

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE.**Government of Madras.***Police* **women DEPARTMENT.**

G.O. No. 386,587	1550	Press Mis.
Dated	27-6-	18/2

Not to be folded or roughly handled

No. 386. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Acting Secretary to Government, Public Works Department, dated Dowlaishweram, 15th May 1872, No. 612 :—

WITH reference to G. O. of the 1st instant, No. 8, I have the honour to report
1 Copy of letter No. 9,433, dated 16th Jan. 1872. that I cannot but consider in such a
1 Do. „ 1,241, „ 13th Feb. 1872. locality as Bimlipatam dredging is
2 Sketch Maps. out of the question, and certainly so at
this time of the year with the south-west monsoon so close at hand.

2. The failure of the rains last year in the Vizagapatam District was so very remarkable, I have no doubt the Local Master Attendant is perfectly right in considering it has been the cause of the present unsatisfactory state of the river bar, and, for the convenience of the shipping and mercantile community, I beg to recommend an outlay of Rupees 1,000 for digging out the bar as affording the only means we can adopt for affording immediate assistance to them.

3. In 1871 I was a good deal at Bimlipatam, and was struck with the facilities the place afforded for throwing out a breakwater ; this was brought to the notice of Government, but in G. O. of the 18th April 1871, No. 1,085, it was declared the port was not of sufficient importance to warrant the Government in sending up the Harbour Engineer to make any special report upon it, and there the matter has rested ; this I cannot but think is to be regretted, for on such a coast as this the importance which attaches to good harbours whence produce can be easily shipped to all parts of the world cannot be too highly estimated, and Bimlipatam certainly affords natural advantages superior to most places.

4. It has even now a considerable trade and is connected by roads with most parts of the district and with Ganjam, and it is proposed to extend one of these lines of roads, *via* the Pachipentah ghaut, into the Jeypore District ; these means of communications are no doubt imperfect at present, but the Government have already taken up the matter to afford relief to the suffering population in this year of scarcity, so that in all probability the roads will be made perfectly good in a very few years more ; but as these are always expensive means of transport for heavy produce, even when constructed on the best principle, the only way to reduce cost is to see that there are no unnecessary expenses at the port of shipment which appears to be Bimlipatam where shipping can lie close to the shore, and, it will be seen from the accompanying Sketch Map A. 1, are, comparatively speaking, protected from the south-west monsoon ; during the other monsoon bad weather seldom lasts for more than two or three days, and it is easy for them to run to sea.

5. I have already sent to the Chief Engineer of Irrigation a sketch map showing a line of canal partly along the coast and partly in land for connecting the Ganjam District with Bimlipatam as the terminal part by utilizing all the large rivers of that district for the purpose ; this project is certainly only a suggestion at present, but we have some three or four years' record of the flow of water in these rivers, and as far as this is concerned the information is satisfactory and promising. Bad as the rainfall was last year in Vizagapatam and Ganjam all these

*Proceedings of the Madras Government, Public Works Department,
27th June 1872.*

6. I beg to enclose, for the perusal of Government, some correspondence which took place between the late Colonel Ouchterlony, R.E., and the then District Engineer Lieutenant-Colonel Shaw-Stewart, R.E.; this will convey some idea of the views held by officers who were for some time in the district. I have very great doubts as to the ultimate permanent success of the proposal; it appears to me that unless the groyne F. No. 1 on sketch map A. can be connected with some considerable high ground, the river will certainly breach through to the north of it; and I do not recollect any such ground, at least, close to where it is proposed to throw that out, and from the known rise of the river at the Chittavulsa bridge in seasons of heavy rainfall such as 1870, this point requires to be well and carefully guarded, for the tendency of all these coast rivers is to do this.

7. On Sketch Map No. 2 B., I have marked the site where I would propose to construct an anicut between the villages of Koyapeta and Mulacodu so as to turn the stream of the river where it divides down only one branch in its ordinary state, and thus bring its full force to work on the bar at the mouth. I have no levels by me to indicate to what height it is possible to carry such a work, nor do I wish to propose it to detract in any manner from the proposals made by other Officers for improving this port which, as Colonel Ouchterlony justly remarks, were carefully prepared and had very great merits; but it has struck me as a point not before considered, and, if approved of now by Government, I will have the matter looked into to lay before them.

