M.R.O. 1—77,000—3-6-37.

(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. 850 (W) Press Misc.

Dated 12-10- 1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

12th October 1877, No. 980 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 112. From Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to the Chief Engineer, Public Works Department, dated St. Thomas' Mount, 19th July 1877, No. 1,454.

I HAVE the honor to return the papers enclosed in your No. 1,970 of 16th instant, having marked on it the existing shoals which are above water in green color.

4 Plans.

The depth of water around is so small that a boat cannot get near the cuts made in 1876 and 1877.

2. Close along the north side of the spit running up to the dotted red chalk lines is deeper water, and a cut may fairly be made at this point.

3. I prefer the line originally laid out by me, first because it is the natural line of the river and there is deep water 12 and 14 feet in the bed, and that the right bank will be then clay, whereas further north there is a space of sand which is in motion from the wind and very liable to fill in our cut.

4. I cannot conceive how such work as this can injure any of the property on the bank, which is exposed to the full river in flood; this has extended back to the salt platform in 1872 and 1874, quite independently of any action of ours.

No. 112-A. From the same Officer, dated camp at Chingleput, 12th September 1877, No. 2,359.

I HAVE the honor to report that, in consequence of memorandum No. 1,970 of 16th July 1877, I arranged for opening the bar of the river at Ennore on the 9th August, using four charges of 20 lbs. each of gunpowder; only two were exploded, and the craters made were so small that they had no effect on the sea.

2. On the 22nd Lieutenant Wiffen opened the mouth again with the help of a high tide and surf and got nearly 3 inches of water in two days.

3. On the 6th instant I again endeavoured to blow up the beach with gunpowder, but failed. I have not learned the cause, but fear that the barrels were not water-tight; a sudden rise of the tide with very high surf broke the slight barrier made near the place where the charges were laid, and a fine stream of water passed into the river for about four hours at each tide, but it carried an immense quantity of sand into the cut which connected the back-water with the sea, and filled it up in some degree every day.

4. The 3 inches acquired on the 22nd, &c., had fallen to 1 inch by dispersion over the surface inland and evaporation, and the quantity now received will probably amount to the same in another week.

5. The benefit to navigation is very small from such supply as this which has no continuance; I would therefore urge the uselessness of any further expenditure.

6. But I would point out that even our little temporary groynes were of some service in producing a set on the beach to leeward of them; and, if we had any ebb of tide from the basin inshore, I believe we should keep the rivers open very nearly, if not quite, through the year, as the area of basin affected by each tide is very considerable and specially at Pulicat.

7. I would beg therefore permission to run the groyne proposed by me at Covelong, estimate sent on 30th April 1877, so that it should be completed before the occurrence of the North-east monsoon floods. If we have fair rain the discharge will cut a good opening, and I am sanguine of favorable results. If the experiment succeeds at Covelong, it may be afterwards tried at the other river mouths with considerable benefit to the canal and the town of Madras.

No. 112-B. Note by the Chief Engineer, Public Works Department.

THE Chief Engineer thinks further expenditure should be stopped and it is understood that the manufacture of salt has ceased.

FORT ST. GEORGE,
15th September 1877.

(Signed) E. A. FOORD, Colonel, R.E.,
Chief Engineer, P.W.D.

No. 113. ORDER THEREON, 12th October 1877, No. 980 W.

HIS GRACE the Governor in Council will be guided by the Chief Engineer; but it is of much importance to keep these bars open, and, if he thinks the groyne experiment at Covelong has any chance of success, it should be brought forward again when time and circumstances are favorable.

2. Expenditure on these works is chargeable to Imperial Salt.

(True Extract.)

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

To the District Engineer, Chingleput.
" Chief Engineer, Public Works Department.
" Examiner, Public Works Accounts.
" Revenue Department.
" Financial " "

Exd. E. C. Shunker.
Spare Copies

Letter from the Superintending Engineer Chingleput, Nos. 1454 and 2359, dated 19th July and 12th September 1877

Note by Chief Engr. P.W.D. 15th Sept 77.

FOR ORDERS.

Sd. As guided by the Ch. Engr. but it is desirable to keep these bars open if he thinks the groyne experiment at Covelong has any chance of success, let this thing be forwarded again when time and circumstances are favorable

Specimens Imp. Salt bars to be charged. Vide

Sd. A. Bird Lt. R.E.
Secretary to Government
P.W.D.

Sent St George
17th Sept 1877

FOR ORDERS.

No. 1454

Chingleput Superintending Engineer's Office,
Saint Thomas' Mount, 19th July 1877

From

THE SUPERINTENDING ENGINEER,
Chingleput.

To

The Chief Engineer
Public Works Department

Sir,

I have the honor to return the papers enclosed in your Lr No 1970 of 16th instant having marked on it the existing roads which are alone made in green color. The depth of water around is so small that a boat cannot get near the cuts made in 1876 and 1877.

2. Close along the North side of the spit running up to the dotted red chalk line is deeper water and a cut may fairly be made at this point.

3. I prefer the line originally laid out by me first because it is the natural line of the river and there is deep water 12 & 14 ft in the bed; and that the right bank will be then clay. whereas further North

there is a space of sand which is in motion from the wind and very liable to fill in current.

