

- (1) Number of Pages..... *H*
(2) Date of repair..... *24-8-68*
(3) Initials of the Referencer..... *28.18*

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue..... DEPARTMENT

G.O. No.
B.P. No.

1166

~~Press~~
Mis.

Dated

1-6-1875

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Not to be folded or roughly handled

Read the following papers:—

No. 400. From Major J. O. HASTED, R.E., Superintending Engineer, 1st Division, Kistna, to Lieutenant-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Masulipatam 15th March 1875, No. 159.

I HAVE the honor to forward, herewith, a survey sketch, for making a tow-path

- 1 Survey Plan.
- 1 Detailed Estimate.
- 1 Abstract Estimate, Rupees 8,925.
- 1 Specification Report.

4 Return requested when sanctioned. The creek in its present state is with difficulty navigable, and the boats conveying salt from the Nizampatam pans

have to be poled a great part of the way to and from the lock with almost any wind. The necessity for a tow-path was mentioned by you on your last visit to the delta, and the estimate has been delayed only until I could get levels taken and an estimate framed for a straight cut, which I thought have been made at a less cost.

3. The estimate allows for clearing a le and raising a bund 3 feet above high water, $4\frac{1}{2}$ feet wide at top, and with slopes of 2 feet to 1 foot; the rate for earthwork is heavy, as there will be great difficulty in procuring the necessary earth. Levels have not been taken as the bund is constructed only where the bank is submerged by tide water, and the mangrove which grows wherever the bank is submerged gives as good a contour line as could be desired. Palmyrah bridges only have been allowed, as permanent bridges would be very expensive, and palmyrahs are plentiful near the place.

No. 401. From the same Officer, dated Camp at Nizampatam, 24th April 1875, No. 11.

WITH reference to your memorandum, No. 328, dated 23rd March 1875, I have the honor to forward, herewith, a copy of the sketch formerly sent to you showing proposed tow-path along the tidal creek, Nizampatam.

2. In the original sketch the salt pans were not shown accurately; in this copy I have shown the positions of the two existing salt platforms. The boats loading

1 Survey Sketch. salt lie at the mouth of the creek near the bungalow and also up the small creek at the end of the road leading to No. 2 platform. The salt is carried by cawadies from the platforms to the boats.

3. The distance from the salt platforms to the creek, past the Malapally shown on the sketch, is so great that I do not think the salt purchasers would be induced to use a road, especially as bandies are but little used in this part of the district.

4. I thought of making a cut from near the village abovementioned part, near platform No. 1, and into the creek again, and had levels taken; but the cost was heavy, and the difficulty of keeping the cut open would be considerable; in fact without a lock or gates at the head, I think, continual clearing would be necessary. I therefore gave up this idea.

5. You will observe that the salt creek before reaching Nizampatam forms two branches; these branches meet again near the bar, which is now, as far as I can judge,

*Proceedings of the Madras Government, Public Works Department,
21st May 1875.*

nearly three miles from the town; the head of the branch which passes Nizampatam is silting up, and boats cannot pass except at nearly high water. New salt pans have lately been opened east of Nizampatam, and the small creek shown on the sketch, and salt from these pans as well as from the old pans at Nizampatam will have to be carried by boats round the island if the silting continues, as it appears to be doing. In this case the tow-path will be necessary.

6. The best thing to be done for salt as well as for the town of Nizampatam is, I think, to make the tow-path, and if the head of the branch creek continues to silt, to dredge a passage through.

7. I have the honor to request that you will be good enough to return me one of the sketches, as I have no copy. I delayed replying to your memorandum till I had again visited Nizampatam, and I wish to avoid any further delay occurring.

No. 402. *Note by the Chief Engineer for Irrigation.*

WHEN last in the Kistna Delta, connection with the intended through

Notes of Inspection, paragraph 55, Proc No. 2,732, dated 29th September 187

on the canal of the same name, owing to the being impracticable to tow boats along.

2. In March last, the Superintending Engineer transmitted an estimate for clearing jungle and forming a tow-path, but as the sketch therewith transmitted

appeared to indicate that a road from the salt platforms to the creek not far from the

No. 159, 15th March. No. 328, 23rd March. „ 11, 24th April.

that the several ways of connecting the salt pans with the canal have been considered, and that Major Hasted considers that the tow-path will be the best way of facilitating the traffic.

3. The work must be classed as major, and as there are no funds available in the current year, it is recommended that the estimate be sanctioned for entry in the Budget of 1876-77 under Agricultural, Ordinary Navigation, Kistna, Western Delta.

OOTACAMUND, (Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
4th May 1875. Chief Engineer for Irrigation.

No. 403. ORDER THEREON, 21st May 1875, No. 1,415.

IRRIGATION, No. 44. THE estimate amounting to Rupees 8,930 for constructing a tow-path on the left bank of the creek, leading from the tidal lock of the Nizampatam Canal to the bungalow near the salt platforms, is sanc-

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tioned for entry in the Budget of 1876-77 under Agricultural, Ordinary, Navigation, Kistna, Western Delta.

(True Extract)

J. J. Austin
Major, R.E.,
Offg. Joint Secretary to Government.

To the Superintending Engineer, Kistna.
„ Chief Engineer for Irrigation.
„ Revenue Department.
„ Controller of Public Works Accounts.

Exd. S. T. Austin.

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