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(2) Date of repair 17. 6. 42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 523 Press ~~Misc.~~

385-386.

Dated 21-3-, 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 21st March 1862.

No. 385. Read the following letter from Lieutenant-Colonel J. CARPENDALE, Acting Deputy Chief Engineer, Central Circle, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer and Secretary to Government, Public Works Department, dated Chepauk, 20th February 1862, No. 10,786:—

SIR,

No. 108, 23rd January.
No. 125, 8th February.

1 Letter from the Acting District Engineer Madras, No. 1,828, dated 25th January 1862, with one letter from Mr. Kennedy, No. 108, dated 23rd January 1862.
1 Memorandum from the Acting District Engineer Madras, No. 1,968, dated 10th February 1862, enclosing Mr. Kennedy's letter No. 125, dated 8th January 1862.

In continuation of my letter No. 9,921, of 28th January last, I have the honor to forward for the information of Government two further communications from Mr, Kennedy. Assistant District Engineer Madras, in reply to inquiry made, to the effect that the only improved means which he would recommend for loading the Salt boats on the Northern Canal, is making branch Channels and deepening those now in existence from the Canal to the sites of manufacture, in order that the boats may approach as close as possible thereto; and, as regards mechanical appliances for discharging the loads, he observes, that labour is too cheap to render those appliances advantageous when compared with their cost, and that deepening the Channels round the Kotârs to enable the boats to discharge at every part of them, is all that is requisite. This will be provided in the Estimates prepared by the District Engineer, Presidency.

No. 386. ORDER THEREON, 21st March 1862, No. 523.

1. Communicated to the Revenue Department in continuation of Proceedings in this Department, dated 4th February 1862, No. 116.

* Revenue Proceedings, 1st November 1861, No. 2,101, paragraphs 7 and 8.

2. In passing orders on Mr. T. Clarke's Salt Report, Government adverted* to his statement of the Salt boats being sometimes impeded by want of water in Cochrane's Canal, and remarked that a foot of depth might be gained by substituting flat bottomed boats for those now in use, and further desired Mr. Kennedy's attention to the planning of an efficient landing place to facilitate the landing of Salt. In his letter of the 27th November 1861, already communicated† to the Revenue Department, Mr. Kennedy pointed out that want of sufficient depth of water no longer existed, except immediately around the Platforms within the charge of the District Engineer Presidency; and that the boats in use were all flat-bottomed, being actually recessed inwards about half an inch, where in other boats a keel is fixed. In his present letters, Mr. Kennedy recommends, in order to gain proper landing places, to gently slope the whole berm commanded by the boats so as to allow of the Salt being discharged at the point nearest to its storage ground, to cut branch Channels to the nearest point of manufacture, and to deepen the existing ones. He does not recommend any mechanical appliances to facilitate discharging operations at the Kotârs, as such appliances will be too costly compared with the limited ground and cheapness of labor.

† Public Works Proceedings, 4th February 1862, No. 116.

23rd January and 8th February 1862, Nos. 108 and 125.

3. With reference to paragraph 2 of Revenue Proceedings, 10th February 1862, No. 260, it will be observed that in his letter of the 28th January 1862, No. 9,921, the Acting Deputy Chief Engineer, Central Circle, has intimated the receipt of an Estimate of 11,965 Rupees for improvements at the Madras Salt Depôts including the Channels round the Platforms, and that in his present letter, he mentions that the deepening of these Channels will be provided for in the Estimates prepared by the District Engineer Presidency. The formation of landing places in the manner proposed by Mr. Kennedy should also be included in the Estimate.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

No 125

E. C. Canal Office
Adyar 8th January 1862

From

R. Remedy Esqre
pro Asst District Engineer

To

J. H. Dopping Esqre
Acting District Engr of Guntur

Sir

1. In accordance with the instructions contained in the Extract Proceedings of Chief Engineer No 9920 dated 28th January 1862 I have the honor to submit the following remarks, regarding the advisability of constructing simple Piers for loading salt and the adoption of simple Mechanical appliances for discharging the boats at the Kotaurs.

