

(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.	1572	(W)	Press
B.P. No.			Mis.
Dated	23-6-	1876	

Not to be folded or roughly handled

No. 468 Read the following letter from Colonel W. T. F. FAREWELL, Deputy Chief Engineer, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Fort St George, 17th June 1876 —

With reference to G.O., No. 1106, dated 4th May 1876, I have the honor to report that on the 14th instant I met the Superintending Engineer of Chingleput and the Seroolur Range Officer at Ennore, and with them inspected the Bar

2 Of the work reported to be executed by the Public Works Department beyond two mounds of sand, with a depression between them, nothing remains to be seen; but of the good results accruing from the work there can be no doubt. The volume of water admitted through the opening while it was kept open must have been considerable, as the fresh water in the Ennore estuary has been either entirely displaced by the sea-water, or so thoroughly impregnated with salt as to admit of the usual manufacture of this produce, which, since the Bar was opened, has been as fruitful as heretofore, while now the density of the water is said to be so great that it yields more brine per cubic foot lifted into the evaporating pans than usual; thus, so far as the manufacture of salt is concerned, nothing further is required to be done at present

3. In regard to the navigation, on returning from Ennore I very carefully inspected the whole of the canal to the Basin. Taking upwards of 100 soundings per mile north of the Cheddincooppoom Lock, the water was quite sufficient to allow of boats carrying about $\frac{2}{3}$ of their usual freight; while south of it, half loads can certainly be carried. The state of the canal generally shows that great attention has been paid to it; its bed is remarkably level, I have never seen it in better condition. There are a few localities in which, to a small extent, silt appears to have collected, to which I have directed the attention of the Superintending Engineer, who, no doubt, will have them looked to. In addition to the very exceptional season during the past year, the deficiency of water in the canal south of the Lock may also be attributed to its connection with the Cooum river having been entirely cut off by the dam at the hospital bridge. As soon as this dam is removed, the navigation will be as good as can possibly be expected, and therefore it appears unnecessary to re-open the Ennore Bar on this account. The construction of any dam across the canal at Calinja would, in addition to stopping navigation altogether, cut off all chances of any accession of sea-water that might reach the Ennore estuary by the Pulicat Bar

4. The Salt Department, with the view of preventing inundation of the pans, &c, &c, in case of heavy floods, continue to make a shallow cutting to the sea at the same point as that made by the Public Works Department; and the Deputy Collector of the Salt Department told me that at spring tides for a day or two he admitted the sea in the backwater, but from what I could gather the amount admitted must be very insignificant. The expenditure, however, is only from 15 to 18 Rupees per diem, and it is a good thing that the safety valve should not be neglected

5. Though the Superintending Engineer has submitted no information, as directed by Government, through me, yet in my position as Under-Secretary to Government in the Public Works Department I opened, read, and forwarded the same day

to the Secretary to Government a letter*
* No 827, dated 8th and 10th June 1876 from the Superintending Engineer, Chingleput. In this letter, as he personally informed me, the Superintending Engineer

Proceedings of the Madras Government, Public Works Department,
23rd June 1876.

notes his inability to supply data upon which an estimate may be framed on future occasions. It certainly is impossible for any one visiting the site of the Bar on a clear, calm morning, with no wind, no sea, no surf, to form any conception of the difficulties of carrying out a work like that affected under the Superintending Engineer's orders in the midst of incessant sandstorms, heavy seas and surf, and great heat. At the same time, while giving every one concerned the greatest credit for the zeal, energy, and determination, which, in the face of all difficulties, resulted in successfully accomplishing what was required, I must confess I am at a loss to understand how the experience gained at the work is deemed insufficient to admit of data being framed therefrom for future guidance. Under any circumstances, the amount of actual excavation in the cutting, its cost, the cost of the sand-bag dam and groyne, and that of actually admitting the sea, must be on record; for the subsequent work, &c, of keeping the cutting open, the account of the number of coolies employed, and the number of days it was kept open, must also have been kept; and with this information I should think some data may be arrived at. I have, therefore, requested the Superintending Engineer to afford me information on these points, and also to supply me with a section and sketch-plan of the cutting, &c, &c, showing the positions of sand-bag dam, groyne, &c. The survey of the Bar and Backwater in its vicinity has been commenced; when this is completed and the information sought has been supplied by the Superintending Engineer, I will submit the same to Government with such further remarks as I may be able to offer on the subject.