4. I cannot conceive how such work as this can injure any of the property on the bank which is exposed to the full river in flood. This has extended back to the salt platform in 1872 and 1874 quite independently of any action of ours.

I have the honor to be
Sir
Your most obt humble servant
Alfred Ely. Colonel C.E.
Asst Engineer Charleston

Memo No 1970 of 16 July 77.

From the Supt. Engineer
Chingleput Distt.

No. 1454

Dated 19th July 1877
Rec'd 5

No. of Enclosures*
*Plan returned.

Ennore Bar — Returns
Plans of the — having
marked on it the
existing shoals which
are above water.

GO 12th Oct. 77 No 112

No. 2359.

Chingleput Superintending Engineer's Office,
Camp Chingleput,
~~Saint Thomas' Mount~~, 12th Sept. 1877.
Despd 13th

From

THE SUPERINTENDING ENGINEER,

Chingleput.

To

The Chief Engineer
Public Works Department

Sir,

I have the honor to report that in consequence of Memo No 1970 of 16th July I arranged for opening the bar of the river at Ennore on the 4th August using 4 charges of 20 lbs each of gunpowder - only 2 were explod-ed and the craters made were so small that they had no effect on the sea.

2. On the 22nd Ult. Griffen opened the mouth again with the help of a high tide and surf and got nearly 3 meters of water in 2 days.

3. On the 6th instant I again en-deavoured to blow up the beach with gunpowder but failed - I have not learned the cause but fear that the barrels were not water tight - a sudden rise of the tide with very high surf broke the slight barrier

middle near the place where the charges were laid and a fine stream of water passed into the river for about 4 hours at each tide. but it carried an immense quantity of sand into the cut which connected the back-water with the sea, and filled it up in some degree every day.

4. The 3 inches acquired on the 22nd ult. had fallen 2 inch by dispersion over the surface inland, and evaporation, and the quantity now received will probably amount to the same in another week.

5. The benefit to navigation is very small from such supply as this which has no continuance; I would therefore urge the uselessness of any further expenditure.

6. But I would point out that even our little temporary groynes were of some service in producing a set on the beach to leeward of them, and if we had any ebb of tide from the basin inshore I believe we should keep the rivers open very nearly if not quite, through the year; as the area of basin affected by each tide is very considerable and specially at Pulicat.

7. I would beg therefore permission to run the groyne proposed by me at Coovelong estimate sent on 30th April 1873 so that it should be completed before the occurrence of the North East monsoon floods. If we have fair rain the discharge will cut a good opening and I am sanguine of favourable results. If the experiment succeeds at Coovelong it may be afterwards tried at the other river mouths with considerable benefit to the Canal and the town of Madras.

I have the honor to be
Sir
Your most obedient servant

J. Thackeray Colonel R.E.
Supt Engineer Chingleput

Eg 17-5-76 No 691-
" 4-5-76 " 1106.
" 12-5-76 " 80. Invs:
" 16-5-76 " 1213-
" 17-5-76 " 95
" 2-6-76 " 1375
" 13-6-76 " 1693.
Invs: 7/416 19-6-76.
Eg 20-6-76 No 1524.
" 23-6-76 " 1572 & 1573.
" 15-7-76 " 76.
" 21-8-76 " 2195
" 21-9-76 " 2536.
" 31-3-77 " 1095
" 7-4-77 " 1210-
" 19-5-77 " 102 Ir.
" 23-5-77 " 192 Wks:
" 29-5-77 " 162 Ir.
Cl 1528 of 8-6-77.
Eg 202 Ir of 29-6-77. Invs:
" 18 Ir " 3-7-77 "
Cl 1930 of 16-7-77.
" 2033 " 21-7-77.

Dg 12th Oct. 77 No 1820 Dr 1120 £

Ci 17-5-77. Rd 18.

From

The Supg Engineer

Chingleput

Dated 12th September 1877

Rec'd

No 2359

Encore bar[illegible]

Reports the results of the experiments in piercing the [illegible] and suggests that the estimate for the Construction of a groyne may be sanctioned.

P. W. D.

Note -

The Chief Engineer thinks further experimentation should be stopped - and it is understood that the manufacture of salt has ceased.

Chief Engineer and Secretary to Govt P.W.D.

Asst Secy
15th Sept 1877

Recd

9804

6 82

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 12 Octr 1877

Read the following :—

From

Executive Engineer Trangkhat } G.O. No 1154 of 19th July 1877.

do do } " 2259 of 12th Sept 1877.

Superintending Engineer PWD } (do) " dated 5th do "

Minute by the Governor

I consulted by the Chief Engineer - but it is of much importance to keep these harassed people, and if he thinks the proposed experiment at Lowelong has any chance of success, it should be brought forward again a new time and circumstances are

ano favorable.

Ex pendentia ao Livro
carta 82 ao Chanceller
to Empossado Pelle.

Cdl 7
10/10

Chargd
1039

Appropriation of 1877 Under the
PUBLIC WORKS.

To

T. Chapman

Dated

Letter

Read. Encl.

G. O., 12th Oct 1877, No. 980 W

Nos. 113-113

Curdong and Rinmore Bars

Further Expenditure to be
stopped in opening the ——

Sub Dist No 6
19 10 77