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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	347 B.	Press
B.P. No.		Mis.
Dated	12-2-	1954

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th February 1874.*

No. 242c. Read the following letter from Lieutenant-Colonel W. FAREWELL, Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, Chief Engineer and Secretary to Government, Public Works Department, dated Chepauk, 15th January 1874, No. 481-41 :—

With reference to paragraph 2 of G. O., No. 2,138, dated 27th August 1873, treating of the Goorpoor Gap at Mangalore, I have the honour to enclose the plans, etc., etc., noted in the margin, and respectfully to communicate my

- 85
- 1 Plan and Sections, A, B, and C
 - 1 Plan of Boodocoody Island.
 - 1 Estimate, Rupees 54,000.

views on the question for the orders of Government.

2. The cost of closing the Gap in its present condition by a sand-bag dam, as per estimate and plan and sections marked A, B, and C, amounts to Rupees 54,000.

3. In the Survey, marked D, the dotted crimson lake line shows the state of the Boodocoody Island and the mouths of the Netravutty and Goorpoor rivers in April 1873, and their present condition is coloured in yellow. The monsoon of 1873 has, as anticipated, had a considerable effect on the Boodocoody Island; the portion coloured green in the survey is all that is left of it, the remainder being a mere sand-bank. The Goorpoor Gap has, it will be observed, moved 800 feet south of its position in April 1873; the monsoon of 1874 will probably sweep away the whole island, and the mouths of the Netravutty and Goorpoor rivers will be united.

4. Under these circumstances, I recommend that no action be at present taken to close the Goorpoor Gap. I am of opinion, however, that the northern bank of the Gap, marked *b* in the survey, should be protected by stone-pitching to prevent its being cut away, which, experience has shown, invariably takes place. On the setting in of the north-west winds a small groyne of 100 feet in length should also, I think, be constructed at the point (*a*) noted in the survey, in order to train the ebb-discharge towards the island, and assist in its speedy removal. If laterite boulders are used, the cost of the work would amount to about Rupees 2,000; the amount allotted for expenditure on the Goorpoor Gap works for 1873-74 is Rupees 7,000. The progress report of the South Canara District shows an expenditure incurred in preliminaries, etc., etc., of Rupees 650; thus, should Government approve of the suggestions I have made, Rupees 4,350 are available for transfer to other works.

5. I propose early in February to visit Mangalore, when I will arrange for the periodical supply of surveys and sections of the entrance of the harbour, and report further on the work.

No. 242d. ORDER THEREON, 12th February 1874, No. 347B.

CIVIL WORKS, No. 19.

HIS EXCELLENCY the Governor in Council concurs with the Inspecting Engineer for Ports and Communications as to the inexpediency of taking any present action towards artificially closing the Goorpoor river-mouth of the Mangalore backwater.

Proceedings of the Madras Government, Public Works Department,
12th February 1874.

2. But neither is he disposed to incur any outlay on works, the effect of which might be to fix the future single entrance to that backwater where the Goorpoor river-mouth at present is. That position is by no means a desirable one for the future single entrance, which should be as near as possible opposite to the Custom-house.

3. The proper line of action appears to be to await the union of the Netravutti and Goorpoor river-mouths, which will apparently ensue at no distant period. Then will be the time to secure the new harbour mouth in the position resulting from the action of the three natural forces by protective works at either side.

4. Taking this view of matters, it does not appear necessary that the Inspecting Engineer should visit Mangalore at present; especially as Rupees 6,000 of the harbour allotment have been transferred by G. O., No. 363 of 14th February 1874 to the Cruz Milagre works. All that need be done at present is to keep up a record of such changes as occur during or after every monsoon by occasional surveys; the results being reported at a much earlier date than that of last monsoon, which should have been submitted three months earlier.

(True Extract.)

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

To Colonel W. Farewell, Inspecting Engineer, Ports and Communications.
By *Lynne S. Canara*

Ed. F. R. Bantleman.

N 481
41

Inspecting Engineer's Office for
Ports & Communications
Chepauk, Madras

15th January 1874.

From
The Inspecting Engineer for
Ports & Communications
To
The Chief Engineer and
Secretary to Government.
Public Works Department.

Sir,

Enclosures.

- 1 Plan & Section of G. O. 2/138, dated 24th August 1873, treating of the Goorpoor Gap at Mangalore.
- 1 Plan of Booby Island.
- 1 Estimate.

With reference to para 2 of G. O. 2/138, dated 24th August 1873, treating of the Goorpoor Gap at Mangalore, I have the honor to enclose the plans &c. &c. noted in the margin and respectfully to communicate my views on the question for the orders of Government.

2. The cost of closing the Gap in its present condition by a sand bag dam as per

estimate and plan and sections marked A, B, & C, amounts to Rs. 54,000.

