M.R.O. 14—13,000—27-0-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 16 — Press ~~Mis.~~

19—20

Dated 3—1— 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
3rd January 1866.

No. 19. Read the following Proceedings of the Madras Government in the Public Works Department:—

Passing orders on papers from Superintending Engineer, 6th Division, relating to the clearing out of the Channels connected with the Vedarniem Canal; the occurrence of damage to the Negapatam Jetty, and to the groynes at Tranquebar by the sea during the late gale, &c., &c. } (Here enter 19th December 1865, No. 3,799.)

No. 20.

Miscellaneous.

ORDER THEREON, 3rd January 1866, No. 10.

Communicated to the Board of Revenue for their information.

(True Extract.)

(Signed) J. GROSE,

Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 3,799.

Exd. S. T. Augustin.

Read the following letters:—

No. 338. From the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Tanjore, 1st December 1865, No. 1,497.

1. With reference to paragraph 2 of G. O. No. 3,101, dated 19th October, I have the honor to inform you, I am of opinion that if undertaken in February and March, the southern portion of the canal may be excavated without the aid of a dredge of any kind, and if funds are only forthcoming at the proper season there will be no difficulty whatever in excavating the northern portion of the canal. At the same time I would observe that the canal when completed cannot be kept in an efficient state without the aid of a steam dredge. The large dredge at Negapatam is unsuited for the purpose, it is too broad for the canal, and its buckets work on one side of the boat instead of in the centre; I beg, therefore, that a small steam dredge with buckets working in the centre of the boat may be provided for the canal as soon as possible. It is much required in the portions of the canal lately completed. Some spoon dredges are being made up in the District.

2. Unless the under-tunnels are built, and the clearing of the Ramanaden and Paupan Voikals, and of the Cooduchuttyaur, is carried out in February, March, and April next, this portion of the canal cannot be formed till the same months in 1867, it is, therefore, absolutely necessary that a sum of Rupees 30,000 should at once be placed at my disposal for the canal work during the current year; the balance on the old estimate on the 31st October was Rupees 4,771, making Rupees 34,771 in all, which is below the estimate for the southern portion of the canal, but the minor masonry works may be carried out after April, and provision be made for the under-tunnels in the northern portion from the allotment now requested.

Rupees 39,240.

3. It is observed that provision has not yet been made for the land taken up for the portion of the canal lately excavated, but it is possible that a saving on the estimate may cover the amount due to the land-owners.

Rupees 1,716, G. O. 3,669, 22nd December 1864.

No. 339. From the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Tanjore, 1st December 1865, No. 1,500.

1. I have the honor to inform you that a storm raged on the coast at Negapatam from Friday evening the 24th ultimo, till Sunday night the 26th.

2. The waves are said to have been far higher than they have been for years, they rolled into the Cuddaviaur river mouth, and broke upon the Jetty, or training wall, the superstructure of which has been very much shaken throughout. At the spots *a a a* in the enclosed sketch, the face wall has been completely destroyed above high water mark, and the rough cubes, of which the rear or backing consisted, were thrown from 20 to 30 feet in rear of the gaps, large holes appear all along the river face, and through the last length from *b* to *c*, which stands in the sea, water passes freely.

3. With the exception of a portion of the last length from *b* to *c*, which stands on caissons, the foundations of the training wall consist of brick cubes, these do not appear to have been much disturbed though some slight settlement must have taken place, or the superstructure would not have settled unevenly as it has done. The whole face wall will have to be re-built next season on the present foundations, and the wall will always be subject to injury from settlement. Were the Jetty, or training wall, thrown back in rear of the present foundations, using them as a footing, a permanent training wall might be built, but the old foundations would prevent boats from approaching the Jetty, and though this would be of great advantage to the Jetty itself, it would confine the space in which boats could discharge their cargoes within so small a limit as to interfere with the trade of the port.

4. After the close of the monsoon, an estimate for the repair of the Jetty will be submitted.

5. The mouth of the Cuddaviaur has been widened to about 210 yards by the washing away of the northern extremity of the spit of sand between the river and the sea, and is 65 yards broader than it was on the 29th November 1860, as will be seen from the enclosed sketch, though the sea has made some slight encroachment on the sand spit it did not break through the artificial bank which separates the sea and river, but at *d d d*, beyond the artificial bank, a few waves seem to have passed over the sand spit, but no deep channel was cut and the ridge is above ordinary high water mark.

