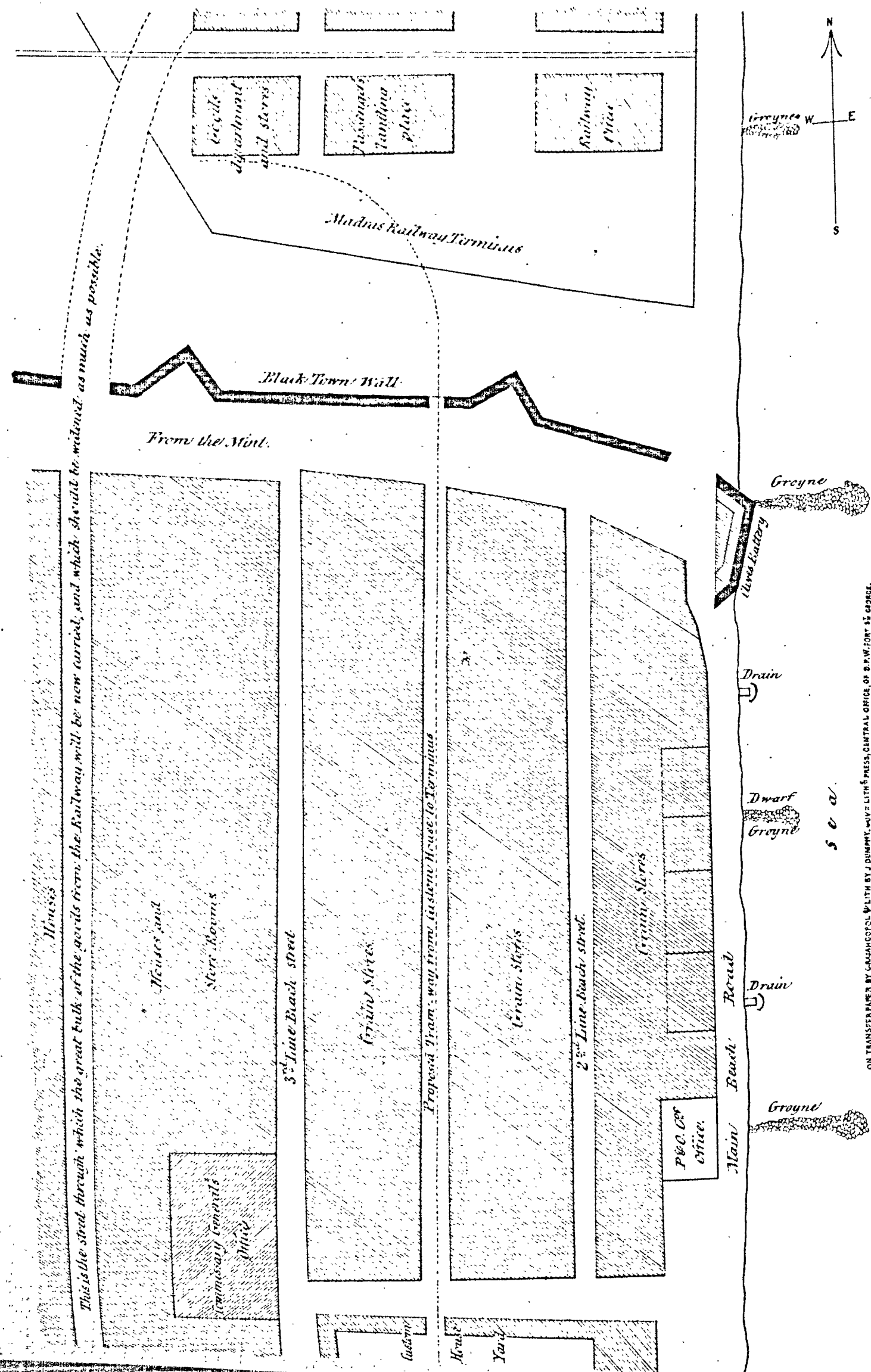
(Signed) C. E. FABER, Colonel,
Chief Engineer

No. 33. ORDER THEREON, No. 160; dated 28th January 1858

The Right Honorable the Governor in Council approves of the plan suggested by Captain Rawlins in the Memo. submitted to Government with the above Proceedings for affording further facilities for the traffic between the Sea Custom House and North Beach generally, and the Railway Terminus, and resolves to call upon the Chief Engineer to submit estimates for carrying it out for insertion in the Budget of 1859-60, as was already directed regarding one portion of the scheme in Extract Minutes Consultation, dated 19th December 1857.

