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# MADRAS RECORD OFFICE.

## Government of Madras.

*Public Works* DEPARTMENT.

G.O. No. 1079 (W) Press \_\_\_\_\_

Misc. \_\_\_\_\_

Dated 29 3 18 77

Not to be folded or roughly handled

No. 3246

CHINGLEPUT SUPERINTENDING ENGINEER'S OFFICE,  
Camp Madras,  
SAINT-THOMAS' MOUNT, *December 1876.*  
*Dec 18*

FROM

THE SUPERINTENDING ENGINEER,

Chingleput.

TO

The Chief Engineer,  
Department Public Works.

SIR,

In reply to your Memo No 1881 of  
12<sup>th</sup> instant, I have the honor to inform  
you that I have sent to my office for  
the statement of works for which esti-  
mates have been sanctioned, but  
for which allotments are not avail-  
able and will forward it as soon  
as I receive it.

2. They will however be very little  
in excess of my allotments I fear, as  
I have retained many estimates  
in my office, as there appeared no  
objection in sanctioning them at this  
period of the year, and my esta-  
blishment was very busily engaged  
in other works.

3. I would urge that the Collector  
be authorized to employ the millager  
in clearing prickly pear &c from the

tank banks, a very great number, & which we cannot measure properly. This will enable us to prepare our estimates for next year's grant, and to get them in hand so much earlier than we otherwise should. I would submit that this will give the people work near their own homes where for the present there is water to be had.

4. I have had a conversation with the Sahibdar of Pomey who informs me that many people have, as I had heard before, gone into Madras, that he has had some 2000 people each day clearing pools & but that very shortly he will have no occupation for the people.

5. I propose therefore to avail myself of the conditional sanction accorded in G.O. No. 3181 dated 28<sup>th</sup> ultimo and to begin on the embankments of the Cortelias and Narranameram rivers. The numbers will at first be comparatively small but this will give us time to organize.

6. As yet the bazaar men appear quite able to carry from Madras the supply of food needed, and I doubt not but that they will open a regular trade as soon as camps are established.

7. These I propose to place

Sirunakam

Sirunakam, Sirapuram, and Tellanogal Chawady on the Cortelias and at Perinipollu. Sirundapuram Padumoil, Pomey and Somayerry on the Narranameram river. Shelter in topes is immediately available at or near these places. The country around is open and easily accessible, and I hope to find plenty of water by sinking wells in the river beds.

8. I will send further reply as soon as I hear from the Range officers and can obtain the estimates for the embankments which have not yet reached me in camp.

I have the honor to be,  
Sir

Your most obedient servant  
J. H. S. S. S. Colonel  
Superintendent Engineer

P.W.D.  
200076  
NA 1711

Informing that the  
has sent to his office  
for the statement of works  
for which estimates  
have been sanctioned  
but for which allot-  
ments are not avail-  
able and will  
forward it as soon  
as he receives it.

From  
The Chief Engineer  
to the Chief Engineer  
D. P. Mankar  
Dated 17<sup>th</sup> Decr 1876  
No. 3246

Municipal Commissioners' Office,  
Madras, 22 Decr 1876.

My dear General,

Work has not  
yet been commenced  
at Pattangal. I think  
Col. Moberly's proposal  
a very good one as it  
will, if successfully  
carried out, be the  
means of draining  
the land which I  
propose to farm & will  
thwart the necessity of

4<sup>th</sup> 29<sup>th</sup> March 77 D.D. No. 748

12.3.77  
Cn 21-12-76

12.3.77

raising the surface  
of level. I am  
going to meet Col.  
Mobery again to-  
morrow morning.  
He seemed satisfied  
that the water would  
run off if a channel  
were cut & I believe  
that he referred some  
levels to the Chinese.

7  
He mentioned to him  
that it would be  
well to be quite sure  
about the levels.

Meanwhile there  
is no pressure at  
Lathungaid for work.  
Coolies won't stop there  
& we had to give 4 annas  
a day to get them to  
work. On reducing  
this a lot of them

Struck & went away.