2. As the salt is made at considerable distances inland, and the platforms for storing the salt temporarily previous to its transport to the Kotaurs are very numerous and extend over great distances, I am of opinion that it would be unadvisable to construct Piers for loading the boats. What is wanted is a free access of the Boats to the nearest possible point of manufacture, and this can be best secured by making branch Channels (similar to what is being done on the Southern Canal) and deepening those already existing, which on account of being silted up, necessitate the half loading of the boats only, and thereby cause a heavy loss to Government in the shape of Tolls, as well as delay in the salt traffic.

3 With regard to the adoption of Mechanical appliances at the Kotaurs to facilitate discharging operations, I have given my best

attention to the subject and cannot see that, limited as the ground is, combined with the cheapness of labour, any more efficient or economical method can be adopted than that referred to in my letter No. 108 of 28th January 62 to your address, namely to have the banks of the channels round the platform put into proper order, and to deepen the channels sufficiently to secure an ample depth of water at all times.

4 The introduction of appliances such as Cranes, Tramways, and Wagons would I think be accompanied, with great cost, without anything like equivalent advantages, while on the other hand everything seems favourable for the improvement of the present system by taking advantage of the Channels that command every portion of the Kotaurs, the cost of which would be insignificant.

I have the honor to be
Sir
Your most obedient Servt

R Kennedy
Actg Dist Engr

E. C. Canal Office
Adyar 25th January 1862

No 108

From

R. Kennedy Esqre
1st Asst to District Engineer

To

J. H. Dopping Esqre
Acting District Engineer of Madras

Sir

With further reference to Extract of Proceedings of Government dated 1st November 1861. No 2101 Paras 7 and 8 I have the honor to state that as no instructions were received after my reply thereto and having learned from Mr Clarke that the landing places alluded to in his report were for the Madras Salt Kotaurs I have examined the ground in company with the Deputy Collector and am of opinion that proper landing places are much required, and would recommend that along the whole berms commanded by the boats a gentle slope should be made so that the salt could be discharged at the point nearest to its storage ground. This work could be done at small cost and in a short time.

2 As the conservancy of the Kotaurs including the deepening of the Channels connected therewith is in the charge of the District Engineer Presidency. I have not made an Estimate for the work. The latter Officer has in fact prepared an Estimate for deepening the Channels and the formation of landing places could be added thereto.

I have the honor to be
Sir
Your Most Obedient Servt
R Kennedy
1st Asst Dist Engr

To Lt Col Dopping A.D.C.

From

R. Kennedy Esqre
1st Asst Engineer

Rec'd 30th Jany 1862 Rec'd 8th Feby

To

The Collector & District Engineer
of Madras

Dated 25th January 1862

Reed 27th Ditto

No 105

Stating that Mr Kennedy has reported that he has marked the spots where the Boats should be moored for loading salt in the Kotaurs and that he considers, suggestions to alter the channels & channels which are considered necessary for the better access of the Boats to the nearest Kotaurs, should be carried into effect

To Genl 20 Feb/62 No 10786

From

E. Kennedy Esqr
1st Asst Dist Engs

To

The Acting District Engineer
of Madrid

Date 25th January 1862

Rec'd 25.1.62. I.W.D.

P.W. 500/62

No 108

Stating that Mr Kennedy has examined the Marroes Salt Estates in Company with the Deputy Collector & he is of opinion that proper landing places are required & would recommend that along the whole terms commanded by the boats a gentle slope should be made so that the salt could be discharged nearest to its storage ground.

The Dist Engr Presidency has prepared an estimate for deepening the Channel connected with the Salt Estates & the formation of landing places could be added thereto.

To Govt. 0/20th Feb: 1/2 2 Ac: 1786

Inclosed the Ag. Distributing
of Madras
To the Sec.ty of Dec. Chief Engineer
&c.

