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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2375	Press Mis.
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Dated 16-8-	18 65.

Not to be folded or roughly handled

No 70

E. C. Canal Office
Church Park, Mount Road
17 July 1865

From

W. Fraser Esq. B.E.
Special Ex. Engineer

To Colonel C. A. Orr B.E.
Secretary to Government of N. S. W.
Sir

I have the honor to submit to the Government the following remarks on some proposed works of improvement in connection with the East Coast Canal —

Landing place
the Adyar

At present there is no landing place at the termination of the Padrao Canal at the Adyar, and there is therefore great inconvenience in landing fuel &c. along the low margin of the River —

A part of Pughs Garden was lately purchased by Government — and I would recommend that a certain portion of this be fenced off and raised so as to form a convenient Landing place: — In

In connection with this it would be necessary to reconstruct and gravel either of the roads on the east and west of Pugh's gardens. - The other road might then be closed. -

I, The remainder of the land lately purchased, as also a piece of ground reserved for River conservancy on the other side of the Adyar, and a piece of land formerly purchased from the Honorable Mr. Norton, I would recommend should be planted with Cocoa Nut and other reproductive trees, from which a Revenue might be obtained in 3 or 6 years. -

Planting a portion
of Pugh's garden

I have lately heard that the Municipal Commissioners are about to sell the piece of ground which was formerly purchased and fenced in for a wood yard at Chintadripet, because it has never been resorted to by the firewood Merchants. -

Wood yard
at
Chintadripet

I trust that this piece of ground will still be retained for the purpose

originally intended.

The principal reason why it has not been resorted to is that, except during freshes, the Canal and River have not been deep enough to allow Boats to pass; If the Junction Canal be ever opened this piece of ground will be required as a Landing place and depot for goods of various kinds. Other pieces of land will be required for similar purposes, and therefore I would recommend that before any waste land is sold in Madras it should be ascertained whether it was likely to be required for any of the Contemplated local improvements. -

The two miles of Canal connecting the Basin and the Kuzam will shortly be deepened, and if a Boat Channel were opened through the deepest part of the latter to the piece of land in question, it could, without much delay, be made use of as a Firewood depot.

This would confer a very great benefit on the Inhabitants of Chintadripett, Pudukett, Newtown, Vepery and Pursewakkam, who at present have to send more than two miles for fuel; — It is probable however that the Fire wood Contractors would not send their Boats to this depot unless the Municipal Commissioners requested them to keep it supplied.

4. — I would also recommend the Conversion of the Trevelyan Basin into a landing place for Passengers and goods for the purpose of relieving the present crowded state of the existing Basin, and of affording a more convenient to the Majority of the Passengers: —

If the Canal and River were opened as suggested in para - 3 it is probable that some of the Passenger Boats would come on to the landing place at Chintadripett: — The opening of these or any other Landing places would cause

Trevelyan Basin

Present Basin improvement

no disturbance in the present arrangements for Collecting the Tolls, as Boats could be paid for on their arrival at the Basin as at present.

5. — As it ~~was~~ now is the present Basin is scarcely large enough for the accommodation of even the Cargo Boats.

I would recommend that the Brick work around it be removed and that the banks be sloped down and made convenient for the unloading of Boats; —

Boats now land at only one, the East side of the Basin, as the other side is occupied with Lime Kilns; By the removal of these, both sides would be made available for Boats. —

Removal of Lime Kilns

The Lime Kilns as they are now situated are an intolerable nuisance to any one who is obliged to pass that way. Their removal to some other site had been often suggested: —

I propose that a branch be cut Eastwards from Cochrane's Canal, running nearly parallel with the Railway, and some 2 or 300 yards to the North of it: That the excavated earth be formed into raised Platforms on both sides, upon which new Lime Kilns could be constructed: The present Kilns may then be removed:—

The Kilns on the west of the Basin belong to the Public Works Department &

those on the East to private Individuals;

The settlement of the several interests concerned would be arranged in conjunction with the Revenue Department:—

