பக்கங்களின் எண்ணிக்கை 30

புதுக்கிப் பிரதியெடுத்த நாள் 6.88

அதனைப் பிரதியெடுப்பவர் கையெழுத்து மோகன

பாதுப்பணி தாளை

அரசாணை எண் 1627 ய

நாள் 4.6.1888

1627
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following letter from Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 18th May 1888, No. 188 E.W.:—

With reference to G.O. No. 188 W., of 17th January 1888, regarding the cost of "cutting the Kallai river bar at the expense of Government," I have the honor to forward, for your information, a further report of the Executive Engineer, West Coast Division.

2. It is estimated that the cost of cutting, which must be done annually at the close of the south-west monsoon, would be Rs. 655; while the cost of keeping it open during the shipping season, *i.e.*, during the north-east monsoon, would be Rs. 700.

3. Colonel Fraser estimates the cost of revetting the sides of the cut with piling and planks at Rs. 15,000, and he has also estimated for revetting it with basket work rollers filled with laterite gravel, which would cost about Rs. 5,000.

4. It seems to me that the cheapest and most durable revetment for the sides of the cut would be laterite blocks, 18 inches thick, laid at a slope of 2 to 1 with a backing of gravel 9 inches thick. This I estimate could be done for about Rs. 5,000, the cut being taken at 780 feet long and the height of revetment $13\frac{1}{2}$ feet, including a foundation of 2 feet.

5. In any case, the cut will have to be made through the sandy bar annually at the close of the south-west monsoon, and maintained through the north-east monsoon when the export of timber goes on. The cost of making and maintaining the cut will be about Rs. 1,355 annually.

6. The proposed revetment would reduce the cost of maintenance by preventing the sides of the cut slipping in, but to what extent it would so reduce it cannot be exactly estimated. That would be a matter of experience.

7. The statistics of the timber trade furnished by the Tahsildar through the Collector are—

Particulars.	Weight of timber.	Value.
	TONS.	RS.
(1) Quantity of timber stored annually	24,081	6,97,414
(2) Do. floated out for shipment	18,061	5,23,061

In furnishing the above statement, the Collector observes as follows:

"The second item is obtained from the custom house returns, and represents the quantities and values as stated by the shippers. The first item is not easy to ascertain, and is little better than a guess."

ENCLOSURE.

From Colonel A. T. FRASER, R.E., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated Calicut, 6th March 1888, No. 131.

I have the honor, with reference to Proceedings of Government, No. 188 W., dated 17th January 1888, and your No. 65 W.C., dated 9th February 1888, to forward a survey of the dry weather mouth of the Kallai river, through which timber is at present dragged, and a section representing the average water level at the cut when logs are hauled.

2. It may have been originally narrower, but the width of the cut made by the timber merchants has considerably enlarged and shallowed in proportion, widening out as the sea is reached. There is a certain amount of current and scour at the side of the gap, and there always must be from the tidal flow alone.

3. The necessity for an artificial opening each season to float timber is owing to the peculiar tendency of the waves and marine currents to close the estuaries of all rivers with a reduced volume of water, along both the Malabar and Coromandel Coasts at the end of the south-west monsoon.

4. The actual cost of cutting a 40-feet channel through the belt of sand is trifling, or about Rs. 450 annually; but unless it is protected at the sides cannot be prevented shoaling, so that logs have to be half floated, half rolled, and it is a laborious operation getting them out to sea.

5. It will be seen that maintaining a fixed width of channel throughout the season will require a large expenditure.

6. No doubt such a depth as 4 feet is unnecessarily liberal, as logs are seldom more than 2 feet in diameter, and it would be difficult to get it in a stream running through loose sand.

7. The section was consequently taken from where the river water was 3 feet deep to a similar depth in the sea at the time when the logs could be moved, with a view of aiming at the securing of this depth by some comparatively inexpensive means in a channel to be cut 50 feet wide.