No 469

ORDER THEREON, 23rd June 1876, No 1,572.

CIVIL WORKS, No. 56.

COMMUNICATED to the Revenue Department with a view to its being distinctly settled whether it is really desirable that further attempts to keep open the Bar should be made in the interest of the salt manufacture. It is remarked that in their Proceedings of the 19th February, recorded with G O, No 691, of 17th March, the Board of Revenue only asked that the opening might last for three months. The proposal to bund across the canal made in Proceedings recorded with G O, No 1,106, of 4th May, was evidently injudicious. 2 The detailed report of expenditure incurred by the Public Works officers in opening and keeping open the Bar, already called for in paragraph 1 of G O, No. 1,106, of 4th May, must be supplied by the Superintending Engineer.

(True Extract)

To the Revenue Department
" Superintending Engineer, Chingleput
Exd. F R Bantleman.
Spare Copies

Colonel,

Offy. Under Secy to Govt, P.W.D

From
Colonel F. Farwell
Chief Engineer
The Secretary to Government
With reference to G.O. No. 1106 dated 4th May 1876
I have the honor to report that on the 14th Instant, I met the Superintending Engineer of Chingleput and the District Engineer's Office at Chingleput, and with them inspected the Bar.
2. As to the work reported to be executed by the M. S. beyond two mounds of sand, with a depression between them, nothing remains to be seen, but if the good results accruing from the work there can be no doubt.

The volume of water admitted through the opening while it was kept open must have been considerable; as the fresh water in the Amore Estuary has been either entirely displaced by the sea water, or so thoroughly impregnated with salt as to admit of the usual manufacture of this produce, which since the bar was opened has been as fruitful as heretofore; while now the density of the water is said to be so great that it yields more brine per cubic foot lifted into the evaporation pans than usual; thus, so far as the manufacture of salt is concerned, nothing further is

required to be done at present 3. In regards to the navigation on returning from Amore I was carefully inspected the whole of the Canal to the Basin - taking upwards of 100 soundings per mile - north of the Checlincospoon Lock. The water was quite sufficient to allow of boats carrying about $\frac{2}{3}$ of their normal freight; while south of it, full loads can easily be carried. The state of the Canal generally shows that great attention has been paid, and it is remarkably level, & in a better condition than it was for some time. It is to be expected to have no further alterations, to which I have

directed the attention of the
Superintendent Eugenia, who no
doubt will have them looked
into. In addition to the very
exceptional season during the
past year, the deficiency of
water in the Canal south of
the Lock may also be attributed
to its connection with the Coomra
River having been entirely cut off
by the dam at the Hospital
Bridge: as soon as this dam is
removed the navigation will be as
good as can possibly be expected,
and therefore it appears unnecessary
to propose the Ennore Bar and
this accounts for the construction of
any dam across the Canal not
at Calinga would, in addition
to stopping navigation

cut off all charges of navigation
accession of sea-water that it
might reach the Ennore Estuary
by the Pulicat Bar -
The Salt Department with
the view of preventing inundation
of the pons in case of
heavy floods, has continued to
make a shallow cutting to the
sea at the same point as that
made by the P.D. and the
Deputy Collector of the Salt
Department told me that at
spring tides for a day or two
the admitted sea in the
Backwater, but from what I
could gather must be very in-
significant; the expenditure
however is only from 15 to 18
Rs per dam and it is a good

thing, safety, then safety - I should
should not be neglected.

Though the Superintending
Engineer has submitted no information,
as directed by Government, that
I am in my position as Under
Secretary to Government in the P. & O.