2. Items 1, 2, and 3, of Captain Rawlins' plan will be included in one estimate, and for each of the remaining Items 4 and 5, a distinct estimate will be submitted.

(Signed) H. FORBES,
Acting Secretary to Government



ON TRANSFER PAPER BY CUNAH COPOL W LITH BY J DUMPHY. WUV = LITH⁵ PRESS, CENTRAL OFFICE OF D.P.W. FORT S. GEORGE.

you want, and to recommend with reference to Geo. W. Wright

N^o 6101.

Extract from the Proceedings of the Chief Engineer
in the Department of Public Works, Port Saint George,
Under date the 21st December 1857.

Read the following.

Extract from the Minutes of Consultation P.W.D.

Observations on the Reports regarding the encroachments
of the Sea on the N Beach, and enquires to what distance North-
wards Dr Heavillands Wall was originally carried, whether any
portion of it ever extended beyond the Custom House towards Belvidere
Battery, and if so whether it was left in position when the road was
widened ^{that} plan elucidating these points should accompany the
Report.

(Here Enter 11th Dec^r 1857 N^o 2309)

Read also the following from

From the Garrison Engineer, dated 11th Dec^r 1857.

Submitting certain explanations called for by the Chief
Engineer P.W. with reference to the length of Dr Heavillands
Bulwark and the quantity of stones taken from it for the groynes, (Here Enter 13th Dec^r 1857)
and offering certain Remarks upon the measures proposed for
restoring the North Beach Road —

Resolved, with reference to the foregoing Order
N^o 2309, dated 11th December 1857, Para. 5, to submit for the informa-
tion of Government, copy of a Memorandum from the Garrison Engineer
relative to the extent and partial removal of Dr Heavillands
Bulwark, and to recommend with reference to Exc. Proc. N^o 5798,

Enclosure 1.

dated 8th Idem, that a Committee composed of the Commissioner
of Police, Consulting Engineer for Railways, and Superintending
Engineer Central Circle, should be directed to prepare a final
report on the most suitable means of connecting the Railway
terminus with the Custom House, and providing for the heavy
traffic along the North Beach.

Per J. V. True, Esq. Extract

Ld.

Arthur Colwell.

Chief-Engineer.

To,

The Secretary to Government,

P. W. D.

Memorandum

With reference to the 5th para of Ex. hris. Cond. No 2309, of the 11th instants, forwarded by the Chief Engineer for the immediate reply of the Garrison Engineer, Fort Hunt George, Captain Rawlins has the honor to report, that "De Havilland's Bulwark" extends from the N. E. angle of the fort to 100 feet north of "Lined Battery".

The only stones taken from this Bulwark, were a few at the commencement of the groyne, between the O.V. Company Office and Lined Battery. Most of these projected above the level of the plateau for the proposed new road, and which could not have been made without removing them. Some of the small coping stones on the top of the retaining wall were also taken away for a short distance near the Battery, and were appropriated for other works connected with the groyne. It was useless to let them remain buried under the road, and their removal in no way interfered with the stability of the Bulwark. Since the date of the order prohibiting the displacement of any of the stones, to the best of Captain Rawlins' recollection, not one was removed.

In February last Captain Rawlins submitted by order, an estimate for an outer Bulwark, but at the same time he represented its probable danger to the boats. The Chief Engineer coincided in this view, and subsequently, Colonel Cotton and Major Lawford.

It is difficult to decide upon the best remedial measures to recommend. It will not do to multiply the groynes in this much frequented part of the beach, while the great desideratum of a wider roadway cannot well be obtained without.

Captain Rawlins lately suggested the adoption of a "Sawney" type.