Yrs sincerely

A. R. Murray

P.S. The Camp &  
all preparations  
are complete for  
housing & feeding  
1000 persons.  
A. R. M.

9  
I was not aware,  
till informed by  
Colonel Mullens,  
of the wonderful  
effect of the South-  
sely wind in rais-  
ing & maintain-  
ing the level of  
the water of the  
Adige. But  
this would not  
induce me to  
keep up the Sta-  
dien canal  
Lock. Rather  
would I deepen  
Lockman's Canal  
South of the Lock  
and the Junction  
Canal, throughout  
to the full depth  
to which the Nor-  
thern Canal in  
Holland is being  
cut. And I  
very much grieve  
the decrease of  
width that has  
been ordered by  
the Govt. in con-  
sidering cut the  
Junction Canal.

to whether it is desirable  
to

It is merely a  
 intended to  
 in the section  
 of (between the  
 canal between  
 Elephant and  
 Hospital Gates  
 as a stagnant  
 reservoir for  
 the black water  
 sewage. That  
 is what it is, and  
 must continue  
 as long as the  
 dock is  
 maintained, &  
 communication  
 with the town  
 cut off - Mr. Lusk's  
 Plan, or some other  
 involving an in-  
 tercepting sewer  
 along the canal  
 bank, must be  
 carried out, if  
 the health of  
 the black town is  
 to be attended to.

W. H. H.  
 6. 2.

Apr 29. Trans. 1877 per 1079

Letter from the Supp. Engr. Chinglaput No. 3272  
 dated 20<sup>th</sup> Decr. 1876.

Do Do. No. 3427 of 8<sup>th</sup> Jan'y 1877

Note by Chief Engr. for Irig. No. 67 W of 23<sup>rd</sup> Jan'y 1877

Letter from the Supp. Engr. Chinglaput No. 4003 of  
 17<sup>th</sup> Feb'y 1877.

FOR ORDERS.

The proposed drain  
 parallel to and to the  
 West of the East Coast  
 Canal between Cotton's  
 Canal and the surplus  
 Channel of the Red Hills  
 Tank near Sheddian-  
 Ruppam has not been  
 brought forward in a  
 complete way as will be  
 seen from the observations  
 in the Note, but there is  
 enough information for a  
 decision to be come to as  
 to whether it is desirable  
 to

to construct such a drain  
as Famine relief work.  
Should this point be deter-  
mined affirmatively the  
work may be sanctioned  
subject to such revision  
and settlement of details  
as may be approved by  
the Chief Engineer Roads  
and Buildings.

W. H. Colwell  
Ap. St. Secy. & Genl.

I am as I can  
judge the work  
is most objectionable  
& calculation I thought  
it was by facilitating  
flood drainage  
I do approve the project  
as a Famine work.

Edw

X. A. S.

FOR ORDERS.

Reply C. H. 197  
8-1-77.

Memorandum No. 1962.

Letters from the Superintending Engineer Chingleput  
No. 3246 of 17<sup>th</sup> Dec<sup>r</sup>  
- 3272 of 20<sup>th</sup> Dec<sup>r</sup>

The lists of Irrigation works called for in  
Chief Engineer's Memo: No. 1881 of 12<sup>th</sup> Dec<sup>r</sup>, and  
alluded to in the 1<sup>st</sup> Letter above quoted, have not yet  
been received - with reference to Col. Proberley's remark  
that their amounts will be very little in excess of his  
allotments, the Chief Engineer has the honor to call  
attention to para 4 of his letter No. 3082 of 5<sup>th</sup> Dec<sup>r</sup>,  
wherein it is stated that many Tanks in this District  
require repair, and if Relief funds could be found  
to supplement any irrigation allotment, I could  
employ people nearer their homes. Col. Proberley has,  
according to his own statement, at least many  
Estimates for Irrigation works in his office, and  
it behoves him accordingly to lose no time in dis-  
posing of them, and availing himself of the

unlimited

ly. @ 29<sup>th</sup> March /77 No. 1079

unlimited sanction conveyed by S.O. No. 2385 of  
12<sup>th</sup> Dec<sup>r</sup>, to appropriate their full amounts as  
far as they are trapped. Periodical statements  
of sanctions and appropriations of Relief Funds  
for such works should be submitted to the Chief Engineer  
for Sanitation and Examiner of P.W. Accts.