No. 387.

ORDER THEREON, 27th June 1872, No. 1,550.

CIVIL WORKS, No. 22.

HAD this subject been brought before Government in February when the Master Attendant asked for 400 or 500 Rupees, it might have been worthwhile spending that small sum to secure a temporary benefit. But the delay in bringing it to notice originally, and that involved by further reference to the Superintending Engineer, 1st Division, render it undesirable to lay out Rupees 1,000 in dredging just when the south-west monsoon floods may be expected to clear the bar. Lieutenant-Colonel Fischer, however, will report after the monsoon whether dredging will still be necessary, and will state in detail the means and appliances available for carrying out the work and the expenses involved in it.

2. The Government are inclined rather (as a means of permanently improving the harbour mouth), to take up Mr. Grave's idea of running out a groyne in the direction of the rocks alluded to by him, and desire to be furnished with survey and sections of the coast for a short distance south of the harbour, accompanying an estimate of the cost of a groyne into 3½ fathom water.

*Proceedings of the Madras Government, Public Works Department,
27th June 1872.*

3. They are not advised to incur the expense of the dam projected by Lieutenant-Colonel Fischer, as it is not by river scour that the harbour mouth can be kept open in the dry weather, but by the action of the tide filling the backwater inside. If dredging be ever necessary, it should be resorted to immediately after the south-west monsoon is over.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Superintending Engineer, 1st Division.
,, Marine Department.

Exd. T. O'Connor.

No. 612

From

Lieutenant Col. R. R. Tucker R.E.
Sr. Superintending Engineer

1st Division

To

Colonel G. H. Walker R.E.
Sr. Secretary to Government D. P. W.

MADRAS

SIR,

With reference to G.O. of the instant No. 8 I have the honor to report that I cannot but consider in such a locality as Pundicutam dredging is out of the question and certainly so at this time of the year with the South West Monsoon so close at hand.

2. The failure of the rains last year in the Vizagapatam District was so very remarkable I have no doubt the Local Master Attendant is perfectly right in considering it has been the cause of the present unsatisfactory state of the river bar and for the convenience of the shipping and Mercantile Community I beg to recommend an outlay of Rupees 1000 for digging out the bar as affording the only means we can adopt for affording immediate assistance to them.

3. In 1871 I was a good deal at Bunkipatam and was struck with the facilities the place afforded for throwing out a Breakwater, this was brought to the notice of Government. but in G.O. of the 18th April 1871 No 1085 it was declared the Port was not of sufficient importance to warrant the Government in sending up the Harbour Engineer to make any special report upon it and there the matter has rested, this I cannot but think is to be regretted for on such a coast as this the importance which attaches to good harbours whence produce can be easily shipped to all parts of the world cannot be too highly estimated and Bunkipatam certainly affords natural advantages superior to most places.

4. It has even now a considerable trade and is connected by roads with most parts of the District and with Ganjam and it is proposed to extend one of these lines of roads via the Pachipental ghat into

into the Pypore District; these means of communications are no doubt imperfect at present but the Government have already taken up the matter to afford relief to the suffering population in this year of scarcity so that in all probability the roads will be made perfectly good in a very few years more, but as these are always expensive means of transport for heavy produce even when constructed on the best principle the only way to reduce cost is to see that there are no unnecessary expenses at the port of shipment which appears to be Bunkipatam where shipping can be close to the shore and it will be seen from the accompanying Sketch Map A1. are comparatively speaking protected from the South West Monsoon; during the other Monsoon bad weather seldom lasts for more than 2 or 3 days and it is easy for them to run to sea