Opposite to the Ennore Bar there runs out from the west side of the Back water, a spit of sand which obliges boats, passing up and down the Canal, to make a detour of nearly a mile in length to their great inconvenience especially if they are laden with Firwood which exposes a large surface to the wind:— I would wish

Pulicat Lake

to make a cut through the spit of sand: It would be very short and inexpensive:—

Along the Northern portion of Pulicat Lake Boats can be towed against the wind in the usual way, as the East side of the Lake is firm and the water tolerably deep close in shore: But at the Southern end a shoal is being formed for 6 or 8 miles along the coast, and as it is too soft for the trackers to walk upon, Boats are obliged to keep out in the open Lake: During the prevalence of Southerly winds Cargo Boats, especially those laden with Firwood, are often obliged to come to anchor and remain for several days, being unable to make any way against even a slight head wind: On one occasion it took me, with a light Boat, 14 hours to come across the Lake against a slight South wind:—

I would strongly recommend the cutting of a Canal through the Shoal which, near the high ground, is above high water mark, and sufficiently hard to be readily excavated.

In his administration report for 1863-4 Mr. Kennedy wrote:—"With a channel following the natural shore line all this would be avoided, and the Boatmen would then be able to track almost the whole distance across the Lake (19 miles) in all weathers without stopping; and an outlay of 10 or 15 thousand Rupees would, in my opinion, be wisely incurred here."

The Establishment at Sheddolia =
Ruppam Lock Consists of

Sheddolia Ruppam
Lock

1 Head Gomastah

1 Deputy Do

1 Head Lascar

1 Head Lascar

The accommodation provided

for these men, most of whom are married and have children, is of a very wretched description:—

It consists of 6 or 7 miserable huts of mud and Rajan leaves upon the top of the spoil bank, which is only a few inches above the flood level, indeed the water flowed into the huts during the last monsoon.

So far as I can make out it appears that the work at the Lock has never been satisfactorily performed, the parties have always been quarrelling with each other, and there have been constant complaints against them for misconduct. I believe that some at least, of this is due to the miserable manner in which they live;

I would ask permission to send up plans and an estimate for proper

quarters for this establishment. —

10 There are the principal improvements I would now recommend, and as some of them would require surveys and Plans to be prepared in order to lay the subject fully before Government, I would request permission to employ a surveyor for that purpose.

I would meet the cost of surveys & out of the Annual allowance if necessary, and propose that the whole cost should not exceed 500 Rupees. —

11 In my administration report Salt work for last year I made the following remarks: —

Para 16. In concluding this part of my report I have to observe that the management and Conservancy of these salt Channels are in an unsatisfactory position.

They extend over a large area and are very numerous, and they appear to have been laid out and executed without

any general plan having been laid down as to their best direction and extent: —

Most of the channels are old and I believe they were cut here and there whenever and wherever the necessity for a channel seemed to arise without any attempt being made to lay down a regular system of channels: Thus it is that some have been abandoned, and that a much greater length has been opened and must be conserved than would have been necessary under a more systematic arrangement: They are so scattered and interlaced that without a map showing them, the salt pans and the platforms, no general plan can be devised for their improvement: I would strongly recommend the preparation of such a map upon which could be marked any intended improvement in the salt works generally, and thus prevent useless expenditure for the future: — I have no one in connection with the Canal

"who could prepare such a map, but I
 can get it done if Government will sanction
 the employment of a surveyor for the purpose."

Since writing this I have consulted
 with the Officers of the salt department and
 they concur with me in the advisability
 of having a plan prepared.