Col. Moberly will be so good as  
to supply the Collector with a list of Tanks the  
bunds of which he requires to have cleared of  
bricks, so as to enable him to prepare estimates  
for their repair. And he will request him to  
undertake their clearance as Famine Relief works.

Col. Moberly will be expected to use  
his discretion as to the necessity of providing  
Food & Shelter for the people who come for work  
to the River Embankments. He must be prepared  
to take action in either direction, if necessary.

The works proposed to be undertaken  
by Mr. Brown appear on enquiry to be  
Municipal works, and not to require the sanction

17  
of Government. At any rate the Chief Engineer  
could not advise the Government in the matter,  
in the entire absence of all detailed facts of  
the ground, on which alone such proposals  
can be discussed.

Signed J. W. W.

Chief Eng.

28<sup>th</sup> Dec<sup>r</sup> 1876

To

The District Engineer

(Chargé d'affaires)

Chief Engineer's Remarks  
on Colonel J. F. Moberly's letters  
1. D<sup>o</sup> 3246 of 17<sup>th</sup> Dec<sup>r</sup> -  
2. " 3272 - 20<sup>th</sup> -

Colonel Moberly having  
retained many estimates  
in his Office, should now  
be instructed to close as  
soon as he can approve  
and dispose of himself - and  
of submitting for sanction  
of higher authority all  
others, the details of which  
he has checked -

The Collector should be  
authorized to clear of  
Drichly Jans the funds of  
all such Jans, as the  
Sup<sup>y</sup> Insp<sup>t</sup>. shall supply  
a list of, certifying that  
the work is called for to  
enable him to prepare  
repair estimates which  
are greatly required -

Memo: No 1962 of 28/12/75

L. & 29: March/77 No: 1079

The proposal of the 2<sup>d</sup> letter is not one that can be acted on without information as to levels, from which sections of the proposed drainage canal may be laid down. These Colonel Mauberly may be called on to prepare; for revision by Col. Mullins in connection with the other drainage papers called for in G.O. N<sup>o</sup> 1270 of 5<sup>th</sup> May 1875 in the recommendation of a Committee in which Col. Mullins sat. Mr. Barrer's proposal, which Col. Mauberly owns that he misunderstood, is at first sight, and in the absence of specific information as to either, more plausible than Colonel Mauberly's.

But Colonel Mauberly, it is submitted, should be en-

joined rather to take cognizance of action on G.O. N<sup>o</sup> 3385 of 12<sup>th</sup> Decr., and on the River Embankment, which will draw away people from Maddoa, rather than on buying out works which will detain them in its immediate neighbourhood.

Orders are apparently required in pursuance of the 1<sup>st</sup> letter, whether Col. Mauberly is to arrange for putting up feeding the people - or whether the shelter of the types he mentions will suffice; and the supply of food left to the local traders.

C. M. W.  
21.12

All I think he must use his discretion as to the necessity of under ordinary circumstances the people must be maintained?

This work of Mr. Barrer is understood to be carried out by him as a drainage work & I gather that he consulted Col. Mauberly as to certain details. But I don't think it will be better to ascertain definitely from Mr. Barrer how this is - & whether the work is actually begun

MM

No. 4003

CHINGLEPUT SUPERINTENDING ENGINEER'S OFFICE,  
Camp Vallur  
SAINT THOMAS MOUNT, 17<sup>th</sup> Feb 1877.  
Desd 19 — " —

FROM

THE SUPERINTENDING ENGINEER,  
Chingleput.

TO

The Secretary to Government  
Department Public Works.

