M.R.O. 14—13,000—27-9-34

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1935 Press Mis.

325-326

Dated 19—8— 1865

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
19th August 1865.

No. 325. Read the following Proceedings of the Madras Government in the Public Works Department:—

Passing orders on a letter, from the Special Executive Engineer, on the subject of some works of improvement in connection with the East Coast Canal; and requesting the Revenue Department to instruct the Collector of Madras to refrain from selling the piece of ground formerly purchased and fenced in for a Wood Yard at Chintadripett.

(Here enter 16th August 1865, No. 2,375.)

No. 326. ORDER THEREON, 19th August 1865, No. 1,935.

Miscellaneous.

Communicated to the Board of Revenue, who will instruct the Collector of Madras to sell no land within the Town limits without the special sanction of Government.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,375.

Exd. S. T. Augustin.

No. 389. Read the following Endorsement of the Superintending Engineer, 4th Division, dated Madras, 27th July 1865, No. 1,103 :—

Read the following letter from W. FRASER, Esq., C. E., Special Executive Engineer, to Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, dated Mount Road, 20th July 1865, No. 71.

SIR,

In compliance with the Official Memorandum of the Secretary to Government, Public Works Department, No. 89, dated 31st May 1865, I have the honor to forward through you a letter on the subject of some works of improvement which I recommend on the East Coast Canal, which letter I request that you will be good enough to send up to Government with any remarks you may wish to make.

1 Letter No. 70, dated 17th July 1865.

From W. FRASER, Esq., C. E., Special Executive Engineer, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Mount Road, 17th July 1865, No. 70.

SIR,

1. I have the honor to submit to Government the following remarks on some proposed works of improvement in connection with the East Coast Canal.

Landing place at the Adyar.—At present there is no landing place at the termination of the Sadras Canal at the Adyar ; and there is, therefore, great inconvenience in landing fuel, &c., along the low margin of the river.

A part of Pugh's Garden was lately purchased by Government, and I would recommend that a certain portion of this be fenced off and raised so as to form a convenient landing place. In connection with this it would be necessary to re-construct and gravel either of the roads on the east and west of Pugh's Gardens. The other road might then be closed.

2. *Planting a portion of Pugh's Garden.*—The remainder of the land lately purchased, as also a piece of ground reserved for river conservancy on the other side of the Adyar, and a piece of land formerly purchased from the Honorable Mr. Norton, I would recommend should be planted with cocoanut and other reproductive trees, from which a revenue might be obtained in five or six years.

3. *Wood Yard at Chintadripett.*—I have lately heard that the Municipal Commissioners are about to sell the piece of ground which was formerly purchased and fenced in for a Wood Yard at Chintadripett, because it has never been resorted to by the firewood merchants.

I trust that this piece of ground will still be retained for the purpose originally intended.

The principal reason why it has not been resorted to is that, except during freshes, the canal and river have not been deep enough to allow boats to pass. If the Junction Canal be ever opened, this piece of ground will be required as a landing place and depôt for goods of various kinds. Other pieces of land will be required for similar purposes, and therefore I would recommend that before any waste land is sold in Madras it should be ascertained whether it is likely to be required for any of the contemplated local improvements.

The two miles of canal connecting the Basin and the Kuam will shortly be deepened, and if a boat channel were opened through the deepest part of the latter to the piece of land in question, it could, without much delay, be made use of as a Firewood Depôt.

This would confer a very great benefit on the inhabitants of Chintadripett, Pudupett, Newtown, Vepery and Purseivakkam, who at present have to send more than two miles for fuel. It is probable, however, that the firewood contractors would not send their boats to this depôt unless the Municipal Commissioners requested them to keep it supplied.

4. *Trevelyan Basin.*—I would also recommend the conversion of the Trevelyan Basin into a landing place for passengers and goods for the purpose of relieving the present crowded state of the existing Basin, and of affording a more convenient terminus to the majority of the passengers.