8. The cost of forming such a channel will, of course, depend upon the nature of the support given to the banks.

9. If the timber trade at Kallai were very valuable, the place would be to lay sheet piling such as that exampled in a groyne near the Calicut pier on both sides of the channel.

10. The idea has, however, only to be broached to be dismissed because of its great cost. A length of 780 feet of channel bank at least has to be protected against scour on each side, and I estimate the cost of sheet piling, the excavation and other expenses at Rs. (15,000) fifteen thousand. The piles could not either be left down, but would have to be removed before every monsoon at an additional expense.

11. I understand that the Government timber sent down the Beypore river is only worth some Rs. 20,000 a-year, and private exportation can scarcely exceed a lakh or lakh and-a-half of rupees.

12. The only expedient that seems to me at all likely to succeed is to line an excavation 50 feet wide, as shown in the survey, and 780 feet in length with basket work rollers about 10 feet long and 3 feet diameter laid side by side at a high batir, and successively filled with laterite gravel or any cheap ballast, half in and half out of water.

13. From the information locally obtainable, I estimate the cut, so protected, would cost * Rs. (5,000) five thousand to make, and this would have to be repeated every year.

* Vide original tender enclosed.

ORDER—dated 4th June 1888, No. 1627 W., Public Works.

Recorded with the remark that the Government see no reason to incur the expense of cutting the bar,—a work which has hitherto been undertaken by the timber merchants themselves in their own interest.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
" Public Department.

Exd. F. R. Bantleman.
Spare Copies

1627
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated June, 4th.

Read. *Encl.*

G.O., 4th June 1888, No. 1627 W.

JUNE.

Kallai River Bar

Orders declining to permit the — to be cut annually at the expense of Government.

KALLAI RIVER MOUTH
IMPROVED FOR FAIR WEATHER TIMBER TRAFFIC
SCALE 100 FT = 1 INCH
0 100 200 300 400 500 600 700

GARDEN
SWAMPY LAND
KALLAI RIVER
N
W
S

E3

1162 Be

D. MANECKJI & CO.

Calicut MALABAR COAST.
6th March 1868

Post paid

[67]
A

Col. A. J. Fraser
Executive Engineer
Calicut

Sir

We beave to acknowledge your letter of the 2nd inst. In reply we beg to state that the governing rate be the probable cost of the best Rattan made of Bamboo chips only as no better is to be had here & must be over best rate.

Each Basket Rs 2-0-0
Gravel 5 C. yards
in each — — 7-8-0
Filling & carriage 1-0-0
For each basket 10-8-0

Plase advise us if we are to proceed as you want it at once

We remain
Sir
Your most obedient Servants
D. Manecksjee & Co

[illegible] but the width of the
beg the timber merchants
has

Executive Engineer

The Hon. P.P. Skeltys a.d.c
The Colonial Secretary.

Submitted for information.
This is the petition upon the
P.I. was placed with object of
aiding the Fisheries.
It has been decided that the
cost of aiding the boy must be
borne by the merchants & the
Dept not from the Pub. Chy. Otto
Potentia has no doubt will obtain
him to inform
The deputy may be recalled but
the remark that the P.I. has no
reason to view the scheme of
aiding the boy, a work which
has likely been undertaken by
the Fishery merchants themselves
in their own interest.

Jones
24/1788

4738 162

Mr Wilson's letter of 16th Nov 17
is inserted in this file.

WWS
27.5.18

162
6

Ord. Let Wilson's letter of 16.11.17 was returned to
S.S. with Let 1013c of 9.3.18. for order whether
it shall be called for.
No - it will delay the shipment. CiWW
no kind of routine will do 5.V
may with the necessity of immediate action

Executive Engineer

No 4735 (627)

Cutting the Rollesi bar

W

The treatment of Calcite proposed by Col Bentley would no doubt prevent the tides of the cutting shifting in; but it would mean a lot of looking after, as Sand is difficult to deal with especially at the mouth of a river.

The treatment will not do away with the annual cutting & cost of keeping the cut open, so it is obviously of very little use to take any steps beyond what is actually necessary to allow the timber to be floated through the bar.