SIR,

Referring to G.O. No. 206 of 22<sup>nd</sup> January, I have the honor to call attention to my No. 3427 of 8<sup>th</sup> January. In it I proposed a plan for draining a considerable portion of the low ground near Veyarapady, viz. by cutting a channel behind the embankment of East Coast Canal and building a tunnel with shutters in the approach of the bridge across the East Coast Canal carrying the road from Tirustiyar to Ponery. These shutters suspended on the lower side of the tunnel would keep the Cortetia of flood back. I proposed cutting this channel see para 13 only as far as the road from Washerman Petta to Manaly. In this causeway is a good bridge of 3 arches clearly intended for the passage of such a drain as I am proposing, but

access to it is barred by a canal dug by Sir A Cotton for the conveyance of water from the Red Hills to the backwater in Madras roads.

3. At the West end of the causeway is a good road slope by which the surplus of Kogandiyur tank passes into the East Coast Canal South of Satsankadu. by this means a considerable area of ground would be drained in even my original project.

4. The Cotton Canal, branching from the East Coast Canal, is now used as a night soil depot, and its banks bar all passage to the bridge in Manaly causeway; but if this latter were fitted with shutters we might remove some of the banks of the Cotton Canal, and discharge a very considerable quantity of rain fall from the Teyarapady tank, and Otary Kallak, and yet be able to regulate the East Coast Canal for navigation. the probable cost of the shutters is Rs 300

5. If the Municipality would give up the Cotton Canal we might carry the drain up to the railway, a gap might be left in the East Coast Canal embankment near the railway bridge if necessary, but I am under the impression that a

considerable

considerable discharge might be passed under the railway by existing vents, which might have iron floors built if required to lower the Otary more rapidly.

6. This is a mere matter of detail, if my plan generally is approved I believe we shall reduce Teyarapady Perambore &c very considerably.

I have the honor to be

Sir

Your most obedient servant

J. H. M. S. Colonel R. S. Supt Engineer Chief Dept

P.W.D.  
#205377  
#1804

Abstract Estimate No. of 1876-77.  
District Chingleput Taluq. Sydapett.  
Village Sathankadu

Work. - Constructing Bridge of 3 Vents at Satankadu.

| Quantities | Description of Charges | Rate Per | Amount Total |
|------------|------------------------|----------|--------------|
|------------|------------------------|----------|--------------|

|     |                                     |        |     |      |   |
|-----|-------------------------------------|--------|-----|------|---|
| 297 | Cy. of Brick in Chimney             | 4 . .  | Cy. | 1188 | ✓ |
| 30  | Cy. of Plastering 2 Coats—          | 2 8 .  | Sq. | 75   | ✓ |
| 932 | Cy. of Archwork ———                 | 4 .    | Cy. | 233  | ✓ |
| 204 | Cy. of Exc. Foundation—             | 2 .    | Cy. | 26   | ✓ |
| 3   | Setting shutters with hinges, nails |        |     |      |   |
|     | including teak plank complete       | 75 . . | £   | 525  | ✓ |
|     | <small>6 1/4 x 8</small>            |        |     |      |   |
|     | Centering & Baling water ———        |        |     | 45   | ✓ |
|     | Filling approaches &c ———           |        |     | 15   | ✓ |
|     | Sundries & Superintendence ———      |        |     | 93   | ✓ |

Total Rupees. ————— 2200.

8<sup>th</sup> January 1877.

Anthony. Cole RB.  
Sup<sup>o</sup> Eng<sup>g</sup> Ching Lept

12/1/77.

6. 639: h. n. 1/11 SBK-748 B

62-12377

P.W.D.  
9 JAN 77  
197

Estimate No. of 1876-77  
District Chingput  
Salary of 2 agents  
Mudge Jattamkhar  
Abstract Estimate  
for Brickwork Bridge  
of 3 Puts at Jattamkhar  
Rupees. 2200

629 (handp) 102 748

No 3427  
Lup. Engr's office Chingput  
Month 8<sup>th</sup> January 1877

From  
The Superintending Engineer  
Chingput.

To  
The Chief Engineer,  
Department Public Works.

Encs 3  
1 Estimate  
2 Plans.

Sir,  
In reference to your letter of 27<sup>th</sup> December 1876 I have the honor to acknowledge the receipt of the same in support of the accompanying plan and estimate for cutting a drain from Deysar pad to the Centolia, which may supersede my previous letters.