If the canal and river were opened as suggested in paragraph 3, it is probable that some of the passenger boats would come on to the landing place at Chintadripett. The opening of these or any other landing places would cause no disturbance in the present arrangements for collecting the tolls, as boats could be paid for on their arrival at the Basin as at present.

5. *Present Basin improvement.*—As it now is, the present Basin is scarcely large enough for the accommodation of even the cargo boats.

I would recommend that the brick work around it be removed, and that the banks be sloped down and made convenient for the unloading of boats.

Boats now land at only one, the east side of the Basin, as the other side is occupied with lime kilns; by the removal of these, both sides would be made available for boats.

6. *Removal of lime kilns.*—The lime kilns as they are now situated are an intolerable nuisance to any one who is obliged to pass that way. Their removal to some other site has been often suggested.

I propose that a branch be cut eastwards from Cochrane's Canal, running nearly parallel with the Railway, and some 200 or 300 yards to the north of it: that the excavated earth be formed into raised platforms on both sides, upon which new lime kilns could be constructed. The present kilns may then be removed.

The kilns on the west of the Basin belong to the Public Works Department, those on the east to private individuals, the settlement of the several interests concerned would be arranged in conjunction with the Revenue Department.

7. *Short cut at Ennore.*—Opposite to the Ennore bar there runs out from the west side of the back-water a spit of sand which obliges boats, passing up and down the Canal, to make a detour of nearly a mile in length to their great inconvenience, especially if they are laden with firewood which exposes a large surface to the wind: I would wish to make a cut through the spit of sand. It would be very short and inexpensive.

8. *Pulicat Lake.*—Along the northern portion of Pulicat Lake boats can be towed against the wind in the usual way, as the east side of the lake is firm and the water tolerably deep close in shore. But at the southern end a shoal is being formed for six or eight miles along the coast, and as it is too soft for the trackers to walk upon, boats are obliged to keep out in the open lake; during the prevalance of southerly winds cargo boats, especially those laden with firewood, are often obliged to come to anchor and remain for several days, being unable to make any way against even a slight head wind. On one occasion it took me, with a light boat, 14 hours to come across the lake against a slight south wind.

I would strongly recommend the cutting of a canal through the shoal which, near the high ground, is above high water mark, and sufficiently hard to be readily excavated.

In his Administration Report for 1863-64, Mr. Kennedy wrote: "With a channel following the natural shore line all this would be avoided, and the boatmen would then be able to track almost the whole distance across the lake (19 miles) in all weathers without stopping and an outlay of 10,000 or 15,000 Rupees would, in my opinion, be wisely incurred here."

9. *Sheddiankuppum Lock.*—The Establishment at Sheddiankuppum Lock consists of—

1 Head Gomastah.
1 Deputy do.
1 Head Lascar.
4 Lascars.

The accommodation provided for these men, most of whom are married and have children is of a very wretched description.

It consists of six or seven miserable huts of mud and kadjan leaves, upon the top of the spoil bank, which is only a few inches above the flood level, indeed the water flowed into the huts during the last monsoon.

So far as I can make out it appears that the work at the Lock has never been satisfactorily performed; the parties have always been quarrelling with each other, and there have been constant complaints against them for misconduct. I believe that some at least, of this is due to the miserable manner in which they live.

I would ask permission to send up plans and an estimate for proper quarters for this establishment.

10. These are the principal improvements I would now recommend, and as some of them would require surveys and plans to be prepared in order to lay the subject fully before Government, I would request permission to employ a Surveyor for that purpose.

I would meet the cost of surveys, &c., out of the annual allowance if necessary, and propose that the whole cost should not exceed 500 Rupees.

11. *Salt works.*—In my Administration Report for last year, I made the following remarks: Paragraph 14. "In concluding this part of my report I have to observe that the "management and conservancy of these Salt channels are in an unsatisfactory position.

"They extend over a large area and are very numerous, and they appear to have been laid "out and executed without any general plan having been laid down as to their best direction and "extent.

