Read the following papers:—

No. 34. Endorsement of the Secretary to Government, Public Works Department, dated Ootacamund, 4th September 1873.

Read the following letter from Colonel J. BEAN, R.E., District Engineer, Coimbatore, to Colonel G. W. WALKER, R.E., Chief Engineer, Department Public Works, dated Coimbatore, 29th August 1873, No. 49.

In accordance with instructions conveyed in your memorandum, No. 293, dated 9th August 1873, I have the honour to re-submit the estimate, which was forwarded with my letter of the 29th July, No. 38, for the raft-channel in the Cauvery river round the Nerinjapett anicut in a revised form and divided into three parts, each part being sent separately, accompanied by an abstract of the whole estimate.

1	Detailed and Abstract Estimate,	Part	I.	
1	,,	,,	,,	II.
1	,,	,,	,,	III.
1	,,	,,	of three parts in one.	

2. The first portion provides for a stone groyne at the end of the channel and blasting a small portion of rock in the bed at the cost of Rs. 4,100; the second portion allows for closing the old head with a stone revetment and cutting a new opening from the river, amounting to Rs. 7,550; and the third portion provides for extending this new head by a stone groyne into the bed of the river as far as a rock. The three parts in the aggregate amount to the original estimate, Rs. 14,600.

3. A perfectly accurate section of the rocky strata in the line of the new cutting was not shown on the plans submitted, as no trial pits were sunk. Supervisor Scott reported that the rock would be found to be about one foot thick, and the work was estimated for accordingly. In his letter of the 19th May last, submitting his first estimate, he reported that he had examined the strata at the mouth and end of the cutting where it joins the present channel, as well as the bank of the river, to ascertain the nature of the soil to be cut through. On the 17th June, also, in reply to inquiries of mine on this and other points, he stated that the character of the soil was well defined, whilst Mr. Nordmann, the Executive Engineer, in a letter of the 13th April 1872, reported to the Superintending Engineer that this new head had been specially chosen, because little or no rock would be met with. Trial pits can yet be sunk before the second part of the estimate is sanctioned and carried out if you think this desirable.

Transferred to the Revenue Department with previous correspondence and memorandum from the Chief Engineer, Department Public Works.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 36. *Note by the Chief Engineer for Irrigation, dated 4th September* 1873.

The Chief Engineer has the honour to report that having, in the interval of the reference made by him to Colonel Bean, consulted Colonel Morgan personally on the subject, that officer, who had just returned from a visit to the site of the

work, stated that, in his opinion, the head and tail groyne of the first and third estimates now submitted might be dispensed with; and that the new cut provided in the second estimate with the rock clearance of the first would answer the purpose of facilitating the passage of timber clear of the obstructions formed by the old Nerinjapett anicut and adjacent rocks.

The necessary outlay would, therefore, be—

	Rs.
As per Estimate No. 2	7,550
Blasting rock (from Estimate No. 1) with sundries	200
	7,750

2. Sanction for which amount he begs to recommend.

(Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer for Irrigation.

No. 37. ORDER THEREON, 3rd December 1873, No. 1,342.

Irrigation, No. 2.

As recommended by the Chief Engineer, the expenditure of Rs. 7,750 on the works connected with the new cut at the Nerinjapett anicut is approved.

2. Before the accordance of formal sanction to the estimate and the allotment of funds, the permission of the Government of India will be requested to the prosecution of the work on the reduced scale now contemplated, with reference to their letter, dated 19th April 1871, recorded in the G. O., dated 10th May 1871, No. 820.

3. In the meantime the Board of Revenue will be requested to report whether any funds are available for expenditure from the Forest Budget of the present year, and, if not, will submit a supplemental budget for 1874-75.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Board of Revenue,
the Public Works Department.

REVENUE DEPARTMENT,
FORT ST. GEORGE,
3rd December 1873.

No. 343.

No. 38.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

Irrigation, No. 3.

SIR,—I am directed to reply to your letter of the 19th April 1871, No. 262-F, regarding the submission of a detailed sketch of the operations proposed for rendering the rivers Burghoor and Cauvery navigable for timber rafts.

2. The history of this scheme is as follows :—

In November 1869, the Conservator of Forests reported that there was an almost inexhaustible forest along the bank of the Burghoor river which, rising on the hills of the same name, falls into the Cauvery about 8 miles north of Cauvery-pooram. He suggested that this river might be made navigable for rafts, and that thus timber might be brought down to the Cauvery and floated on it to the junction of the Madras and Great Southern India Railways at Erode. He pointed out that some works would be necessary on the Cauvery, chiefly at Nerinjapett where there is an old anicut.