The drainage of a tract of country south of the Madras railway, near the neighbourhood of a quarry, consists of a small stream, under the East Coast Canal by the Ottaimallah, and by the surplus of Deysar pad, which runs through the low lying country through which the canal is cut.

This water used to find its way ~~to the sea~~ by a brook running down what is now Popham's roadway into the sea through the

port, and into the Coom near the  
Medical College. another branch  
flowed along the West side of Black  
Lain also of the Coom. This latter  
was a large swamp a very few  
years ago, as many of us can  
remember; the People's Park, Goods  
station, and Salt platform being  
shallow  
reservoirs of water.

4. When the vent by Popham's  
broadway and through the fort was  
closed, very much of the water could  
find its way to the Port of New  
London by the swamps, and back  
again to the sea through them and  
the low ridges separating the  
minor drainages. This was the

was again obstructed in 1856 by the construction of the lock and weir at Phadien Kupam which held up the tide water received from the river through the mouth at Simore, &c. - Thus the surplus from the Madagaskar valley which it crossed near its junction with the Cortelias.

5. The weir crest was lined, at High water mark, so that until this point was reached, no water

could pass out from the Red Hill  
stream or Grange Meadows; in 1875 the weir  
was removed so that the Red Hill  
water could flow as freely as the light  
or flood in the Connecticut would  
allow. 33

allow.  
b. A bank was thrown across the old Cochrane's Canal near the head of the lock channel, and the surplus water in the East Coast Canal was allowed to flow over the flat space lying between the two streams.

the Government  
two streams.  
all these arrangements whether  
for the improvement of Madras, or  
for the salt and other local traffic,  
which are materially obstructed, the drainage  
from Teyarpetty and Perambore &c,  
the residents of which submit  
in the next addressed Government in December  
conference - 1874. The Committee appointed to  
consider the subject reported in  
April 1875, and Government passed  
Rs. 1270 000 to May 1875.

8. In this report the Committee suggested the leaving low half a mile of the west bank of the canal to be alone at W. Springs and deepening the same.

9. The length of flat already at this level is nearly a mile; but no water could pass out till it rose 6" above S. H. mark, and really no relief was afforded. I regret that I cannot understand the object of deepening the canal, as its power of receiving and discharging drainage is regulated by the height of the meir. whatever depth there might be it would be filled by the sea & S. H. M.

10. Before the lock was built the East Coast Canal did carry off the drainage by the line which the Committee considered best - a line by the Ennore backwater - my present proposal is to make another canal parallel to the Ennore navigable one but without any lock, down to low water mark into the Red Hill surplus channel, now opened by the removal of the weir.

11. The existing East Coast Canal proves the practicality of the work; but I was anxious to avoid the trouble & my already

hard

hard worked subordinates of tapping levels for the details till the principle was approved; which approval appeared to Mr Burrows necessary before he could employ the coolies thrown on his hands from Madras. With this view I addressed my No 3272 of 20<sup>th</sup> December to you.

12. I said above the line must cut through low ridges which separate the minor drainage, precisely as the East Coast Canal does. It also crosses two roads, one from Washermanpettah to the Red Hills, the other from Kinnathur to Poniray; in the former of these a bridge has been already built; for a new bridge in the latter a plan and estimate ~~at~~ herewith forwarded. I propose to hang shutters from the face walls to keep out any water from the Coxetia which may in unusual floods come up the drain if the Ennore bar should not have opened early enough. The shutters will open of themselves as soon as the Poyarhady water has acquired

any head.

13. For the present I do not propose to cut the drain beyond the road from Nacherman-kettah, because the Cotton Canal, a branch from the East Coast Canal, is in use as a night soil depôt. When this is removed, as is proposed by Mr. Burrows to a point further North, the drain might be carried with great advantage to the railway. the earth removed from it being used in making up the tow-path, and preventing the ingress of any drainage water North of the railway, into the East Coast Canal; which will very considerably diminish our work in clearing above Shadienkupam lock.