6. Between Negapatam and Nagore the ridge of sand which separates the sea from the old course of the Cuddaviaur, where the river wandered at will over a sandy plateau and found its way to the sea by several mouths before the Jetty was constructed, was overtopped in many places, and the water now rests in the hollow immediately in rear of the ridge, no injury however has resulted from this.

7. I was not able to make an examination of the bar on the 29th, but it does not appear to have been in any way affected by the late storm, and as the monsoon has been very scant and partial, and the volume of drainage water discharged by the Cuddaviaur has not been so large as usual, there is less water over the bar than is usual at this season.

8. The masonry nose and revetment of the north bank of the Vettaur, which prevents the river from disemboguing in the French territory, was hardly affected by the storm.

9. I have not heard whether the Tranquebar groynes were injured, but I fear they must have suffered.

No. 340. From the Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Tanjore, 1st December 1865, No. 1,501.

1. I have the honor to request that you will be good enough to inform me whether a special allotment of the undermentioned sums can be made during the current year :—

Name.	Amount of Estimate.	Balance on 31st October on allotment for 1865-66.	Probable expenditure up to 30th April 1866.	Balance requiring sanction.	Remarks.
	RS.	RS.	RS.	RS.	
1. Canal from Vedarniem to Negapatam.	64,000	4,771	34,771	30,000	*Vide* letter No. 1,499, dated 1st December 1865.
2. Re-building Lower Coleroon Anicut.	*1,00,000	15,024	40,024	25,000	Estimate will shortly be submitted.
3. Restoring face of Negapatam Jetty.	*6,000	...	4,000	4,000	*Vide* letter No. 1,500, dated 1st December 1865, $\frac{3}{4}$rds approximate estimate.
4. Salt embankments and new Vadi at Tranquebar.	5,190	2,000	4,000	2,000	Rupees 2,000 sanctioned in G. O. No. 2,606, dated 7th September 1865.
5. Sluices in the Coleroon north bank.	12,380	...	6,000	6,000	*Vide* letter No 1,477, dated 28th November 1865.
	Special allotment required ...			67,000	

* Approximate amounts.

The balances of the allotments on the 31st October of the old estimates are not nearly sufficient for the work, which must be carried out in Nos. 1, 2, and 3, unless it is determined to postpone them for a year, this as regards two and three is out of the question, and Government have in

(Separate Revenue.)

G. O. No. 2,347, dated 28th September, desired that the canal be pressed to completion as speedily as possible. Nos. 4 and 5 though much required can be postponed till 1866-67, but it is very difficult to procure labor at Tranquebar, and unless the earthwork can be carried out before the 30th April 1866, it is probable that complaints will be made by the Salt Department relative to the non-completion of the Salt Vadi, &c.

2. I beg that I may be informed, at an early date, of the sums I may reckon upon for these works, in order that I may make timely preparations for their commencement; such preparations as can be made at this season of the year for Nos. 1 and 2 are being made, but a large portion of No. 1 ought to be carried out by contract, and Contractors should be advertised for in the local Gazette; but this cannot be done unless I am assured that funds will be forthcoming for such work as must be carried out within the current year, or be postponed till the end of 1866-67.

No. 341. From the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Tanjore, 2nd December 1865, No. 1,507.

1. In continuation of my letter dated 1st instant, I have the honor to report upon the damage done to the groynes

No. 1,500.

at Tranquebar by the late storm, compiled from a Memorandum of Inspection of the groynes by Captain Hasted on the 28th ultimo.

King's Bastion, north of Fort.—A piece of the top of the wall 6 yards × 1 yard has been destroyed, and the whole wall for a length of 17 yards has settled *en masse* and been thrown a few inches forward, this portion had settled previously, and was separated from the rest of the sea wall by cracks. The earth in rear of the wall has sunk or been washed away to a depth of 3 feet.

Groyne No. 1.—Twenty yards of the head of the groyne have been washed away, the rest of the groyne has been much shaken, while the brick cubes with which it has been lately repaired have almost entirely disappeared.

Groyne No. 2.—Stone and cubes have been carried away from the head and sides, and the upper surface is much broken up.