3. Upon this an experienced forest officer (formerly employed in the Department of Public Works) and an Assistant Engineer were deputed to make experiments and to examine these rivers, and, in September 1870, they submitted a report, in which, while reserving a decided opinion as to the Burghoor river until after further observation, they held out small hopes of its ever being utilized for floating timber, chiefly on account of the transient and uncertain nature of its freshes.

4. As to the Cauvery, they reported that certain obstacles would have to be removed to lessen the risk of floating operations, and that it would be necessary to cut a raft-channel round the western end of the old anicut at Nerinjapett. The cost of these works was roughly estimated at Rs. 26,000, and, as Rs. 12,000 had been set apart in the Forest Budget for 1871-72 for improving the navigation of these rivers, and as Rs. 5,000 could, it was found, be spared from the current budget, this Government directed that operations should be at once commenced.

5. The Government of India, in your letter now under reply, desired that no further expenditure might be incurred until a detailed estimate for the whole project for opening the rivers up to the forest had been submitted and sanctioned.

6. All schemes in connection with the Burghoor river have now been abandoned, as it has been found impossible to use it in any way but the forest officers report* that there are about 35 square miles of country, the timber on which can be floated down the Cauvery if the obstacle at the old anicut at

G. O., 17th June 1872, No. 1,484, Public Works Department.

* G. O., 19th August 1872, No. 1,971, Public Works Department.

Nerinjapett be overcome, and will be sufficient to supply 240 miles of railway. A channel round the anicut was partly constructed before all work was stopped by order of the Government of India, and timber can now be passed through it, though the operation is attended with considerable risk.

7. A specification and estimate of improving and perfecting this channel have been completed, and are forwarded herewith. The total cost is calculated at Rs. 14,000, but, at the suggestion of the Chief Engineer, it has been determined to divide the project into three sections for each of which an estimate in detail is now submitted; and, as there appears reason to hope that the object in view may be sufficiently effected by the work provided for in the second estimate, together with a small amount of blasting detailed in the first estimate, it is proposed that this section of the work shall be first completed and its effect tested before the rest is undertaken.

8. The amount involved is Rs. 7[illegible] as calculated by the Chief Engineer, to whose note attention is invited, and I now desire to request that early sanction may be accorded to this expenditure, as timber is much needed for railway purposes.

9. I am to add that the entire cost of the project will be debited to the forest revenues, in the interest of which alone it is undertaken.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) D. F. CARMICHAEL,
Secretary to Government.

2\. The first portion provides for a stone groyne at the end of the Channel and blasting a small portion of rock in the bed, at the cost of R^s 4,100; the second portion allows for closing the old head with a stone revetment, and cutting a new opening from the river, amounting to R^s 7,550; and the third portion provides for extending this new head by a stone groyne into the bed of the river as far as a rock. The three parts in the aggregate amount to the original estimate, R^s 14,600.

3\. I perfectly [illegible] of the rocky strata in the line of the new cutting was not shown on the plans submitted, as no trial pits were sunk. Supervisor Scott reports that the rock would be found to be about one foot thick and the rock was estimated for accordingly. In his letter of the 19^th May last, submitting his first Estimate, he reported that he had examined the strata at the mouth and end of the cutting where it joins the present channel, as well as the bank of the river, to ascertain the nature of the soil to be cut through. On the 17^th June, also, in reply to enquiries of mine on this and other points, he stated that the character of the soil was well defined, whilst M^r Nordmann, the Executive Engineer, in a letter of the 18^th April 1872, reported to the Superintending Engineer that this new head had been specially chosen, because little or no rock would be met with. Trial pits can yet be sunk before the second part of the estimate is sanctioned and carried out, if you think this desirable.

The Chief Engineer has the honour to report that in the interval hereing, in the reference made to him to Colonel Mann, executive Colonel Brenfon generally, on the subject of Fort Officer who fort to be Site of the work, stated that, in his opinion, the Road now Fail for the 3d Battalion to was not the shortest, nor the most direct; and the 2d Battalion, with the least clearance of the 1st, would answer the purpose of facilitating the Engineer

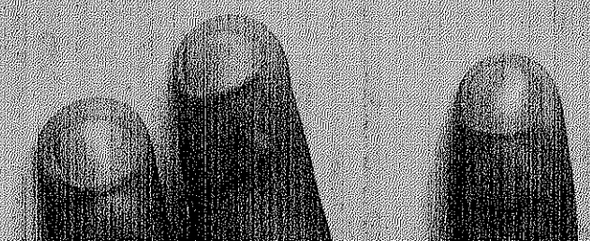
of Sweden, Denmark, Finland
or Switzerland, France
by the said Norwegian
Swedish and English
trade.

The receipts entered
under Receipt No. 2 - £ 7557
Blanket Rent
(Ban Pt. No. 1) 200
with Sweden.

£ 7757.