14. The bed of the channel is laid out <sup>1 1/2</sup> below what I believe to be low water mark at Shadienkupam, but this amount of earth is only just sufficient for the general amount required for the road along side. and in the low position near Trivatur we shall need to cut 3,860 Cubic yards more to get the road

way out of floods. this may be caused by pits in the width of the channel or from the East Coast Canal berm. allowance is made in the estimate for it.

I have the honor to be  
Sir

Your most obedient servant  
Macbray. Colonel R.E.  
Super Engineer Chingleput

OFFICE OF CHIEF ENGINEER FOR IRRIGATION,  
Fort St. George, 23<sup>rd</sup> Jan. 1877.

39

67-11.

Note by the Chief Engineer for Irrigation.

Encl. 1.

The Superintending Engineer, Chingleput, in his letter No. 3427 of the 8<sup>th</sup> instant, notices the changes in the neighbourhood of and to the north of Madras which have, in his opinion, obstructed drainage and, though some of his conclusions might be questioned, it is admitted by all that the drainage is defective, and his proposal to cut a drain parallel to the Coast Canal as a famine relief work appears worthy of consideration. No cross section of the drain has been furnished, neither has the estimated cost at ordinary rates been stated. The length of drain proposed to be first undertaken, viz. from Washerman-jettah bridge to the south end of the Ennore-jettah bridge to the south end of the Ennore lock is a backwater near Chedientkuppam lock is a little under 4 miles.

2. Were the lock just referred to removed, the efficiency of the Canal as a drain would be much increased, and in this way

P.W.D.  
9 JAN 77

No. 127

Thru  
The Supt. Engineer  
Chingleput  
To  
Mr. Chief Engineer  
P.W.D.  
Chingleput

1977 803  
Chingleput

No. 3427  
Encl. 1.

Submitted in compliance  
of his Honorable letter  
No. 127 dated 11/1/77  
for  
cutting a drain from  
Washerman-jettah bridge to  
Chedientkuppam lock.

4. 029: Encl. 1, 100 Rs. 748 B

12.3.77

way the canal could be made to do all that a drain of similar capacity could accomplish. The lock was built to improve the navigation by admitting water from the Ennore backwater at high tide and retaining it when the tide fell. The lock consequently obviated the necessity for cutting the Canal down to as low a level as would otherwise have been requisite. The removal of the lock would then be followed by a need of deepening the canal so as to afford a sufficient depth for navigation at low water. The construction of a parallel drain will, as Col. Moberly observes, keep out of the Canal a good deal of silt which now falls into it. The removal of the lock would tend to lower the water level in the Coorn, and to neutralize the effect of the Junction Canal now under formation in maintaining a high level by the inflow of water from the Covelong backwater during the prevalence of the Southerly winds.

On the whole then, the balance of advantage is, it is thought, decidedly in favor of a parallel drain which, to benefit Veyurapandy materially,

will

para 13 of Superf.  
Engineer's letter.

will have to be carried south from the temporary terminus at Washermanpettah bridge to the Railway.

The present use of Cotton's Canal as a night soil Depot is somewhat remarkable. Possibly the Superintending Engineer's remark is not to be taken to mean that the soil is deposited in the Canal.

3. The drain will necessarily have but a very small fall - about 3 inches a mile for the bed - and to be efficient its dimensions must be fixed with some reference to the area, the drainage from which it is intended to carry off. There will probably be no difficulty in securing ample dimensions, if it be carried out as a famine relief work when the harvest in the neighbourhood is over.

4. The proposed bridge of 3 six feet spans at Satarakadu appears to be small, but in the absence of information as to the size of the drain and as to the data on which its size will be determined no definite opinion can be given. The flooring should be extended considerably on the north side and somewhat on the south. The wings, if arranged like those of a head sluice with concave splay on the lower, and convex curves on the upper side would be better. Looking at the level of

12-5-77

I suggest that instead of cutting trenches from the Canal a continuous channel parallel to it through Sātānkōda ridge, led into the Rāhō

hill surplus channels would facilitate the drainage of the low lying grounds of Madras, and would be a considerable number of persons usefully employed for some time.

