

(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.	2106	Press
51,52		Mis.
Dated	5-9	18 1/5.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th September 1872.*

No. 51. Read the following Endorsement of the Chief Secretary, dated Ootacamund, 20th August 1872 :—

From the Master Attendant, Administrative Department, to the Chief Secretary to Government, Marine Department, dated Madras, 13th August 1872, No. 4,538.

With reference to the Proceedings of Government, dated 7th August 1872,*

* No. 70.

† Another herewith sent.

I have the honour to inform you that I have already forwarded to the Secretary to Government, Public Works Department, a chart† of the Paumben Pass with rough pencil delineations of the course of the ship canal, or channel, I propose to be cut through part of the island of Ramisseram, and also of a breakwater between the shingle islets‡ for the protection of the southern entrance of the canal from the swell brought up by the south-west monsoon.

‡ Width of channel to be closed, only 500 yards and greatest depth of water 13 feet.

2. Sir James Elphinstone's scheme has many merits, yet I think mine has fewer difficulties to overcome; for instance, no piers will be required at the northern entrance of the passage, and only one short one I should think at the southern entrance.

3. The only difficulty, if it can be called one, is the deepening to 24 feet of the portion of the Paumben Pass between the junction of the canal to the northern entrance, which is described by Mr. Robertson, the Harbour Engineer, as "cut through a sandstone reef partly dry at low water."

4. In these days of advanced engineering science, I fancy this sandstone reef can easily be cut through to the depth required.

5. One powerful argument in favour of my scheme is the following :—We know that, from the peculiar position and nature of the northern entrance to the Paumben Pass, it is almost entirely free from silt, whereas we can have no possible assurance that the two other channels proposed would not silt up.

TRANSFERRED, with duplicate plan, to the Department of Public Works.

(Signed) R. S. ELLIS,
Chief Secretary.

No. 52. ORDER THEREON, 5th September 1872, No. 2,106.

CIVIL WORKS, No. 3.

ORDERED to be recorded.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Administrative Department.

Madras.

Marine Office.

13th August 1872.

No. 4538.

From
H. D. E. Dalrymple Esqre
Master Attendant

Administrative Department

To
Madras.

The Honourable R. J. Ellis C.B.

Chief Secretary to Government

Marine Department.

Fort Saint George.

Sir,

With reference to the Pro-
ceedings of Government dated 7th

No. 70.

August 1872, I have the honour to in-
form you that I have already for-
warded to the Secretary to Government,

other here-
sent.

Public Works Department, a chart of
the Pamban Pass with rough pencil

delineations of the course of the ship
Canal or Channel I propose to be

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it to be
only
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not depth
13 feet.

cut through part of the Island of
Pamisseram, and also of a Break-
water between the shingle Islets for
the protection of the Southern entrance

of

of the canal from the silt brought up by the S.W. Monsoon.

2. Sir James Elphinstone's scheme has many merits, yet I think mine has fewer difficulties to overcome; — for instance no piers will be required at the Northern entrance of the passage, and only one short one I should think at the Southern entrance.

3. The only difficulty, if it can be called one, is the deepening to 24 feet of the portion of the Daumben Pass between the junction of the canal to the Northern entrance, which is described by Mr. Robertson, the Harbour Engineer, as cut through a sandstone reef partly dry at low water.

4. In these days of advanced engineering science, I fancy this sandstone reef can easily be cut through to the depth required.

5. One powerful argument in

in favour of my scheme is the following. — We know that from the peculiar position and nature of the Northern entrance to the Daumben Pass, it is almost entirely free from silt, whereas we can have no possible assurance that the two other channels proposed would not silt up.

I have the honour to be
Sir

Your most obedient Servant

H. D. S. Dalrymple
Master Attendant
Administrative Department.

[illegible]

1. Oliver W. F. Bond
 2. 1865-1868-1892
 3. 1868-1892
 4. 1868-1892

31-7-77 ✓
Chs 4278.

Govt. of 1872 Madras.

PUBLIC WORKS.

To

Dated

Recd.

Encl.

G. O. 5th September 1872, No 206

Nos. 51952

Ship Channel. Letter
from the Master Attendant
providing particulars
of a scheme for a
Ship Channel by the
Pannam Pass, recorded.