Cadet No. 25
Read 29. January 1/62
No 1828 1 Encl

Forwarding Letter from Mr.
Heaviside & Estimate Calcutta
Expenditure upon the Canal.

Rec.d 30th Jan.y 1/62
Answ.d 2 Feb.y 1/62
1/62

To Govt 8/20th July/62 No 1786

No 1968

Mem.

The enclosed O.
Survey Communication to the Sy.
Engineer Cul Goode with the
Ohio Bricks No 9920 of 28th
28th January/62. The enclosure
to be returned when no longer
required.

Rev=8/10/62

10th Feb/62

Deputy Chief Engineer's Office
Central Circle
Chepauk
20th February 1862.

13

No 10786.

Public

From
Lieutenant Colonel J. Carpendale
Acting Deputy Chief Engineer CC

To
Lieutenant Colonel R. H. Horsley
Chief Engineer and Secretary
to Government P.W.D.

Sir,

In continuation of my letter No 9921
of 28th January last I have the honor to
forward for the information of Government
two further communications from Lieut Mundy
Assistant District Engineer Madras, in reply
to enquiry made, to the effect that the only
improved means which he would recommend
for loading the Salt boats on the Northern
Canal, is making branches Channels and deepen-
ing those now in existence from the Canal
to the Salt Pans of Manufacture, in order that the

No 108. 23 Canty
125 8th Feby

Jan'y

boats

allow of the salt being discharged at the point nearest to its storage ground, to cut branch Channels to the nearest point of manufacture, and to deepen the existing ones. We do not recommend any mechanical appliances to facilitate discharging operations at the Kotaurs, as such appliances will be too costly compared with the limited ground and cheapness of labor.

3 With reference to para 2 of Rev. Proc. 10th Feby 1862 No. 260, it will be observed that in his letter of the 28th January 1862 No. 9921 the Actg Sy Chl Engr to Govt has intimated the receipt of an Estimate of 11,965 Rs for improvements at the Madras Salt Depôts including the Channels round the platforms, and that in his present letter, he mentions that the deepening of these Channels will be provided for in the Estimates prepared by the Dist. Engineer, Presidency. The formation of landing places in the manner proposed by

Mr. Kennedy should also be included in the Estimate.

Fort St. George
21st March 1862

20 Copies
To
The Rev. Deputy Secy to Govt
13. Dy Chl Engr to Govt

Pro: 4th February /62 c 426-9

Nº 385-386.

c.8 Nov A 0213 /

Pro: 7th Feb: 62 Depart. of Govt for Marks
Nº 500
From
Lieut-Colo J. Carpendale
Offg Dpy Chief Engineer
C.E.
Lieut-Colo W.H. Horsley
Chief Engr & Secretary
to Government
Dated 20th February /62
Recd 21st " "
Nº 523-24 Marks Nº 1078 & 1084.

Forwards 2 letters from Mr Kennedy on the improved means for loading the salt boats in the Northern Canal by branch channels and deepening those now in existence from the Canal to the sites of manufacture &c.
With an Order

Communicated to the Revenue Department in continuation of Pro: in this Depth dated 4th Feby 1862. Nº 116.

In passing orders on Mr T. Clarke's salt report, Govt adverted to his statement of the salt boats being sometimes impeded by want of water in Cochrane's Canal, and remarked that a foot of depth might be gained by substituting flat bottomed boats for those now in use, and further desired Mr Kennedy's attention to the planning of an efficient landing place to facilitate the landing of salt. On his letter of the 27th Nov/61 already communicated to the Revenue Depth, Mr Kennedy pointed out that want of sufficient depth of water no longer existed, except immediately around the platforms within the charge of the Dist Engineer's Pseudency, and that the boats in use were all flat bottomed, being actually recessed inwards about half an inch where in other boats a keel is fixed. In his present letter, Mr Kennedy recommends, in order to gain proper landing places, to gently slope the inside berm commanded by the boats so as to allow

Rev: Pro: 18th Nov 1861 Nº 2101 Paras 7 and 8.