14. On 7.3.12<sup>0</sup> 5<sup>th</sup> May 1875, here  
3 it is desired that I should deepen the canal when goods are maintained with some idea that this would improve its value as a drain - I would respectfully submit that as the lock ponds up the water, and as the only outlet is 6" above S. M. M. deepening the canal can be of benefit only to navigation and cannot affect the drainage.

5. The canal, as I now propose may be cut to low water level, and as it is independent of the East Coast Canal will allow of the passage of drainage at almost all times, and with considerable velocity when the tide is ebbing; the earth may be made into a road to Madras.

6. Mr. Burrows' camp at Saitan - Kadu is admirably suited for my project; at present I propose cutting only from the Washerman Jetta bridge into the Red Hill surplus channels

near Shadien Kuppam. It will probably be useful to examine the outlet of the surplus water, and improve it. 45

The channel will cross the road from Tirunottiger to Conery. I had at first thought of putting a long slope into it for the passage of the drainage, but it will be difficult to arrange, and I therefore propose to put a sluice bridge in the road, and to suspend shutters on the lower side, so as to have any entry of water from the Corbalar in a exceptionally high floods.

8. I have desired that a line of levels be run over the length which I propose to take up, and have arranged to meet Mr. Burrows on the morning of the 23<sup>rd</sup> to lay out the work which he thinks very well of.

9. He will I presume examine it and remove the people now thronging Madras to it. but he preferred that I should explain it to Government for their sanction. I shall be glad to know that my proposal is approved at an early date. The accompanying sketch

11. When this work is completed the occupants of the same camp might escape a good change from the sand where Red Gill irrigation ends, through the swamp, so as to define and improve the surplus outlet from the lake.

12. I would call attention  
to a late letter from me on the subject  
of this drainage. I have no receipt  
in camp of its successful use.

I have the honor to be

Your most obedient servant

Shobin

Colonel R. E. Long

Superfueria Chrysalis

no 1962-  
928-12-76

The safe passage  
 and departure  
 of the vessel  
 is hereby  
 certified

Date 20<sup>th</sup> / 6 / 97  
 Received  
 20<sup>th</sup> / 6 / 97

Wm. Lyndene and  
Wm. Lyndene and  
Lyndene for the

consideration of  
Government on the part  
which he made to the

Providence for the  
our neighborhood & for  
the 16th of June 1864

part of the room  
connected with the

Heath

Gen 12.3.77

№ 1079

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 29<sup>th</sup> March 1877

Read the following:—

Yours

The Sup<sup>ts</sup> of Singleport (N.E. Co. 3242 9 20<sup>th</sup> Decr/76.  
do do do do do 31 27<sup>th</sup> 8<sup>th</sup> Jan'y/77.

State by the Chief Eng<sup>r</sup> for Irrigation Co. by Ex 923?

The Supreme Court (H.C. No. 1003 of 17 Feb 1771)

The proposals of the Superintending Engineer, Chingleput, for constructing a drain parallel to, and to the West of, the East Coast Canal, between Pottani Canal and the surplus Channel of the Red Hills Tank near Sheddai - a Kuppan, are generally approved for execution as

is a Famine Relief work,  
subject to the revision  
by the Chief Engineer for  
~~Revenue Building~~ <sup>W.</sup>  
of the details of the  
project, which has  
not, it is remarked,  
been brought forward  
by Colonel Roberts in  
as a complete form as  
Government could have  
desired.

W.  
28.3.77.

S. L. Chingleput ✓  
Ch. Engr - Roads & Buildings  
Revenue - District ✓

Desd 5 April 77.

W. A. S.

1804  
 9294  
 694  
 Govt. of 1877 Madras.  
 PUBLIC WORKS.

Dated

Issued

Recd.

Encl.

G. O. 29: March 7 No. 1579

Nos. 748-749

of a — a Relief  
 Work: approved  
 with remarks.

Drain parallel to the  
 west of the East Coast Canal  
 between Cotton's Canal  
 and the surplus Channel  
 of the Red Hills tank near  
 Sheddiankappan,  
 Chingleput Dist —  
 The proposal is under  
 the construction