I have the honor to be
 Your most obedient servant
 William Fraser

Special Ex. Engr

From
 W. Fraser Esq. Esq.
 Special Ex. Engr
 To
 Colonel A. Boyle Esq. Esq.
 Deputy Engineer
 Date 21st July/65
 Ref. 2807/65
 Submitting remarks on
 some proposed works of
 improvement in connection
 with the E. C. Canal.
 2807/65

No 71

E. C. Canal Office
 Church Park, Mount Vernon
 20th July 1865

From
 W. Fraser Esq. Esq.
 Special Ex. Engineer

To
 Colonel A. Boyle Esq. Esq.
 Deputy Engineer & In

Sir
 In compliance with the
 official Memorandum of the Secretary
 to Government P. W. O. No 89 dated 31st
 May 1865 I have the honor to forward through
 you a letter on the subject of some works
 of improvement which I recommend on
 the East Coast Canal, which letter I
 request that you will be good enough
 to send up to Govt. with any remarks
 you may wish to make.

I have the honor to be
 Sir
 Your most Ob^d Servt
 William Fraser

Spel Ex: Engr

Encl. 1 Letter to go to 20th July 1865

[illegible]

done under a gentlemen
on the 2^d March

E. C. Carver

See Entry Book.

Dec. 1865 Depo. 110
From Cont. No. 2807
The Sup. Engineer & Co.

To
The Secretary to Govt.
P.O. D

Date 27 July 1865
Recd

21. No. 1103

Submits for orders
Certain papers for
the Exec. Eng. & Co.
on the subject of some
works of improvement
to the Canal.

No. 389

Aug 1865 P. 114

no. 2375-16 Aug 1865

Public Works Dept

No. 2375

Proceedings of the Madras Government
Under date the 16th August 1865

From the Superintending Engineer
J. B. D. S.

Submits for orders certain
papers for the Executive Engineer (No. 1103)
E.C.C. on the subject of some
works of improvement to the Canal.

In order to enable
this Government to decide
upon the expediency of
carrying out certain of
the improvements suggested
by Mr. Spicer, they desire
that Officer to lay before
them estimates showing
the probable cost of
the following work:

Am

W.D.

Construction

Construction of landing
place in Pugh's Garden,
and repair of road leading
to it.

Deepening the Ruam
from the point where it is
joined by the Canal to
the Greenwood Depot in
Chintachapetb.

Conversion of the
Trevelyan Basin into
a landing place.

Removal of the lime
kilns from the present
Basin.

Excavation of channel
thru the shoal at south
end of the Dulicat Lake.

The Government
are of opinion that these
estimates can be prepared
without addition to the
present establishment under
Mr

Mr. Spicer. They observe
that a Surveyor has been
already employed by that
Office in preparing plans
for converting the Trevelyan
Basin into a landing
place.

Mr. Spicer's proposal
to remove the brickwork
which surrounds the pre-
sent Basin is not ap-
proved of.

The excavation of the
sand spit at Ennore,
and the erection of quarters
for the establishment at
the sheddichouppur

lock. The Government
do not consider immediately
necessary.

The general survey
of the salt works, proposed
by Mr. Spicer must also
be

lie over for the present.

The Government un-
derstand that the intention
of selling the piece of
ground at Chintadripet,
above alluded to, is ex-
pected by the Collector
of Madras, not by the
Municipal Commissioners,
and Mr. Tane will be
instructed, through the
Revenue Department, to refrain
for the present from selling
it. With reference to
Colonel Bole's endorse-
ment upon Mr. Fraser's
letter, the Government will
not, at present, alter the
existing arrangement, al-
though they are of opinion
that

that the Officer holding
the Executive charge of the
East Coast Canal should
properly, he under the
Superintending Engineer of
the Division.

W.B.

To Mr. Fraser Esq^r
6 The Supt. Eng^r. Divⁿ
21 Revenue Dept.

Sept 17th August

For 1565 Depo
Proc. of Govt for duty

No 2075

Proc. of the M. Govt
D 16 Aug 1865

Proc 2802/65

Mr. Fraser Special Ex.
entirely required requested
to submit estimates of the
probable cost of certain pro-
posed walls on the East
Coast. Council and the Collectors
of measures instructed to refrain
from selling the piece of ground
purchased from Wood yard
at Christchurch.

No 389. 090