5. I have already sent to the Chief Engineer

Engineer of Irrigation. a Sketch Map showing
a line of Canal partly along the coast
and partly in land for connecting the
Gangam District with Benlifatam
as the terminal part by utilizing all
the large rivers of that District for the
purpose - this project is certainly only a
suggestion at present but we have some
3 or 4 years record of the flow of water
in these rivers and as far as this is
concerned the information is satisfactory
and promising, had as the rain fall
was last year in Vizagapatnam and Gangam
all three rivers had water flowing in
them throughout the season which if stored
and distributed would assuredly have
matured a good crop by irrigation and
kept open a line of Navigation probably
for 6 or 8 Months in the year and this
is as much as can be expected in a
Country where droughts of such long
continuance

continuance as 6 Months are likely to
occur perhaps in 2 years out of 5 -

b. I beg to inclose for the perusal
of Government some correspondence which
took place between the late Colonel Arch-
=terlony R.E. and the then District
Engineer Lieutenant Colonel Shaw Stewart R.E.
this will convey some idea of the views
held by Officers who were for some time
in the District. I have very great doubts
as to the ultimate permanent success of the
proposed it appears to me that unless
the ground in No. 1 on Sketch Map A can
be connected with some considerable
high ground the river will certainly breach
thru to the North of it and I do not
recollect any such ground at least close
to where it is proposed to throw that out
and from the known rise of the river at
the Chittavutla bridge in seasons of heavy
rain fall such as 1870 this point
requires

requires to be well and carefully guarded,
for the tendency of all these coast
rivers is to do this -

7. On Sketch map No 2 B. I
have marked the site where I would
propose to construct an Amkut between
the Villages of Royapita and Mulacodu
so as to turn the Stream of the river where
it divides down only one branch in its
Ordinary state, and thus turning its full
force to work on the bar at the Mouth
I have no levels by me to indicate to
what height it is possible to carry such
a work nor do I wish to propose it to
detract in any manner from the proposals
made by other Officers for improving this
Port which as Colonel Ouchterlony justly
Remarks were carefully prepared and
had very great merits but it has struck
me as a point not before considered
and

and if approved of, now, by Govern-
ment I will have the matter looked
into to lay before them.

I am the humblest
Sir

Your Most Obedt Servt

Wm. Tucker Esq. R. N. E.

As. Superintendent Engineer R. N. E.

Vizagapatam Distt Engrs Office
No 1241 Camp Rayavalsa 13th Feb 1862

Enclo 1 From
Major J. Shaw Stewart
Asst Distt Engr Vizagapatam
To
J. Young Esquire
Bhimlipatam

Sir

No 9433
of 16th Jan
1862 the
returned

I have the honor to enclose
a letter from Lieut Colonel Ouchterlong
which, owing to the extreme slowness of
the District post, reached me only
yesterday. He is, as you will see on the
subject of the proposed improvement of
the Bhimlipatam Port.

2 I regret to observe that, in para
7 of his letter, Colonel Ouchterlong seems
to think that the arrangement suggested
by you for advancing the funds, could
not be carried out. After I had sent
the project to Madras, it struck me
that the arrangement would be objected
to. It could be considered in no other
light than as a "Public Works Loan",
and the orders of the Home Government
are stringent, that no Loan of that
kind shall be raised without their
express sanction.

To
The Secretary to Government
Department Public Works
MADRAS
From
J. M. Stewart
Asst Distt Engr
Vizagapatam
No 9433
of 16th Jan
1862 the
returned

Dated 15th May 1872
Received 25th June 1872

NO. 612
ENCLO. 4

Subject.

Reports that the canal had
been in such a locality as
Bhimlipatam digging is out
of the question and certainly
is at this time of the year
with the double nullahs
so close at hand and
the stone masonry on the
side 1550. 29 June 1872

3 I request that you will carefully consider the suggestion thrown out by Colonel Ouchterlony, ^{and} that you will kindly let me know whether, in your opinion, that arrangement could be carried out. I will try to pay an early visit to Riwlipatam, and will take the opportunity of discussing the whole scheme with you.

4 In considering Colonel Ouchterlony's suggestion, that the Mercantile Community should themselves undertake the works, I beg you to bear in mind that the estimate submitted by me, amounting to Rs 32,000--- provides very liberally for the cost of the necessary Executive Establishment; and that the District Engineer will of course be responsible for the professional details and the arrangements for carrying out the work. I do not think that Colonel Ouchterlony means that the carrying out of the project, should entail any demand on the time of the Mercantile Community. All that, in my opinion, he means is that those interested in the Port should supply the necessary funds, for which they should be reimbursed by the surrender, on the part

part of Government, of the Port Dues for a stated number of years.

