

(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. 238,239	447	Press Mis.
Dated	11.2	1873.

Not to be folded or roughly handled

12
*Proceedings of the Madras Government, Public Works Department,
11th February 1873.*

No. 238. Read the following letter from the Officiating District Engineer, South Canara:—

Reports his views with reference to the improvement of the Mangalore Harbour, and requests an allotment of Rupees 10,000 if they meet with the approval of Government. (Here enter No. 7, dated 8th January 1873.)

No. 239. ORDER THEREON, 11th February 1873, No. 447.

CIVIL WORKS, No. 10.

ORDERED to be recorded; sufficient cause not having been shown for reversal of Government Order No. 2,347 of 7th October 1872, directing that action in the matter of the Mangalore Harbour be stayed until after the monsoon of 1873.

(True Extract.)

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

Secretary to Government.

*To
The D^r Engr. S. Austin*

Encl. S. T. Austin.

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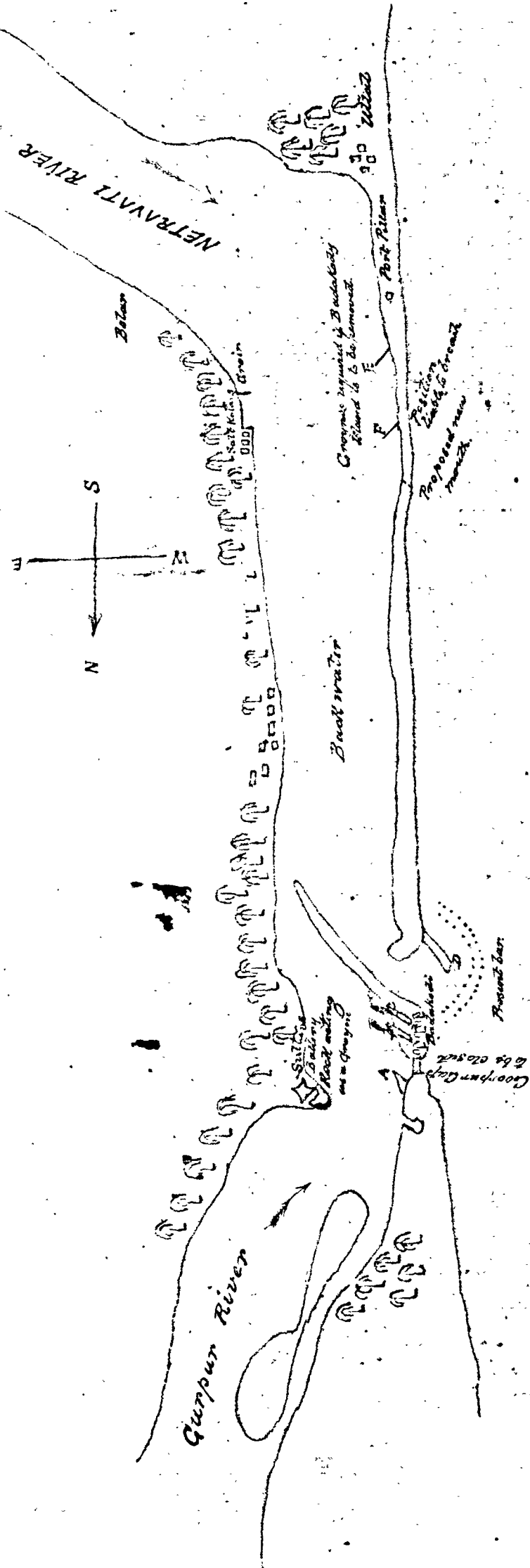
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Engr. S. T. Austin.

