

(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. 1890	(W)	Press Mis.
Dated 30-11-	1877.	

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

30th November 1877, No. 1,890 W.

Buildings and Roads.

Civil Works.

Read the following paper :—

No. 271. From Captain R. R. E. BROCKMAN, R.E., District Engineer, Tanjore, to the Chief Engineer, Public Works Department, Buildings and Roads Branch, dated Tanjore, 22nd November 1877, No. 1,997.

With reference to paragraph 3 of G.O., No. 1,582 W, dated 10th November 1877, calling for a report on the subject of clause 12 of the minute by His Grace the Governor, dated 10th October 1877, I have the honor to state that a dredge used to be employed up to the year 1864 for the purpose of keeping the channel referred to open, but since its demolition nothing has been done to effect this except the construction of groynes and the establishment of an increased scour induced thereby. This however must necessarily fail when the body of flood-water coming down the river is diminished, and there is every probability that by hand-dredging a sufficiently deep channel can during such a period be maintained. This will be attended to after the cessation of the north-east monsoon, and if the regular maintenance allotment of Rupees 540 prove insufficient for the purpose, a supplemental estimate for funds will be forwarded for sanction.

2. The southern opening referred to in paragraph 12 was caused by the abnormal floods of 1858-59. The effect of this was to throw the legitimate channel into back water and effectually caused it to silt up. This breach was therefore closed and has remained so ever since. At the site of this breach a natural bay has been formed in the river, and would afford an excellent mooring locality for the boats when they knock off work. The objectionable habit of mooring boats opposite the jetty, and, generally speaking, athwart the river, has formed the subject of numberless protestations, verbal and documentary, on the part of the officers of this department, but the Marine authorities have not hitherto succeeded, apparently, in enforcing on the boatmen the necessity of mooring out of the line of the channel, and thus reduce the chances of shoaling to a minimum. This habit of mooring in midstream has hitherto also militated against the judicious conservancy operations, such as planting up grass, &c., on the right bank of the channel in order to contract the waterway and induce a scour.

No. 272. ORDER THEREON, 30th November 1877, No. 1,890 W.

THE result of the hand-dredging after the north-east monsoon should be reported. Meanwhile the Marine authorities will take the necessary steps to regulate, in a way not to impede the channel, the mooring of the boats, and to enforce compliance with such instructions as may be issued.

(True Extract.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Tanjore.
" Marine Department.

Exd. S. T. Austin.

Spare Copies

Letter from the District Engineer, Tanjore.
No. 1997 dated 22nd Nov. 1877.

FOR ORDERS.

Nov/77

Edmund Colden
Secretary to Govt. of Mad.

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FOR ORDERS.

District Engineer's Office
Dauyo 22nd November 1877.

No. 1997

From

Captain R.R.E. Brockman Esq.
District Engineer, Dauyo

To,

Colonel E.A. Ford Esq.
Chief Engineer for
Buildings & Roads Branch.

Sir,

With reference to para 3 of
G.O. No. 1552 W, dated 10 November 1877,
calling for a report on the
subject of Clause 12 of the minute
by His Grace the Governor, dated
10 October 1877, I have the honor
to state that a dredge used
to be employed up to the year 1864
for the purpose of keeping the
channel referred to open, but
since its demolition nothing has
been done to effect this except
the construction of groynes and
the establishment of an increased

Scour

scour induced thereby. This however must necessarily fail when the body of flood water coming down the river is diminished, and there is every probability that by ~~in~~ hand dredging a sufficiently deep channel can during such a period be maintained. This will be attended to after the cessation of the N.E. Monsoon, and if the regular maintenance ^{allotment} of Rs. 540 prove insufficient for the purpose, a supplemental estimate for funds will be forwarded for sanction.

The southern opening referred to in para 12 was caused by the abnormal floods of 1858-59. The effect of this was to throw the legitimate channel into back water and effectually caused it to silt up. This breach was therefore closed and

and has remained so ever since. At the site of this breach a natural bay has been formed in the river, and would afford an excellent mooring locality for the boats when they knock off work. The objectionable habit of mooring boats opposite the Jetty, and generally speaking, at the heart the river has formed the subject of numerous protestations verbal and documentary on the part of the officers of this Department, but the marine authorities have not hitherto succeeded, apparently, in enforcing on the boatmen the necessity of mooring out of the line of the channel, and thus reduce the chances of shoaling to a minimum. This habit of mooring in mid-stream has hitherto also militated against the judicious consequence

Consequently operations, such as
planting up grass &c, on the
right bank of the channel
in order to contract the waterway
and induce a scour?

I have the honor to be
Sir

Your most obedient servant

Wm. Murray-Captain

District Engineer

From

The District Engineer

Tanjore

To

The Chief Engineer for
Buildings & Roads.

No. 1997

Dated 22nd November 77
H.D.

Go. 10 Nov 1877 No 1582. W.

4030: Nov 77 13th 27/

River at Negapatam
harbour. Reporting
on the condition of

Car 27-11-1877

B. & R.
Civil works

No 1890 W.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 30 Nov 77

Read the following:—

From the District Engineer (H.E. No 1997 of 22nd Nov 77)

The result of the
hand dredging after the
North East Monsoon
should be reported.
Meanwhile the Marine
authorities will take
the necessary steps to
regulate, in a way not
to impede the channel,
the mooring of the boats,
and to enforce compliance
with such instructions
as may be issued.

Est 29/11

D. E. Tanjore
Marine Dept

7
17

Depd-7-12-77

Ch 12/11/2

Gobt. of 1877 *India*
PUBLIC WORKS.

To

Mr D. B. Lajpat

1-12-77

Dated

Issued

Recd.

Encl.

G. O., *30 Nov* 1877, No. *1890*

Nos. *271-272*

River at Megapottam
Harbours Order in ref.
from the P. L. Commission
on the execution of the

Order in ref.