The cost of making & maintaining a cut deep enough for shipping cannot be estimated with Act 1355.

Considering the value of the timber trade as given in Col Bentley's letter I should think that the

West Coast Division Office

Executive Engineer

cost of hauling the logs &c
is a charge that the
timber merchants should
defray without any
contribution from Govt.
Col Fraser suggests
payment being backed with
punishment, & the removal
annually at a cost of
Rs 5000 is of little use,
as the cut is prohibited &
the punishment would not
keep the logs open.
When the merchants are
satisfied that Govt will
not help them, they
will probably cut the
logs themselves, & a sufficient
depth to allow the logs to
float; at present I
understand the timber is
dragged over a portion of the
bar.

Copy
22/3/88

Wd. 131

West Coast Division Office
Calicut 6 March 1888.

From

Col. et. J. Fraser RE,
Executive Engineer
West Coast Division.

To

The Superintending Engineer
4th Circle.

Sir,

I have the honor with refer-
-ence to Proceedings of Government
Wd. 1887. dated 17th January 1888 and
your Wd. 65 W.C. dated 9th February
1888 to forward a survey of the
dry weather mouth of the Kallai
River through which timber is at
present dragged, and a section
representing the average water
level at the cut when logs are hauled.

2. It may have been original-
-ly narrower, but the width of the
cut made by the timber merchants
has

Executive Engineer

has considerably enlarged and shallowed in proportion, widening out as the sea is reached. There is a certain amount of current and scour at the sides of the gap, and there always must be from the tidal flood alone.

3. The necessity for an artificial opening each season to float timber is owing to the peculiar tendency of the waves and onarine currents to close the estuaries of all rivers with a reduced volume of water along both the Malabar and Coromandel Coasts at the end of the South West Monsoon.

4. The actual Cost of cutting a forty feet channel through the belt of sand is trifling, or about Rs 450 annually, but unless it is protected at the sides cannot be prevented shoaling, so that logs have to be half floated, half rolled and

and it is a laborious operation getting them out to sea. 1621

5. It will be seen that maintaining a fixed widths of channel throughout the season will require a large expenditure.

6. No doubt such a depth as 4 feet is unnecessarily liberal, as logs are seldom more than 2 ft in diameter, and it would be difficult to get it in a stream running through loose sand.

7. The section was consequently taken from where the inner waters was 3 feet deep to a similar depth in the sea at the time when the logs could be moved, with a view of aiming at the securing of this depth by some comparatively inexpensive means in a channel to be cut fifty feet wide.

8. The Cost of forming such a channel will of Course depend upon the nature of the

Support

support given to the banks.

9. If the timber trade at Kallai were very valuable the plan would be to lay sheet piling such as that sampled in a groyne near the Calicut Pier on both sides of the channel.

10. The idea has however only to be broached to be dismissed because of its great cost. A length of 750 feet of channel at least has to be protected against wear on each side and I estimate the cost of sheet piling the excavation and other expenses at Rs (15,000) fifteen thousand. The piles could not either be left down but would have to be removed before every monsoon at an additional expense.

11. I understand that the Government timber sent down the Beypore River is only worth some twenty thousand rupees a

CHIEF ENGINEER'S OFFICE
RECEIVED
MAR 3
SOUTH CIRCLE

a year and private exportation can scarcely exceed a lakh or lakh and a half of rupees.

12. The only experient that seems to me at all likely to succeed is to line an excavation fifty feet wide as shown in the Survey and 750 feet in length with basket work rollers about 10 feet long and 3 ft diameter laid side by side at a high water and successively filled with laterite gravel or any cheap ballast half in and half out of water.

13. From the information locally obtainable I estimate the cost, so protected, would cost Rs 5000 five thousand rupees to make and this would have to be repeated every year.

+ vide original tender enclosed.