× P.W. Pro: 4th Feby 1862. Nº 116

3rd Jany & 7th Feby 1862 7th 108 and 125.

Rec: 4th February /62 & Nº 26-27

Nº 385-386

C.8 Mem. 13th /

Rec: 7th Feb: 1862 Depart: Off: of Govt: for March

Nº 500

From

Lieut: Colo: J. Carpendale

M.P. D.P. Chief Engineer

&c &c

To

Lieut: Colo: W.F. Harsley

Chief Engrs Secretary

to Government P.W.D.

Dated 20 February /62

Rec'd 21 February /62

Nº 523-24 Franks Nº 1678 & one 4.

Forwards 2 letters from Mr. Kennedy on the improved means for loading the salt boats on the Northern Canal by branch Channels and deepening those now in existence from the Canal to the sites of manufacture &c.

Write an Order

Communicated to the Revenue Department in continuation of Rec: in this Dep[t]. dated 4th Feby 1862. Nº 11b.

In passing orders on Mr. T. Clarke's salt report Govt. adverted to his statement of the salt boats being sometimes impeded by want of water in Cochrane's Canal, and remarked that a foot of depth might be gained by substituting flat bottomed boats for those now in use, and further desired Mr. Kennedy's attention to the planning of an efficient landing place to facilitate the landing of salt. In his letter of the 27th Nov/61 already communicated to the Revenue Dep[t]. Mr. Kennedy pointed out that want of sufficient depth of water no longer existed, except immediately around the platforms within the charge of the Dist[t] Engineer Peradeny, and that the boats in use were all flat bottomed, being actually recessed inwards about half an inch where in other boats a keel is fixed. In his present letter, Mr. Kennedy recommends, in order to gain proper landing places, to gently slope the whole berth commanded by the boats so as to allow

Rev: Pro: 18th Nov[r] 1861 Nº 2101 paras 7 and 8.

× P.W. Pro: 4th Feby 1862 Nº 11b

3rd Jany & 7th Feby 1862 Nº 108 and 125

Pro: 4th February /62 c 126-27

Nº 385-386.

c 8 Nov 1862 13th /

Received 18th Feby 1862 Depart: of Govt for Marine
Nº 508

From
Lieut-Colo J. Carpendale
Offg Dy Chief Engineer
&c &c
To
Lieut-Colo W. H. Hearsey
Chief Engr & Secretary
to Government

Dated 20 February /62
Rec'd 21st
Nº 523-24 Bombay Nº 1078
Encl 4.

Forwards 2 letters from Mr Kennedy on the improved means for loading the Salt boats in the Northern Canal by branch channels and deepening those now in existence from the Canals to the sites of manufacture &c.

With an Order

Communicated to the Revenue Department in continuation of Pro: in this Dept dated 1st Feby 1862. Nº 11b.

In passing orders on Mr T. Clarke's pall-proof, Govt adverted to his statement of the pall-boats being sometimes impeded by want of water in Cochrane's Canal, and remarked that a foot of depth might be gained by substituting flat bottomed boats for those now in use, and further desired Mr Kennedy's attention to the planning of an efficient landing place to facilitate the landing of salt. In his letter of the 27th Nov/61 already communicated to the Revenue Dept, Mr Kennedy pointed out that want of sufficient depth of water no longer existed, except immediately around the platforms within the charge of the Dept Engineer Presidency, and that the boats in use were all flat bottomed, being actually pressed inwards about half an inch where in other boats a keel is fixed. In his present letter, Mr Kennedy recommends, in order to gain proper landing places, to gently slope the whole berth commanded by the boats so as to allow

Rev: Pro: 1st Nov 1861 Nº 2101 paras 7 and 8.

P.W. Pro: 4th Feby 1862 Nº 11b

3rd Jany & 7th Feby 1862 7th 108 and 125.