

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	3147.	Press
		Ms
<u>Geo-141</u>		
Dated	9 th December 1868 :	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
9th December 1869.*

No. 140. Read the following Proceedings of the Board of Revenue, dated 15th November 1869, No. 8,449 :—

Read the following letter from the Acting Superintending Engineer, 4th Division, to the Acting Secretary to the Board of Revenue, dated Madras, 27th October 1869, No. 3,892.

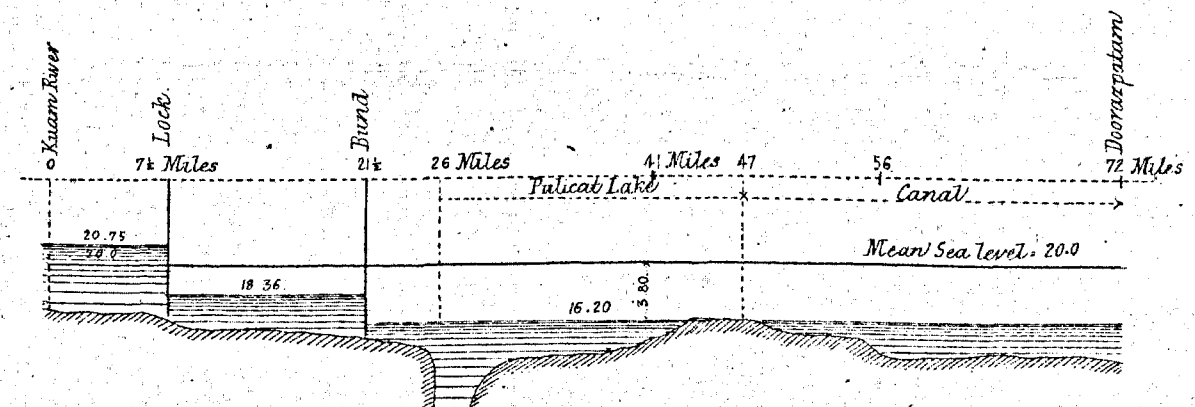
I HAVE the honour to forward copy of a report from the Special Executive Engineer, East Coast Canal, on the state of navigation on the canal. One copy of letter, No. 151, dated 21st October 1869.

2. Mr. Fraser is still obliged to bund across the canal at Karoongooly, in order to admit of two sets of boats of different tonnage bringing in the salt. He proposes to remove the bund northwards shortly, if the rains fail.

ENCLOSURE No. 1.

From W. FRASER, Esq., C.E., Executive Engineer, East Coast Canal Range, to the Acting Superintending Engineer, 4th Division, dated Mount Road, 20th October 1869, No. 151.

I HAVE the honour to report on the present condition of the East Coast Canal, which I have lately sounded and otherwise examined. The water surfaces on the 18th instant on the north canal were as follow :—



2. Between Madras and the lock there is water enough for the heaviest boats. Between the lock and the bund at Karoongooly, fully laden boats ground at several places; generally, however large boats are not fully laden on account of the want of depth. Between the bund and Pulicat Lake the depth varies from 8 inches to 18 inches.

In Pulicat Lake there is sufficient depth of water for 15 miles from Pulicat, thence for 2 miles the depth is about 18 inches, thence for 2 miles further the depth diminishes to 6 inches, and for the remaining 3 miles to the mouth of the canal there is no water at all.

In the canal, north of the Lake, the depth varies from 6 inches to 12 inches for 9 miles to the 56th mile. Thence to Druvarajapatam at the 72nd mile, the depth varies from 2 feet to 3 feet 7 inches, not taking into account some shoals where there are only a few inches of water. From Druvarajapatam, where the northern extension begins, to the end of the new work at about 82 miles, the depth is no where less than 4 feet. The information regarding the condition of the navigation north of Pulicat Lake, was obtained from the reports of the Overseer.

3. I sounded the Sadras Canal to the Palar a few days ago, and found the water surface about 3 inches above mean sea level. The least depth is about 2 feet, and the average about 3 1/2 feet. Between the 19th and 23rd miles the depth varies from 2 feet 3 inches to 2 feet 7 inches and laden boats are retarded there.

*Proceedings of the Madras Government, Revenue Department,
9th December 1869.*

4. You will perceive from the level of the water in the north canal, that the bund at Karoon-gooly cannot be removed until all the salt has been conveyed to and stored at Madras. If it were removed, the water would immediately fall to the level of Pulicat Lake, and thus reduce the depth up to the lock to an average of less than one foot.

5. The traffic between the north and Madras is now conducted by two sets of boats; one on the Pulicat, and the other on the Madras sides of the bund, the cargo being carried across. Should the monsoon fail, and the level of the Lake not be raised to that of the reach south of the bund, I shall remove the latter to Pulicat so soon as the salt is secured.

This, with the bunding across of a part of the back-water, will render it unnecessary to have two sets of boats for the traffic between Madras and Pulicat.

6. It is much to be regretted that I have not been enabled before this to deepen the shallowest portions of the canal north of the bund. With the water so low as it is now, and has been, the work could be done with great convenience and satisfaction.

SUBMITTED for the information of Government.

2. Mr. Fraser will be requested to state what the cost of making a lock at the site of the temporary bund would be.

No. 141.

ORDER THEREON, 9th December 1869, No. 3,147.

Miscellaneous.

ORDERED to be recorded.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under-Secretary to Government.

To the Board of Revenue.

Exd. F. R. Bantleman.

Rev: 1869. *W. 3993*
Board of Revenue,
MADRAS.

PROCEEDINGS, 15TH NOVEMBER 1869 No. 8,449.

25 Nov 1869 Encl.
 Received 24th

NOVEMBER
 No. 8,449.

Navigation on East Coast Canal—in Madras District,—Letter from Superintending Engineer, 4th Division, forwarding copy of Special Executive Engineer Mr Fraser's report on state of, submitted to Government.—Latter officer requested to state what would be cost of making a lock at site of temporary bund across Canal at Karoon-gooly.

RECORDED.

W. 3993
W. 3993

25 Nov 1869

Govt. of 1869 Madras.

REVENUE.

THE BOARD OF REVENUE.

Dated December, 24th.

Recd.

G. O. 9th December 1869, No. 8,147.

DECEMBER.
 Nos. 140-141.

East Coast Canal.—Proceedings Board of Revenue on the state of its navigation, recorded.