Enclosed Dec 27 1858

DD Mehd 1858

Extract from the Proceedings of the

Chief Engineer

to the Secretary of Government

(1858-59)

Enclosed 21

Enclosed 22

1858

Enclosed 28

Enclosed 29

Enclosed 30

Enclosed 31

Enclosed 32

Enclosed 33

Enclosed 34

Enclosed 35

No 38

24 Dec 1858

24 Dec 1858

of the back streets to draw off the traffic between the Terminus and Customs from the front sea road which will always be an inconvenient thoroughfare, because there is so much traffic amongst the boats to the grain stores. Besides which, since the construction of the North Beach groyne and pier, the arrangements of the buildings at the Terminus have been completely altered.

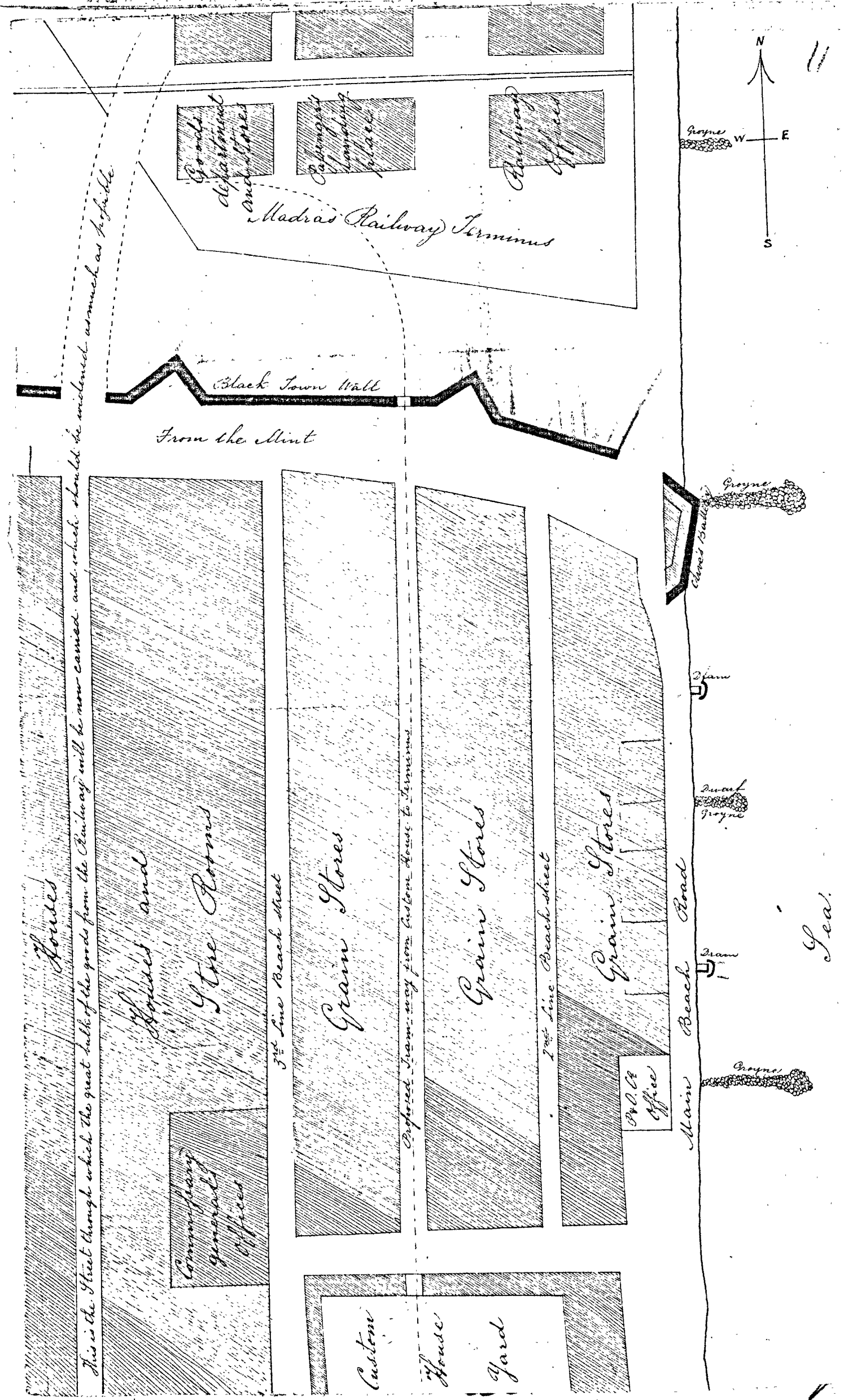
6 Formerly the large edifice in front, close on the beach, was intended to contain the Registrar's Landing place and goods stores; but now new buildings have been erected for the goods Department further inland, and a directly opposite one of the principal and broadest streets in Black Town. A great deal of the traffic originally intended to pass along the beach will now consequently go direct thro' the centre of the Town. It may therefore be necessary to extend the Beach Road to the width at first proposed, and perhaps to instead of 100, feet will now be sufficient.