Received from Captain Ellis
Peterson & Sons, the
sum of
Seven Thousand Seven Hundred
and Fifty Seven Pounds
Sterling
in full
for Rent
due to
this date.

London 1873



Revenue Department.

No. 1342.

Proceedings of the Chairman Cont.

Under date 3rd Dec: 1873

Read the following Letter

from the Secy: to Govt: P.W.D.

Forwarding letter from

the Divisional Commissioner, re-

Embanking, intended for the con-

struction of the Salt channel

in the Brewery Swamp Ward the

Forwarding thereon and a Report from

Read also Notes by the Chief Engineer

Minute

No. 1342 dated 4th September 1873.

No. 1940 dated 4th September 1873

Recommended by the Chief

Engineer, the expenditure of

Rs. 7,950, on the works connected

with the said cut at the Mangi-

salt Channel, is approved.

In accordance of formal sanction to the above

required the acceptance of

funds Lowers, the Commissioner

of the Land Revenue will be

requested to the prosecution of

the work, and the Executive Engineer

Panvel and Superintendent, will be informed

to their letter dated 19th April

1871, recorded in the P.W. Secretary

10

10th May 1871 No. 820

3. That the annual Grant for Roads & Pasturage will be required to defray whether any funds are available for expenditure, from the present Budget of the present year, and, if not, what provision will be necessary annually for the Budget for 1871-72

14 Bs. 8 Persons 3 Ds.
21 Pr. Sheep 3 s. 1 Ds.

66
3

Revenue Department.

No. 1343 3rd Dec. 1873

To

The Secretary to the Government
of India,
Public Works Department.

Sir,

I am directed to reply to your letter of the 19th April 1871, No. 262 F, regarding the submission of a detailed estimate of the operations proposed for rendering the rivers Beypoor and Canvery navigable for timber rafts.

2. The letter of this address as follows:—

"In November 1869 the Conservator of Forests reported that there was an almost inexhaustible forest along the banks of the Beypoor

Bourgeon River at Creek, running
down the Valley of the same
name, falls into the Cau-
very about 2 miles North
of Causeway Narrows. The
Bourgeon Creek that this River
empties the waters running thro
for rafts and that there
further empties the Brook of
Water to the Causeway and
Spouts out at the Sluice
Gates of the Mudrow and
G. S. Causeways at Under-
the Second said Bank and
Works would be necessary
on the Causeway, chiefly
at Norris's Gate where
there is an old Revetment
S. Above there are re-
Secured Towards Offices

Read

(Journey Surveyed in
the Department of Public Works

and ascertained to make ex-
pensive Repairs and to examine
those Rivers and the Sea-
Coasts upon they had to
consider & report on which
to decide Reserving a Decided
opinion as to the Bourgeon
River until after further
Observations they held out
Some Hopes of the even
being obliged for Shorten
ing the Course of the
Bourgeon Creek by an Account
of the Encroachments and con-
-sequent Ruinous State of the
Sea Coast.

It is to the Causeway
they Reported that con-
-siderable Repairs
were to be executed &
Some to be renewed &
Some

lessen the risk of float-
-ing operations, and that
it would be necessary
to cut a raft channel
round the western end of
the old Anicut at the
Rajapett. The cost of
these works was roughly
estimated at Rs 26,000
and 12,000 Rs had been
set apart in the Forest
budget for 1871-72 for
improving the navigation
of these rivers, and
as 5000 Rs could it
was found, be spared from
the current budget, the
Govt directed that opera-
tions should be at once
commenced.

The

5. The Govt of India,
in your letter now under
reply, desired that no fur-
ther expenditure might
be incurred until a de-
tailed estimate for the
whole project for open-
ing the rivers up to the
Forest had been submit-
ted, and sanctioned.

Gr. 15th June 72 No. 1484 P.W.D.

6. All schemes in connection
with the Burghoor river
have been abandoned as
it has been found im-
possible to use it in
any way but the Forest
Officers report that there
are about 35 square
miles of country the
timber on which can
be

x fr. 19th Aug 72 No 137 P.W.D.

43 *Department.*

No.

To
The Secretary to the
Government of
Department.

Dated 187

Govt. of Madras.

REVENUE.

To

The Board of Revenue,

&c., &c., &c.

Dated December 3rd.

Read. Encl.

G. O., 3rd December 1873, No. 1342.

DECEMBER.

Nos. 34—37.

Read Circular to the Customs Board recorded in No. 1, dated 3rd instant—Sanctioning the expenditure of Rs. 7,50 on the works connected with the — but before executing covered sanction and allotting funds requiring to request the permission of the Government of India to the prosecution of said work. Requesting the Board of Revenue to report whether funds are available in the present year's Provincial Budget, and, if not, to provide the necessary amount in the budget for 1874-75.