

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1368	Press
151-52	Mis.
Dated 6 5 1867.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th May 1867.*

No. 151. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 16th April 1867, No. 120 —

1. With reference to G. O, dated the 25th March, No. 934, I have the honour to report that I do not recommend either the Government or the Railway Company to undertake any works at Beypoor with a view to the improvement of the entrance to the back-water.

2 As explained by Major Prendergast, a spit of sand extends in continuation of the south bank of the back-water to a ledge of rocks, situated at the distance of some hundred yards in advance of the line of coast. In ordinary monsoons the spit in question is carried away, and the floods pass to the sea by two channels, one between the rocks and the beach, and the other to the north of the rocks. Last season, however, the floods were less powerful than usual, and the spit was not carried away. Major Prendergast suggested that it was worthy of consideration whether works should be carried on to render the spit permanent, and by thus throwing a larger body of water through one outlet, effect a deepening at the bar.

3. I question if any advantage would be gained by this proceeding. If the floods were forced to pass to the sea entirely by one channel, instead of two, it is probable that the depth in the former case would be greater, as long as the floods lasted, though even this is not certain, for although the stream would meet with rock on the south extremity of the mouth of the back-water, it would encounter only sand in the opposite direction, and unless groynes were thrown out from the north side, it might form a *wider* instead of a *deeper* channel.

4. But in any case the effect of the floods on the bar would be only temporary, and if the depth were increased, it would only be for the season, during which no native craft will venture out to sea on the Western coast.

5 That the effect of the floods would be temporary, is sufficiently proved by the condition of the back-water at the close of the monsoon in ordinary seasons. The spit of sand above described, which is washed away by the floods, is reformed by the action of the tidal current almost immediately after their cessation; and the depth at the bar and capacity of the entrance generally are adapted to the quantity of water which the back-water basin can take in and let out, at flow and ebb tides respectively. These conditions would not be in the slightest degree modified by throwing the whole of the flood water into the sea by one channel; and, as I should have expected, the boatmen whom I questioned on the subject informed me, that the condition of the entrance during the present dry season is much the same as it has been in other seasons, although the sandy spit was not breached by last year's floods.

No. 152

ORDER THEREON, 6th May 1867, No. 1,368.

RAILWAY, No. 7.

1. The Government agree with the Consulting Engineer in deeming it unadvisable to undertake at present any works for the protection of the sand-spit which was formed during last year in continuation of the south bank of the Beypoor back-water, and which still connects the shore with the ledge of rocks alluded to by Colonel Anderson.

question is carried away and the floods pass to the sea

*Proceedings of the Madras Government, Public Works Department,
6th May 1867.*

2. The Government request to be furnished, as soon after the approaching monsoon as possible, with a report upon the condition of the mouth of the Beypoor river and of the sand-spit in question.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways

Ed S T Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 120.

From

Lt Col J. P. Anderson R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George

SIR,

With reference to G O dated the 25 March N^o 934, I have the honor to report that I do not recommend either the Government or the Railway Co. to undertake any works at Beypoor with a view to the improvement of the entrance to the Backwater -

2 As explained by Major Prendergast a spit of sand extends in continuation of the South bank of the back water to a ledge of rocks, situated at the distance of some hundred yards in advance of the line of coast. In ordinary monsoons the spit in question is carried away and the floods pass to the sea

Sea by two channels, one between the rocks and the beach, and the other to the north of the rocks. Last season however, the floods were less powerful than usual and the spit was not carried away. Major Prendergast suggested that it was worthy of consideration whether works should be carried on to render the spit permanent, and by thus throwing a larger body of water into one outlet, effect a deepening at the bar.

3. I question if any advantage would be gained by this proceeding. If the floods, were forced to pass to the sea entirely by one channel, instead of two, it is probable that the depth in the former case would be greater, as long as the floods lasted; though even this is not certain, for although the stream would meet with rock on the south extremity of the mouth of the backwater, it would encounter only sand in the opposite direction, and unless groins were thrown out from the north side, it might form a wider instead of a deeper channel -

4. But in any case the effect of the floods on the bar would be only temporary; and if the depth

depth were increased, it would only be for the season, during which no native craft will venture out to sea on the western coast -

5. That the effect of the floods would be temporary, is sufficiently proved, by the condition of the backwater at the close of the monsoon, in ordinary seasons. The spit of sand above described which is washed away by the floods, is reformed by the action of the tidal current, almost immediately after their cessation; and the depth at the bar and capacity of the entrance generally are adapted to the quantity of water which the backwater basin can take in and let out at flow and ebb tides respectively. These conditions would not be in the slightest degree modified by throwing the whole of the floodwater into the sea, by one channel; and, as I should have expected, the boatman whom I questioned on the subject informed me, that the condition of the entrance during the present dry season, is much the same as it

it has been in other seasons although the sandy spit was not breached by last years floods -

I have the honor to be
Yours Most Obedt Servt
H. Anderson Esq. Secy. Genl. R.R.
Consulting Eng. for Railways

Madras
16 April 1867

21st March 1867

Reporting that
he will not recommend
either the Govt or the
R.R. Co. to undertake
any works at Beypoor.

Dated 16th April 1867.
Received 17th April 1867.
No. 120.

To
The Secretary to Government,
Public Works Department,
Fort Saint George.

From
The Consulting Engineer
for Railways,

Recd 16/4/67
Office of Secy. Genl. R.R.
1432

RAILWAY DEPARTMENT.

Cir

Public Works Department

No. 1368

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 6th May 1867
Read the following

From the Consulting Engineer for Railways - (Here enter No. 120 dated 16 April 1867)

The Government agree with the Consulting Engineer in deeming it inadvisable to undertake at present any works for the protection of the sand spit which was formed during last year in continuation of the South bank of the Beypoor back-waters, and which shall connect the shore with the ledge of rocks alluded to by Col. Anderson.

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The

The Govt request
to be furnished, as
soon after the approach-
ing monsoon as pos-
sible, with a report
upon the condition of
the mouth of the Ben-
gour river and of
the sand-spit in
question.

W.

To the Comg Engr for
Railways.
Dec 27/5/67

W

Pub. Works 1867 Japan

Pro. of Govt for Japan
(17)

No. 1368

Pro. of the Madras Govt.
D 6th May 1868

The Consulting Engineer
for Railways requested to
furnish, after the next monsoon,
a report upon the condition of
the mouth of the Bay of Bengal
and of the Sand-Spit which
has formed in continuation of
the South bank of Bay of Bengal
back-water.

No. 151-152

at May 1868. 3rd