2. 73



Albany
District Engineer

P.M. 183/13

*Be a letter from the
District Engineer
to the Secretary
dated 12th July 1873*

*District Engineer
Mangalore 8th January 1873*

N^o 7

*District Engineer's Office
South Canara*

Mangalore 8th January 1873

From

*A. C. Lawford Esq.
Offg. District Engineer
South Canara*

To

*The Secretary
to Government D.C.M.
Madras*

*Enclosure
1. Sketch*

*Sir, Having had my attention called to the
state of the Mangalore Harbour and the pro-
posed measures for its improvement, and hav-
ing carefully investigated the matter both
by perusal of former correspondence, by
personal inspection and by carefully weigh-
ing all available qualified opinions, I
deem it advisable at least to lay before
you my view of the subject.*

*2. It would be idle to enter into
any detailed description either topographi-
cal or historical, the whole question being
thoroughly known to you, and I therefore
propose merely to glance at the various
opinions advanced by Government officers
during the past twelve years.*

*3. In a letter N^o 48 dated 11th
April 1860. Col. Pears then District Engineer*

reported fully on the state of the harbour
and after reviewing the opinions of Mr
Matthey the Collector of L.H. Taylor
of the Indian Navy, and your own ex-
pressed a decided opinion that the Poor
poor mouth should be artificially closed.

In a G.O. 871514 dated 22 June 1870 on a
letter from the Offg. Collector of South
Canara L.P. 625 dated 17th 8 May 1870 regard-
ing a new jetty, the opinion of Mr. Pears
is most emphatically endorsed by the
statement that no plan of harbour
improvement was so likely to succeed
as one having for its main feature the
closing of the Poor poor mouth. No action
was taken however and tracing the cor-
respondence I find a Memoir of your own
dated 18th April 1872 deprecating defensive
measures for the protection of the spit
of sand between Allal and the mouth
of the harbour in reply to an application
for funds for defensive purposes from the
Acting Superintending Engineer in a letter
L.P. 8 dated 15th April 1872.

4 On the receipt of G.O. 1065
dated 14th April 1872 on the above letter of the
Acting Superintending Engineer the Assistant
Engineer Mr. Pingle, in his letter L.P. 44 dated
7th May 1872 reports that at the instance of

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the Collector he was preparing materials and
points out the danger of the silting up
of the harbour should a breach occur at the
weak point of the spit.

5 On the 8th May in reply to a
telegram from the Collector dated 29th
April, regarding the emergency of the
protection of the spit of sand above
alluded to a telegram was despatched
intimating your adherence to the opinion
that the breach would be advantageous
as tending to facilitate the closing
of the Poor poor gap, and a similar
telegram appears to have been sent on
11th 8 May 1872. A more detailed Memoir of
yours dated 8th 8 May 1872 is on record of
precisely the same tenor, apparently on
the report of Mr. Robertson on the harbour
which report is unfortunately not on the
files, though I clearly gather from your
remarks his advocacy of the closing of the
Poor poor gap artificially. Still further tra-
cing the correspondence I find a letter
from the Assistant Engineer Mr. Pingle
L.P. 91 dated 29th June 1872 advocating for
the first time the principle of endeavouring
to sweep away the Padakerry island by
the combined action of the ebb and
flood waters and of the sea during the
monsoon.

6 This principle supported for the first time by the Offg. Supt Engineer in his letter no. 131 dated 18th July 1872 to the Assistant Engineer, and for the first time placed before you in his letter E. 110 dated 11th August 1872, is now first endorsed by you in your Memo 89A dated 20th Sept 1872.

7 Having thus concisely traced out the various measures advocated for the improvement of the Harbour, I venture to place before you those which appear to me most feasible, first examining the advantages and disadvantages of the scheme on the tapis. The mode of action proposed by you in your last Memo 89A dated 20th Sept 1872 would in all probability be successful provided that the new mouth of the Northravally be not allowed to open until the Padakoody island is completely swept away, when there is every reason to believe that the rivers will form a junction at the present Goorpoor gap; but to secure this object the spit of sand between the harbour and the sea must be immediately strengthened by a groyne or groynes, and perhaps a rough stone pitching.

8 This however is disadvantageous in that a quantity of material must be laid only to be again removed when the new mouth is formed.

90 3
9 If this new mouth open before the island is removed, this removal will probably be very partial and the result will be three months with the settling up of the harbour by loss of scouring action during flood discharges to an extent which will tend materially to render it useless.

10 Undoubtedly the present mouth of the harbour will be affected by the new mouth, and its subsequent closing rendered easy, but it is equally undisputable that the settling of the backwater will seriously impair the accommodation for vessels and will present another obstacle to proposed improvement. On the other hand if the spit of sand be secured and the Northravally river or be successfully forced to form a junction with the Goorpoor river with one outlet at the mouth of the latter the gap to be closed will be far more formidable and expensive than any thing we have now to deal with.