5 With reference to para 2 of Colonel Ouchterlony's letter, I have myself no fear whatever as to the result of the proposed works. I consider that the mass of rock in front of your house will effectually protect the new mouth of the river.

6 In paras 5 and 6 of his letter, Colonel Ouchterlony expresses doubt, as to whether the scour will be sufficient to keep the new channel open during the southwest monsoon, and hints that a dredge may be found necessary. I am inclined to think that he loses sight of the fact that the channel is required only for the passage of cargo boats. I am confident that the scour due to the tide alone will be sufficient to keep it open to the depth necessary for this purpose.

7 With these remarks, I request that you will be so good as to carefully consider the various points mooted by Colonel Ouchterlony. As I said before, I shall take the earliest possible opportunity of conferring

No close at hand and therefore no assuming of an ordinary age. 1550. 29 Decr/72

original

W. B. Vandy II May 7 2008 L.I.N.
Dr. Williams 1200 11-
Kodomo 728.7

No place at hand and
 therefore recommending an ordinary
 of 1550. 29 Decr/72

No close at hand and

216

63

Comp. J. R.

original

Dec 7 June 1720 11

Wichford & Co. 24th Dec 1720

21 Dec 1720

Enclosure
Letter of 6/12/20
15 May 1720 from the
Superintendent of
the Indian Affairs
at Albany to the
Governor of New York
P. W. 2592/72
June 1720 11



1750 P.W.D.
Proceedings of the Indian Council.
Read the following.

From

The Agents of the
1st Dec (H. E. No. 612 of 15 May 1720)

At the time being present
at the Council held at
Albany on the 15th of May 1720

That this subject
has been brought before the Council

in the month of February when
the Master Attendant
asked for 400 or 500 Rs
it might have been with
while spending that
small sum to secure
a temporary benefit

But the delay in bring-
ing it to notice

original

Wm. Johnson
Agent
J. D.

originally, and that in-
volves by further reference
to the Superintending
Engineer's Division,
render it undesirable to
lay out Rupees 1000 in
dredging just when the
South West Monsoon
floods may be expected
to clear the Bar. Since

Colonel Fisher, however,
will communicate person-
ally with Mr. Dalrymple
on his next tour to
the Northern Port,
and will report after
the Monsoon whether
dredging will still be
necessary, and will state
in detail the means
and

I would wish these
works for the
warm season a
primer draft.
A. V.

and appliances available
for carrying out the
work and the expenses
involved in it. It is
under the Government
are intended rather, for
a means of permanently
improving the Harbour
Mouth, to take up
Mr. Graves' idea of
running out a Dyke
in the direction of the
rocks alluded to by
him, and desirous
to be furnished with sur-
vey and sections of
the Coast for a short dis-
tance South of the Har-

bour, accompanying an
Estimate.

Estimate of the cost of a
 Quay into 3 1/2 fathom
 water. They are not
 advised to incur the
 expense of the Dam
 projected by Smith
 Colonel Fisher, as it is
 not by river access that
 the Harbor mouth
 can be kept open in
 the dry weather, but
 by the action of the tide
 filling the backwater
 inside. If dredging
 becomes necessary, it should
 be resorted to immedi-
 ately after the South
 West Monsoon is over.

Fresh
 Water -

35
 3

No pier and Quay to the Harbor Entrance
 Marine Dept. S

Dec 31/72

660 p.m. 21st
 Dec 7/72 @ 11
 Dec 7/72 -
 1872 - @ 70

Op. 2592 ✓

Govt. of 1872 Madras.

PUBLIC WORKS.

To The Superintending Engineer
P. C. (Civil)

Dated

Recd.

Encl. 4

G. O., 27 June 1872, No. 1550.

Nos. 386 & 387

Kovilpattanam Barr.

Issuing orders in the letter
from the Insp. Eng. of the
1st Bn. reporting on the
acceptance for the pro-
posed outlay on the
Kovilpattanam Barr.