I opened, read, and forwarded the
same day to the Secretary to Govt.
a letter from the Superintending
Engineer, Chingleput. In this

letter, as he personally informed
me, the Superintending Engineer, notes
his inability to supply data upon
which an estimate may be

framed at future occasions. It
is certainly impossible for anyone
visiting the site of the Bar on a
clear, calm morning with no wind,
no sea, no surf, to form

No. 827 of
8-4-10 June
1876

of the difficulties of carrying out
a work like that afloat under
the Superintending Engineer's orders
in the midst of incessant sand-
storms, heavy seas and surf,
and great heat; at the same
time, while going away, one conceives
the greatest credit for the zeal,
energy, and determination, which
in the face of all difficulties re-
sulted in successfully accom-
plishing what was required, and
must confess I am at a loss to
understand how these experiences
suggested that the work is deemed
insufficient to admit of data
being framed therefrom for
future guidance. Under any
circumstances, the amount
of actual excavation in the

cutting its cost, the cost of the
sand bag dam and groynes,
and that of actually admitting
the sea, must be on record, for
the subsequent work, i.e. of keeping
the cutting open, the account of
the number of boats employed,
and the number of days it was
kept open, must also be kept,
and with this information I
should think some date, may
be arrived at. I have therefore
requested the Superintending Engineer
to afford me information on these
points and also to supply me
with a section and sketch plan
of the cutting year 1875, showing
the positions of sand bag dam
groynes &c. The survey of the
Bar

Bar and Backwater in its vicinity
has been commenced; when this
is completed, and the information
sought has been supplied by
the Superintending Engineer,
I will submit the same to Govern-
ment with such further remarks
as I may be able to offer on
the subject -

I have the honor to be

Sir

Your most Obedt. Servt.

Wm. H. Coll

Offg. Dy Chief Engineer
F. H. D.

Fort St. George

17th June 1875

1. The Board of Revenue has been directed to consider the question of opening the Bar for three months.
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 19. The Board of Revenue has been directed to consider the question of opening the Bar for three months.
 20. The Board of Revenue has been directed to consider the question of opening the Bar for three months.

No 1572

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 23 June 76
 READ the following. —

From
 The Offg. Dy. Chief
 Engineer P.W.D.

{ H.E. d/ 17th June 1876.
 C.

Communicated to
 the Revenue with a
 view to its being distinct-
 ly settled whether it is
 really desirable that
 further attempts to keep
 open the Bar should
 be made in the interest
 of the Salt Manufac-
 -ture. It is remarked
 that in their proceedings
 of the 19th February re-
 -corded with G.O. No. 691
 of 17th March, the Board
 of Revenue only asked
 that the opening might
 last for three months.
 The

The proposal to
 build across the
 Canal made in Pro-
 ceedings recorded
 with L. O. No 1106 of
 4th May was evi-
 -dently injudicious.
 The detailed report
 of expenditure in-
 -curred by the Public
 Works Officers in
 opening and keeping
 open the bar, already
 called for in para 1
 of L. O. No 1106 of 4th
 May must be sup-
 -plied by the Superin-
 -tending Engineer.

fo. 26 Oct 75 - No 2988
 13 Nov 75 - 3258
 1 Dec - 3416
 17 Jan 76 - 691
 4 May - 1106
 12 May - 80
 16 May - 1213
 2 June - 1375

W. 1896 2 Apr.
 No: 4551

From

Col. W. F. Farewell
 Dy. Chief Engr.

Dated 17 } June 1896.
 Recd. 26 }

Report of an inspection
 of the Curme Bar on
 the 14th. inst.

Revenue Department
 Supg: Engr. Chundepant
 Dated 3/7/76

468

Cin: 21. 6/76 Mta 23. 6/76
 C. L. Shait 22 June

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455/11

GOVT. OF INDIA
PUBLIC WORKS.

To
The Revenue Department.

Received
26/6/16

From

To

By

For

U. N. 23rd June 1916 No. 1572

No. 118-169

Entire Bar
Chungaput D-

Passing orders on the
Inspection
Reports of the Dy Chief
Engineer on the —

Subd. Engr. P. P. P.
11-7-16