Groyne No. 3.—About five yards of the head have been washed away and two caissons in rear have disappeared, this would reduce the length of the groyne by about 12 yards. The rest of the groyne is but little injured.

Groyne No. 4.—The contents of a caisson at the extremity have been washed out, the stones and brick cubes which protected the sides have been washed away or have sunk in the sand, and the body has been much shaken.

Groyne No. 5.—A caisson at the head has been broken up and washed away.

Groyne No. 6.—About six yards immediately in rear of a caisson at the head have been much injured.

Groyne No. 7.—Near the Custom House has been but little injured.

2. The groynes have lately been repaired with brick cubes instead of stone, the former have almost entirely disappeared, and it is quite clear that brick cubes are not at all suitable for groynes exposed to the fury of the sea, particularly newly built cubes, they are easily broken up.

3. The sea level is said to have risen about three feet higher than usual, and the waves breaking into the common mouth of the Oopanaur and Nundalaur rivers breached the banks of the former in several places, and formed one breach in the latter, no injury to the Salt pans is however reported.

4. It appears to have rained incessantly for nearly 36 hours, but the actual rain fall has not been reported.

No. 342. ORDER THEREON, 19th December 1865, No. 3,799.

CIVIL WORKS, No. 53.

1. In the first of the papers above recorded the Superintending Engineer of the 6th Division replies to the Order of the 19th October, No. 3,101, enquiring whether, in his opinion, the clearing out of the channels connected with the Vedarniem Canal can be most advantageously performed by means of a Steam or a Hand Dredge. In the second and fourth he reports the occurrence of damage to the Jetty at Negapatam and to the groynes at Tranquebar from the action of the sea during the late gale on the coast, and in the third

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19*th December* 1865.

he applies for an additional grant of Rupees 67,000, for the undermentioned works:—

	Amount applied for. Rs.
1. Vedarniem Canal	30,000
2. Lower Coleroon Anicut	25,000
3. Negapatam Jetty	4,000
4. Salt embankments, &c., at Tranquebar	2,000
5. Sluices in the Coleroon north bank	6,000

2. In the Order of the 19th October last, No. 3,101, the Superintending Engineer was instructed to proceed with the Vedarniem Canal from any balance which remained unspent of the sum of Rupees 9,345 which had been allotted for the work, and he was informed that, if possible, a further grant would be made hereafter. The Government regret that no funds are yet forthcoming from other allotments, and they do not believe that it will be practicable to make any sensible increase to the amount, which is at the Superintending Engineer's disposal.

3. The construction of the Lower Coleroon Anicut being a work which cannot be postponed, must be proceeded with, with the utmost vigour, in anticipation of a further grant later in the year.

4. The Government are unable to supplement the allotment for the salt works at Tranquebar.

5. With reference to the fifth item, the attention of the Superintending Engineer will be drawn to the Order of the 19th instant, No. 3,798.

6. The repair of the Jetty at Negapatam and of the groynes at Tranquebar should be undertaken from the Superintending Engineer's *repair* allotment, stone being employed, if practicable, in preference to brick cubes.

7. The Government have no Steam Dredge at their disposal for employment on the Vedarniem Canal, and, moreover, they are of opinion that the application of steam power in excavating, in shallow water, loose soil that may be more easily, expeditiously, and cheaply removed by manual labor can never be advantageous or economical.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.
,, Controller of Public Works Accounts.
,, Revenue Department.

Exd. S. T. Augustin.

Pro. 23. Oct. 65 Vol 48. 649

Rev. 1865 Dep.t
Pro. of Govt. for Jany. 66.
No. 3631.

Proceedings of the Madras Govt. in the P.W. Depart.t

Dated 19th December
Received 21st " 1865.
No. 3799.

Passing Orders on papers from Sup.t Eng.r 6th Division relating to the clearing out of the Channel connected with the Vedaranniem Canal, the occurrence of damage to the Negapatam Jetty and to the groynes at Tranquebar by the Sea during the late gale, &c., &c.

No. 10 - 3d Jany
With the records

No. 19 & 20.

No. 10.

Communicated to the Board of Revenue for their information.

14 Board of Rev. with Cons. &c. 3d. day Jany 66.
Dep.t do 3799 Dat. 4th Jany