3. In the survey marked D, the dotted crimson lake line shows the state of the Boodocoody island and the mouths of the Netravatty and Goorpoor Rivers, in April 1843, and their present condition is colored in yellow. The monsoon of 1843 has, as anticipated, had a considerable effect on the Boodocoody island; the portion colored green in the survey is all that is left of it, the remainder being a mere sand bank. The Goorpoor Gap has, it will be observed, moved 800 feet south of its position in April 1843, the monsoon of 1844 will probably sweep away the whole island and the

mouths of the Netravatty and Goorpoor Rivers will be united. -

4. Under these circumstances I recommend that no action be at present taken to close the Goorpoor Gap; I am of opinion however that the northern bank of the Gap marked B in the survey should be protected by stone pitching to prevent its being cut away, which, experience has shown, invariably takes place; on the setting in of the north west winds, a small groyn of 100 feet in length should also, I think, be constructed at the point (a) noted in the survey in order to train the ebb discharge towards the island and assist in its speedy removal. If laterite

boulders are used the cost
 of the work would amount
 to about Rs. 2000. The amount
 allotted for expenditure on
 the Goorpoor Gap works
 for 1873-74 is Rs. 2000. The
 Progress Report of the South
 Canara District shows an
 expenditure incurred in pre-
 liminaries to the cost of Rs. 650
 thus, should Government
 approve of the suggestions
 I have made, Rs. 1,350
 are available for transit
 to other works.

5. I propose early in
 February to visit Mangalore
 when I will arrange for the
 periodical supply of surveys
 and sections of the entrance
 of the Harbour and report
 further on the work.

I have the honor to be
 Sir,
 Yours most obedient Servant,
 W. E. M. S. S. S. S. S.
 Inspecting Engineer for
 Ports & Comm.

Public Works 1874. Department
 No. of Govt. for Submarine
 From - Rs. 280
 The Inspecting Engineer for
 Ports & Comm.
 To the Chief Engineer &
 Secy. to Govt. P.W.

Dated 15 January 1874

Recd. 17th Jan 1874
 Rs. 481
 41

Encl. 3. Works

Forwarding plans
 and estimate for
 closing the Goorpoor
 Gap at Mangalore,
 with certain observations
 on the subject.

22426

16 Feb 74

No. 347 B. 12 Feb 74

15 January 1874

Inspecting Engineer
 Ports & Comm.

0234.

5

Wm. H. S. Jones
Inspecting Engineer for
Ports & Commerce.

*Inspecting Engineer for
Roads & Commerce*

No 36712 C. L. H. H.
 H. E. The G. in C. concurs
 with the Director of Engineers
 for Ports & Communication
 in his opinion as to the neces-
 sity of taking any
 present action towards arti-
 ficially closing the Gov-
 poor River mouth of
 the Mangalore Back-
 water.

But neither is he dis-
 posed to incur any cost
 in carrying out works the
 effect of which might
 be to fit the future
 single entrance to
 that Backwater, where
 the Gov poor River mouth
 at present is. That
 position is by no means

In a letter No 4871
 dated 16 January 1894
 from the Superintending
 Engineer for Ports &
 Communication to
 the Chief Engineer.

G. H. 280/74

Estimate of the probable
 cost for closing the
 Gov poor Back of the
 Mangalore Backwater
 with sand bags &c
 in the Gov poor
 District.

a desirable one for ~~the~~
the future ~~single~~ en-
trance, which should be
as near as possible op-
posite to the Custom House.

The proper line of action
appears ~~now~~ to be, to await
the union of the Hamilton
with the Gaspere River
over months, which will
^{apparently} ~~be~~ ^{be} ~~be~~ ^{be}
in the approaching Mon-
day, at least. It is do-
tact period. After wh.
The action already ob-
served, by which the
Gaspere River mouth
has already moved
800 feet further south,
should be allowed to
continue till it ceases

itself; being counteracted
by the action of the Hamilton
with River water. Then
will be the time to secure
the new Harbour mouth
in the position ~~fixed~~
resulting from the ac-
tion of the three natural
forces, by protective work
at either side.

Taking this view of
matters, it does not ap-
pear necessary that
the prospecting Engineer
should visit Monro-
ville as present; espe-
cially as \$6000 of the
Harbour Allotment
have been transferred
by G.O. H. of
to the Long Bridge Works.

All that need be done
at present is to keep
up a record of such
changes as occur af-
ter every monsoon
by occasional surveys.
The results being re-
ported at a much
earlier date than that
of last monsoon, which
should have been sub-
mitted three months
earlier -

H. W.
27.1.74

out of 2 Plans sent to Doty only
one was arrived - 28.6.76.

h.s. - deep only to J. by ports of survey
12/2/74.
Dr. Ensign S. Canara ✓
12.6.74... Deep 10/6/74.

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12/2/74.
Dr. Ensign S. Canara ✓
12.6.74... Deep 10/6/74.

Cp 280

Govt. of 1874 Madras.

PUBLIC WORKS.

1. The Inspecting Engineer
for Ports and
Communications

Dated *out of two papers sent
to Secy, only one was
received. - 28.6.76.*

Recd.

Encl. 3/76

G. O. 12th Sept. No. 347 B.

Nos. 142, 61, 212 D

For Secy, Madras

3. Paying orders in letter from
the Inspecting Engineer for Ports &
Communications submitting
plans & estimate for
closing the gap.

2/65
Dec 6732/8