11 Mr. Ongle thinks that this evil might be obviated by aiding the river to cut away Padakoody island, and opening the new mouth as soon as this was done during the latter part

of the monsoon and that thus the gap would resume its normal state.

12 For my part I think that the operations for aiding the river would be but partial in their effect; the entire removal of I Bada hoody island by one means a matter of certainty; that the new mouth should be opened with the first floods, not at the end of the monsoon and that in any case the gap must be more formidable than at present. To avoid the serious evil of completely shutting up the harbour it would be necessary to allow the Goorpoor gap to remain open during the monsoon of 1874 a step entailing serious loss of time and facilitating the settling of the harbour.

13 I would therefore suggest the following scheme.

I. The immediate construction at an angle of 120° with the upstream side of a substantial groynes marked A at the root end of the Goorpoor gap. This would not only protect the new work in the gap but would help largely to counteract the influence of the ledge of rocks forming a foundation for

110
Sultan's battery, and practically a powerful groyne, the primary cause of the main injuries of the Goorpoor gap. It would also throw the stream of the Goorpoor river in its proper direction.

II The closing of the Goorpoor gap before the month of April on a plan similar to that adopted for the Canje Kilage gap at Cochind.

III The construction of groyne B of a more temporary character along the harbour face of the I Bada hoody island to carry on the training of the Goorpoor river beyond the present harbour mouth the tail groyne being a stronger structure to resist any tendency of the Goorpoor river to find an exit by this opening and to resist the northward progress of the littoral current a powerful stone groyne D at the South horn of the present harbour mouth placed in a north westerly direction.

IV The opening of the new mouth on the appearance of the first flood at the point which nature fixes as the point of the several forces probably dominant of the present weak point of the spit. Pending action in this respect I

regard as a main and essential feature
of my scheme; and I would therefore
cut a channel in the sand, up to level
of high water as nearly as possible in the
probable direction of the future river mouth
just before the floods to facilitate the
opening in every possible way.

14 These works if judiciously and
promptly carried out would in my opi-
nion be successful and I would there-
fore request an immediate allotment
of Rs 10,000 to complete them before
30th April should you approve.

15 Since being of course invaluable
a reply by telegram allotting the funds
is a matter of great moment.

16 In the present letter I have con-
fined myself entirely to what I may
term emergent works, leaving many
points to be taken up hereafter for
instance the fixing of the river mouth.

17 This I am convinced should not
be attempted till the natural action of
the river has pointed out the most
suitable locality.

18 Stone however might be collected
if thought advisable and I would cer-
tainly recommend this step.

13^e
19 I have addressed this letter to you
direct in order to save time which as
before said is now invaluable; but for
this it would have been sent in ordi-
nary course through the Inspecting
Engineer for Port & Communications
to whom however I will send a copy.
20 An estimate for the proposed
works will be submitted as soon as
possible.

I have the honor to be,
Sir,

Yours Most Obedt. Servt.

W. Lawford
Offg District Engineer

Vol 2 Jan 10 1898-199
 " 24 April 12 - 381-383
 " 3 May 12 - 19 Nov
 " 13 June 12 - 119 -
 " 12 July 12 - 184
 " 7 Oct 12 - 85, 90

P. H. 1873 *Refd*

of 1st Nov 1873

The District Judge

San Francisco

To the Secretary of the

S. M. Board

1873

Noted 10th 1873

Received 13th January 1873

Enclosure 1

Reports his views

with reference to the

improvement of the

Blackburn Island

it regards in all its

of 1873-1874 if they are

best with the approval

of the Government

with an order

Noted 4th

San Francisco

Quoted to be recorded;

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of 1873. -

Yours

The Secy

to the Atty, Genl

Sept 13/73

10/11/73

10/11/83

-08

C. No. 183

Govt. of 1873 Madras.
PUBLIC WORKS.

To The District Engineer
South Canara

Dated

Recd.

Encl.

G. O. 11 Feb. 1873. 447.

Nos. 238-239

Mangalore Harbour.
Letter from Mr. H. C.
Laurie reporting
his views regarding
the improvement of
the Mangalore
Harbour, recorded.