

Am - 10 - 18 - 1879

Am - 10 - 18 - 1879

No action
Recd

22/12/79

No 3317 w d/23 Dec/79

m



[Faint, illegible handwriting]

[Faint, illegible handwriting]

472-475

[Faint, illegible handwriting]

[Faint, illegible handwriting]

For information

I have already today sent his grace a report on the state of the Canal, but am not aware as to whether he would desire that all recorded in the Office should be circulated

All that at present can be said is that the Ottomans are doing her best to keep the navigation open, and that it will be some time before any very precise estimate of the whole work required can be received

There will be no impossibility of his grace partly going along the Canal but I should fear that even with special arrangements there will be delay and inconvenience in some time - High tide water

up to be taken
any advantage of
the high insufficient
water at low tide -

Att

18.12.79

No 3317 W of 23rd Dec/79

Recorded

End R.H.S.

Where the great stoppage
occurs at the river any
kind of detours of water
considerable length will
have to be made

P.W.D.

190079

No 7 1879.

From

The Sup^r Eng^r 3rd C.

No 3317 W of 23-12-79

No 7360

Dated 18th
Recd } Dec/79.

Enc: 2.

Damages sustained
by the Canal —

Forwarding further report
regarding the —
during the late Cyclone —

No 7360.

3^d Circle Sup Engr's Office
Chepauk 18th Decr 1879.

From

The Superintending Engineer
3^d Circle.

To The Chief Engineer
Public Works Department.

Sir,

I have the honor to forward
herewith copy of a letter No 3102,
dated 12th December 1879, received
from the Executive Officer Buck-
ingham Canal Division with
its enclosure reporting on the
damages sustained by the Canal
during the late cyclone.

2. I would beg to draw your
attention to the statement that
there is at present a dead lock
on the Canal along the Soornamooka
and Chippaleroo Rivers as well as
in the cut across the island in
the Penuar Delta. It seems highly
probable therefore that even by

coming along, and you can well
understand the difficulties of these
localities having seen them your-
self.

I have &c

/signed/ S. Attmann
Executive Officer
Buckingham Canal Div.

(True copy)

Plurist Peter Major No.
Ag Sup Engineer 3^d Circle.

18/12/79

"at low tide"

Now making
a difference

the beginning of January it
will be almost impossible for
His Grace the Governor to travel
by Canal to the North.

I have the honor to be
Sir

Your most obedient servant

Plutarchus Major N^o.

Ag. Sup. Engineer 3^d Circle.

Buckingham Canal Office
Camp Gualdimma
12th December 1879.

R. T. Estre
3102.

From
The Executive Engineer
Buckingham Canal Division.
To
The Superintending Engineer
3rd Circle.

Sir,

I have the honor to forward
herewith the copy of the last report
of Cyclone damages, received from
Sub. Overseer Velandraswamy Pillay
which completes the reports of
damages of Northern Canal.

2. I shall submit my own de-
tailed reports shortly. I am
fully engaged making arrange-
ments for opening the Canal free
for navigation. Just now there
is a dead lock at low tide, along
the Soornamooksee and Chippaleroo
River courses, and in the Rema
island cut and central arm
of Rema, as I experienced,
coming

92 West top bank washed away by 8 ft datum
& breached to 30 ft.

92 West Bank breached and washed
into the canal and thereby the canal
is silted much to a length of 300 ft.

92 Do Do Do

Yours

Signed Mr. Velindraswamy Pillay
Sub Overseer in Charge
Korataor Section

(True Copy)

By order

Attest

Head Clerk Buckingham
Canal Division Office.

Mes. No. 3317 of 23-12-79

Hunt
as
19/12/79

very much to a length of one furlong by
the rapid current of the large drainage
across the canal; boats cannot pass through
in low tide at all.

96
III West top bank washed away completely

96
II West Top bank washed away completely

96
I Do. Do. Do.

96
I Mile West pump near Valaboor
breached and the top of the bank washed
away together with the turbing.

95
V Top bank breached and washed away
throughout the length of the furlong and
about $\frac{1}{2}$ furlong south of the furlong stone.

95
III East & West pumps breached to 50 feet
in length.

94
V West pump breached to 70 ft.

93
VII Do. Do. 50 ft. and thereby the
canal is silted much.

93
VII West bank breached to 100 ft. & the field
water drains into the canal.

93
II Kustnapalam pump breached
on both sides to 20 ft.

92
VI West top bank washed away

102
III West canal slope, turf, the top of the bund
washed away.

102
II Do. Do. Do. Do.

100
I West pump breached to 20 ft. & damaged
much.

98
III East Do. Do. 50 ft., also the canal
slopes both East and West corroded and
damaged very much.

98
I West Towpath slopes slipped down
and damaged very much together with the
canal-slope.

98
I Mile Towpath slopes both East and West
slipped down and damaged very much
together with the canal slopes.

97
VII Do. Do. Do.

Between 96 & 97 mile west canal slopes
slipped into the canal and thereby the
canal is silted much along the West side
throughout the furlong.

97
VI West bank breached in 3 different places
also top washed away

97
I Near Ananthapuram, canal is silted

Copy of a Letter from Sub Overseer Velvindrasamy
 Pillay to the Officer in Charge Pannapattam
 Sub Division dated 6th December 1879
 No 280.

Sir,

In continuation of my Letter No.
 267 dated 30th November 1879, I beg
 to report that the following are the
 Damages caused to the Canal and
 concerned by the storm of the 18 and 19
 November 1879 from Horatoo's to Mandlaon
 River.

$\frac{106}{VI}$ The canal is silted to about 200 feet
 in length to 4'-6" above datum by the
 rapid current of the drainage crosses
 the Canal.

$\frac{106}{IV}$ Tow path Slopes both E. and W. slipped
 down and damaged very much and
 thereby the towpaths have been almost
 filled up.

$\frac{106}{V}$ ————— Do ————— Do ————— Do

$\frac{106}{III}$ ————— Do ————— Do ————— Do

106 mile ————— Do ————— Do ————— Do

105
VII Towpath Slopes both East and West
Slipped down and damaged very much
and thereby the towpaths have been almost
filled up.

105 ————— Do ————— Do ————— Do
VI

105 ————— Do ————— Do ————— Do
V

105 ————— Do ————— Do ————— Do
II

105th mile west bank breached to 200 ft and
the canal is silted much.

104th mile ————— Do ————— Do to 100 ft do do

103
IV Both East and West ramps breached to
30 ft and the canal is silted.

103
III East Bank breached to 30 ft, also the
field water drains into the canal.

103
II East bank breached and washed away
completely to 6 ft datum throughout the length
of the Furlong, West breached to 300 ft and
thereby the canal is silted very much, and
boats cannot pass through, also the bar opened
opposite to a large breach to 300 ft in length (see)
North Codoor Bar.

103 Canal slopes both East and West slipped
down much into the canal and damaged
very much.

From 103 to 102 both East and West canal
slopes slipped down into the canal and
damaged very much.

102 Furlong stones fell down

102 Both East and West towpaths and its
slopes, also a part of the spoil bank slope,
slipped down into the canal by the rapid
current of the Codoor river through the
breach at 102 & thereby the canal has
been silted and boats cannot pass
at all in low tide throughout the length
of the Furlong also by the current of the
Codoor river the canal from 102 to 103 silted
much.

Of the two apparatus posts one fell down
completely, the other on the East side about
to fall and the chain across filled in
by the silt in the canal.

The thatching of the Codoor Toll shed
over the top partly blown away & has been
repaired temporarily, also the plastering
in rear side of the Toll office washed away by $\frac{2}{3}$