I have the honor to be
Sir.
Your most obedt servant
A Fraser Colbe
Executive Engineer

SUPDT. ENGINEER, SOUTH INDIA
162 M 16
8 MAR 88
P. W. D.
FOURTH CIRCLE

From

The Executive Engr
West Coast Divn

To

The Supdg Engr
IV Circle

Read the 1st time for perusal
Read the 2nd time for perusal

Dated 6
Despd 6
Recd
March/88

No. 131

Encls: 2

Subject

Kadai Bar

Forwards survey and reports the Improvements to the ———.

Endt No — 5-87

Supg Engineer's office, 4th Circle,
Coimbatore, 18th May 1888.

No. 188
From,

Colonel J. Beatty R.E.,
Superintending Engineer,
Fourth Circle,

To,

The Chief Engineer,
P.W. Department.

Sir,

Enclosure.
Letter No 131
of 6 March 88
from the Exe.
Engineer West
Coast Division
with 2 enclosures.

With reference to G.O., No. 188 W,
of 17th January 1888, regarding the cost
of cutting the Kallai river bar at the expense
of Government, I have the honor to forward
for your information a further report of the
Executive Engineer, West Coast Division.

2. It is estimated that the cost of cutting,
which must be done annually at the close
of the South west monsoon, would be Rs 655;
while the cost of keeping it open during the
shipping season, i.e., during the north east
monsoon would be Rs 700.

3. Colonel Fraser estimates the cost

of.

of preventing the sides of the cut with piling and planks at Rs 5000, and he has also estimated for preventing it with basket work rollers filled with laterite gravel which would cost about Rs 5000.

4. It seems to me that the cheapest and most durable pavement for the sides of the cut would be laterite blocks, 18" thick laid at a slope of 2 to 1 with a backing of gravel 9" thick. This I estimate could be done for about Rs 5000; the cut being taken at 930 feet long and the height of revetment 15½ feet including a foundation of 2 feet.

5. In any case the cut will have to be made through the sandy bar annually at the close of the south west monsoon, and maintained through the north east monsoon, when the export of timber goes on. The cost of making and maintaining the cut will be about Rs 1355 annually.

6. The proposed pavement would reduce the cost of maintenance by preventing the sides of the cut slipping in, but to what

what extent it would so reduce it, cannot be exactly estimated. That would be a matter of experience. 62/13

7. The statistics of the timber trade furnished by the Tahsildar through the Collector are:—

Particulars	Weight of timber	Value
	Tons.	Rs
1. Quantity of timber stored annually	24,081	6,97,414
2. — do — floated out for shipment	18,061	5,23,061

In furnishing the above statement the Collector observes as follows:—

"The second item is obtained "from the Custom House Returns, and "represents the quantities and values as "stated by the shippers. The first item "is not easy to ascertain, and is little better "than a guess."

I have the honor to be,
Sir,
Your most obedient servant,

F. Beatty - Colonel R.E.,
Supg Engineer, 4th Circle.

49 1013 of 9 3-88.
4 3092 of 25-7-88
188 of 17-1-88

1886 No 475

From

Colonel J. Beatty RE

Supg Engineer Ist Circle

Dated 18/5/88

Recd 21/5/88

No. 188

Encls. 3

(3 Plans)

Kallai Bar

Forwards report of the Executive Engineer West Coast Div regarding improvements to the —

1886 Engineering

Public Works Department

Read the following

Letter from the Supg: Engr: III Circle :- No 188 Dt. d/ 18th May 1888.

Submitted for information

2. This is the further report the Executive Engineer was to send on the subject of cutting the Kallai bar.

3. It has been decided that the cost of cutting the bar must be borne by the merchants and the D/o note from the Private Secretary to the Collector has no doubt led to their being so informed.

4. The report may be Recorded with the remark that the Government see no reason to incur the expense of

of cutting the Lawn Avenue
which has hitherto been
undertaken by the Timber
merchants themselves in
their own interest.

1627
15

Govt. of [1888] Madras.

PUBLIC WORKS.

5115/87

Read

Read

G.O. 4th June 1888, No. 162

Collector Nellore

70/14