The best plan to be adopted appears to me to be the following.

- 1 To extend the 'Swamp Groyne' to 100 yards between the two primary ones opposite Salvoes Battery and the C. & P. Office.
- 2 To lengthen the two drains on either side 30 feet beyond Dr. Hamilton's retaining wall; and when the sand permanently accumulates (as Colonel Gordon so confidently thinks it will) to be content with increasing the width of the road 30 feet outside the wall.
- 3 To pile round with the steam pile driver, the sea end of these transverse works, to prevent the stones being scattered about, and the mouths of the drains from being injured by the surf.
- 4 To make a narrow tramway 3 feet gauge between the Customs & the Terminus, the one of the back streets, so as to draw off the traffic from the main beach, the rough estimate for this was lately submitted by the Garrison Engineers.
- 5 To cover the side drains of the beach road leading from the Terminus direct thro' the centre of Black Town - to make the road to its full width, and to purchase & pull down projecting encroachments, so as to widen the road to its maximum.

Captain Rawlins begs to append a rough ink sketch illustrative of the locality and the roads to which he alludes, and which he trusts the Chief Engineer will accept in the important state as some will not admit of a more elaborate survey.

1st Line Copy of
 19th December 1857
 Chief Engineer
 Garrison Engineers



No 160 -
 Extract from the Minutes of Consultations
 Under-Staff the 28th January 1858

Read the following extract
 from the Proceedings of the Chief
 Engineer -

(Have entered 21 December 1857 as above)

The Port of London
 approves of the plan
 suggested by Capt
 Bowlin in the
 Memoirs submitted
 & Govt with the above
 proceedings - for
 affording further
 facilities for the
 traffic between the
 Custom House &
 North Beach generally
 and the Railway
 Terminus - and
 wharves & cellars

Handwritten signature/initials

Handwritten signature/initials

Handwritten signature/initials

For Orders

Wm Walsby Esq

Extract from the Memoirs of the Chief Engineer 21 Dec 1857

Other knowledge's
 of the
 nature
 of the
 situation -

Handwritten signature/initials

The Ch. Engr. I submit
Estimates for carrying
them out. for insertion
in the Budget of 1857/60
as was already directed
regarding one portion of
the scheme in Engr. of.
19. Decr 1857.

Items 1, 2, and 3.
Hapt. Drawings Plan
will be included in
one Estimate, and
for each of the remain:
: viz. Items 4. and 5.
a distinct Estimate
will be submitted.

20. Jan 7/58. R. G.
9 Copies to the Chief Engr.
C. E. 24.

Cons. 15th Dec 1857/58 No 4574

At the 14th Dec 1858 No 4115
P^{er} to Cons. 2^d February

1860.

Extract of Cons.
No 28th Jan 58.

From the 1st Aug 57 to the 1st Aug 58
of the 1st Aug 57 to the 1st Aug 58

From 1st Aug 57 to the 1st Aug 58
From 1st Aug 57 to the 1st Aug 58

From 1st Aug 57 to the 1st Aug 58
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From 1st Aug 57 to the 1st Aug 58

From 1st Aug 57 to the 1st Aug 58
From 1st Aug 57 to the 1st Aug 58

At the 1st Dec 1857/58
At the 1st Dec 1857/58

No 32 & 33.