"Most of the channels are old and, I believe, they were cut here and there whenever and where"ever the necessity for a channel seemed to arise, without any attempt being made to lay down at "regular system of channels. Thus it is that some have been abandoned, and that a much greater "length has been opened and must be conserved than would have been necessary under a more "systematic arrangement. They are so scattered and interlaced that without a map showing them, "the salt pans and the platforms, no general plan can be devised for their improvement: I would "strongly recommend the preparation of such a map upon which could be marked any intended "improvement in the Salt works generally, and thus prevent useless expenditure for the future. "I have no one in connection with the canal who could prepare such a map, but I can get it done "if Government will sanction the employment of a Surveyor for the purpose."

Since writing this I have consulted with the Officers of the Salt Department, and they concur with me in the advisability of having a plan prepared.

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1 Letter.

1. Submitted to Government for orders.

2. The Superintending Engineer concurs in all the recommendations of the Special Executive Engineer, East Coast Canal, most of which he has already discussed with Mr. Fraser.

3. The report is forwarded through the Superintending Engineer, in obedience to Memorandum No. 89, 31st May 1865, but by the Orders marginally noted, it would seem to be the intention of Government that the official communications of the East Coast Canal Officer should be addressed to Government direct, accounts of expenditure only being transmitted through the Superintending Engineer.

24th July 1863, No. 2,022.
14th Aug. ,, ,, 2,300.

(Signed) A. J. M. BOILEAU, Colonel, R. E.,
Superintending Engineer, 4th Division.

Proceedings of the Madras Government, Public Works Department, 16th August 1865.

No 390. ORDER THEREON, 16th August 1865, No. 2,375.

CIVIL WORKS, No. 52.

1. In order to enable the Government to decide upon the expediency of carrying out certain of the improvements suggested by Mr. Fraser, they desire that Officer to lay before them estimates showing the probable cost of the following works :—

Construction of landing place in Pugh's Gardens, and repair of road leading to it.

Deepening the Kuam from the point where it is joined by the Canal to the Firewood Depôt in Chintadrepett.

Conversion of the Trevelyan Basin into a landing place.

Removal of the lime kilns from the present Basin.

Excavation of channel through the shoal at south end of the Pulicat Lake.

2. The Government are of opinion that these estimates can be prepared without addition to the present Establishment under Mr. Fraser. They observe that a Surveyor has been already employed by that Officer in preparing plans, &c., for converting the Trevelyan Basin into a landing place.

3. Mr. Fraser's proposal to remove the brickwork which surrounds the present Basin is not approved of.

4. The excavation through the sand spit at Ennore, and the erection of quarters for the Establishment at the Sheddiancuppum Lock, the Government do not consider immediately necessary

5. The general survey of the Salt works, proposed by Mr. Fraser, must also lie over for the present.

6. The Government understand that the intention of selling the piece of ground at Chintadrepett, above alluded to, is entertained by the Collector of Madras, not by the Municipal Commissioners ; and Mr. Fane will be instructed, through the Revenue Department, to refrain for the present from selling it.

7. With reference to Colonel Boileau's endorsement upon Mr. Fraser's letter, the Government will not, at present, alter the existing arrangement, although they are of opinion that the Officer holding the executive charge of the East Coast Canal should, properly, be under the Superintending Engineer of the Division.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To W. Fraser, Esq.
To the Superintending Engineer, 4th Division.
,, Revenue Department.

Exd. S. T. Augustin.

Communicated to the Bd of Revl, who will instruct the Collector of Madras to sell no land within the town limits, without the special sanction of Government.

Rev. 1865 Dispatch
No. 2261.
Proceedings of the
Madras Govt. in the
P. W. Dispatch.

Dated 16th Augt.
Received 17th " 1865.
No. 2375

Passing orders
on a letter from the Sfl
Executive Engr on the subject of some works of
improvement in connection
with the East Coast Canal,
and requesting the Secretary
to instruct the Collr of
Madras to desist from
selling the piece of ground
formerly purchased and
fenced in for a Wood yard
at Chintadripett.

No. 1935 19 Augt

With Order 2

No 325 to 326