

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	1642.	Press
B.P. No.		Mis.
410-411		
Dated	27-6-	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th June 1873.*

No. 410. Read the following letter from Lieutenant-Colonel R. A. ROBERTS, R.E., District Engineer, Madura, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madura, 28th April 1873, No. 366:—

IN reference to G. O., 25th February 1873, No. 614, calling on me for a preliminary report on the subject of constructing a pier at Devipatam, I have the honour to state as follows:—

1. The project in question has been brought forward by Mr. Riedy, the Superintendent of Immigration, Ceylon Government, and, although it does not appear to have ever been mooted before, there can be no doubt but that landing stages, or a pier such as that proposed, is a necessity at Devipatam; and that of the two proposals the pier is far to be preferred, inasmuch as it is not only a more convenient arrangement in itself for the thousands of coolies continually embarking and disembarking at that place, but it will prove a great benefit to the surrounding country by the certain increase of the town as a place of trade. I have recently proposed to the Local Fund Board to restore, at as early a date as possible, the old line of road between Ramnad and Devipatam, and there can be no doubt but that with that road in repair the construction of the proposed pier at Devipatam will give a great fillip to the traffic between that place and Ramnad.

2. The beach at Devipatam being very shelving, necessitates a long wade to those who go down to the sea in ships, and a pier there, to be of practical use, must be at least 770 feet long.

3. The cost of the proposed structure may be approximately estimated at Rupees 8,000. The pier would consist of a ven-teak platform, 9 feet wide, supported on iron-wood piles, sheathed with copper between high water level and bottom. The pier would run into 3 feet, in depth, of water alongside, at low water level, a depth which is ample for all the cargo boats used at the port of Devipatam. The iron-wood piles can be procured from Trincomalee, and Mr. Riedy kindly promises every assistance in his power with his men and boats in landing the timber required.

4. In regard to the share of the cost to be borne by the Madras Government, the question is one which involves the consideration of many collateral points. In the abstract there can be no doubt but that the construction of a pier at a place like Devipatam, where there is at present not a road within miles, would not have suggested itself as a requirement for the local traffic. On the other hand, although the pier is a necessity for the Ceylon immigrants, it must be borne in mind that this Presidency is indirectly, and, in a commercial point of view, considerably benefited by that immigration. During the last calendar year the agency took to Ceylon 60,000 coolies, of whom it brought back 40,000, the remainder finding their own way back direct to Negapatam, or remaining on in Ceylon. These people were not only well fed and cared for during the short working season, but each one brought back a considerable sum of money; while their employment in the colony benefited to no small extent the rice-growers of Tanjore, who were thus enabled to obtain enhanced prices for the rice required for the maintenance of the immigrants, and which is shipped in great quantities

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27th June 1873.

for this purpose at Negapatam. There are many other collateral points on which however I need not dwell here. Suffice it to say, if the Government are of opinion that the immigration to Ceylon is a gain, or is advantageous to this Presidency, and deserves, therefore, to be supported and encouraged, they will not perhaps hesitate to defray a share (say, Rupees 2,000) or a moiety* of the cost of the proposed pier.

* Rupees 4,000.

5. On receiving the further instructions of Government on this subject I shall submit, or not, such detailed plan and estimate as may be required or otherwise. Should the Government decide on co-operating in the work, I shall be happy to make the necessary arrangements for its prosecution.

No. 411.

ORDER THEREON, 27th June 1873, No. 1,672.

CIVIL WORKS, No. 28.

INTIMATION will be made to the Ceylon Government that, although the construction of a landing pier at Devipatam, within miles of which there is at present no road, would not have suggested

self as a requirement for the local traffic, yet bearing in mind the indirect benefits conferred upon the people of this Presidency by the emigration to Ceylon, His Excellency the Governor in Council will be prepared to contribute one-third of the cost of the required structure, which is stated roughly to be a timber pier nearly 800 feet in length, reaching into 3 feet water at low tide, and costing under £900. The planning, execution, and supervision of the necessary work will likewise be undertaken by the officers of the Madras Government free of extra charge.

2. The present opportunity seems a fit one for making trial of the qualities of the South Australian red gum (*Eucalyptus rostrata*), which is stated to resist the attacks of the worm; and Lieutenant-Colonel Roberts will send such specifications of the lengths and scantlings of the piles required as will enable the Government to ascertain at what rate and in what time the requisite materials can be procured.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the Public Department.
.. District Engineer, Madura.

Exd. S. T. Austin.
Spare Copies.

No 366

District Engineer's Office
Madura 28th April 1873

From

Vicent Colonel A. A. Roberts R.E.
District Engineer, Madura

To

Colonel G. W. Walker R.E.
Secretary to Government (M)

Sir,

In reference to G.O. 25th February 1873, No 64, calling on me for a preliminary report on the subject of constructing a pier at Devipatam, I have the honor to state as follows:-

The project in question has been brought forward by Mr. Riedy, the Superintendent of Immigration, Ceylon Government, and although it does not appear to have ever been mooted before, there can be no doubt but that landing stages, or a pier such as that proposed, is a necessity at Devipatam; and that, of the two proposals, the pier is far to be preferred, in as much as it is not

1672 Public Works Department
 Proceedings of the Madras Government
 Read the following

From The District Engineer }
 Madura — } H. E. No 366 of 28th April/73/

Intimation will be made to the Ceylon Government that, al- though the construc- tion of a landing pier at Deripatam, within miles of which there is at present no road, would not have sug- gested itself as a requirement for the local traffic, yet bearing in mind

[Handwritten signature/initials]

8025 July 1/73-25-595-5963

P.M. 1873 *[illegible]*
[illegible] 27/6

The District Engineer
 Madura.

To The Secretary to Govt
 Madras.

Received 28th April 1873.
 Received 2nd May -

The Board on the
 Subject of Constructing
 a pier at Deripatam -

21st 1873. 27th March

1873-74
 11-6-73-26
 1873-74 11-6-73-26

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time the requisite ma-
-terials can be pro-
-cured.

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to

The Public Des.
D. E. Menden
Disp'd 7/7/73

N^o 410.11.

No. 2716

RECEIVED

1872

The Public Department

29 June 1872.

4109 411

Deripabau Pier.

Passing orders on letter
from the W. Eng. Madras,
reporting on the subject
of constructing a Pier at
Deripabau.