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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 34 (IV) Press ~~Mis.~~

Dated 8. 5- 1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

8th May 1877, No. 34 W.

Buildings and Roads.
Civil Works.

Read the following papers :—

No. 66. Endorsement of the Officiating Chief Secretary to Government, Financial Department, dated Fort St. George, 24th April 1877, No. 902.

From L. R. BURROWS, Esq., Acting President of the Municipal Commission, Madras, to the Officiating Chief Secretary to Government, dated Madras, 21st April 1877, E. No. 109.

I HAVE the honor to report, for the information of His Grace the Governor in Council, that it has been the practice of the Municipality for some years to carry the night-soil of the 1st, 2nd, and 3rd Municipal Divisions (*i.e.*, the whole of Black Town and Royapooram) to the banks of Cotton's Canal which joins the East Coast Canal near the Manally bridge.

2. Formerly the night-soil was collected in carts, shot into boats, and carried *vid* the East Coast Canal to Cotton's Canal, where it was unloaded and deposited on both banks. At present we are obliged to send it all the way in carts, and it is deposited in the north bank only not far from the junction of the two canals.

3. The place being remote from habitations it has not been the practice to cover the night-soil. It lies exposed until removed by cartmen, who purchase it for manure.

4. Seeing that the banks of the canal (Cotton's) were in a very foul state and overgrown in places with prickly-pear, I ordered the Overseer to prepare an estimate for the removal of the prickly-pear and for deepening a portion (about 300 yards) of the canal from its junction point with the East Coast Canal, and for cleansing the inner slope of the banks to prevent filth being washed into the East Coast Canal.

5. It is reported to me that when the Overseer was engaged upon the work Colonel Moberly, the Superintending Engineer, happened to come up, and, on being informed what was being done, gave orders that the deepening of the canal should not be carried out, as it was not intended that Cotton's Canal should continue to be used as a drainage canal, a plan having been submitted to Government for carrying off the drainage by another way.

6. With regard to Colonel Moberly's objection I have the honor to state that it can very easily be met by the simple expedient of throwing a dam across the canal at the point up to which I propose to deepen it. This will effectually prevent it from bringing any drainage water into the East Coast Canal. At the same time the Municipality will be provided with a convenient place for storing night-soil accessible by boats.

7. I request, therefore, that Government will be pleased to sanction the deepening of Cotton's Canal and clearing of its banks as I propose, as it cannot interfere seriously with any system of drainage that may be under consideration, and will be a sanitary work of much usefulness to the town.

PUBLIC WORKS DEPARTMENT, 8TH MAY 1877, No. 34 W.

FORWARDED to the Public Works Department for consideration and disposal.

(Signed) D. F. CARMICHAEL,
Offg. Chief Secretary.

No. 1,088.

REFERRED to the Superintending Engineer, Chingleput, for early report.

FORT ST. GEORGE,
26th April 1877.

(Signed) E. A. FOORD, Colonel, R.E.,
Secy. to Govt., P.W.D.,
Buildings and Roads Branch.

No. 66-A. From Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to the Chief Engineer, Public Works Department, Buildings and Roads Branch, dated St. Thomas' Mount, 30th April 1877, No. 366.

IN reply to G.O., No. 1,088, of the 26th instant, I have the honor to observe that the drain proposed by me is to run parallel to the East Coast Canal, and by preference close to it. Its line is crossed by the road from Washermanpetta to Manally, but in this road is a 3-vent bridge by which the drainage could pass to the northward.

1 Tracing.
1 Letter of Acting President, Municipal Commission, dated 21st April 1877, No. 109

2. Cotton's Canal runs parallel to the road, and is, as I said in my No. 3,427, of 8th January 1877, a bar to the passage of this drainage which is carried by it into the East Coast Canal. It was because of its position that I proposed to stop cutting at the Manally bridge.

3. In paragraph 4 of my No. 4,003, of 17th February, I proposed to put shutters to the Manally bridge so that we might pass a considerable quantity of drainage, but by closing the vents prevent undue lowering of the East Coast Canal.

4. The Municipal authorities in laying out their new night-soil depôt A and in proposing to deepen Cotton's Canal have clearly overlooked the fact that the openings by which the night-soil boats go to the depôt will pass a quantity of water from the East Coast Canal; my entire object is to have a distinct line.

5. I hoped to have met Mr. Burrows on the 20th at the work, but, in his absence, explained the mistake to the Overseer who met me, as I thought it would better illustrate my letter which I wrote immediately.

6. I was so fortunate as to meet Mr. Burrows on the 23rd with Mr. Jones, and they agreed at once to turn the road so as to meet the existing road between the main bridge over the East Coast Canal and the 3-vent bridge in the approach and to close the mouth of the Cotton's Canal.

7. In this case the shutters to the Manally bridge will not be required, and we may carry the drain up to the neighborhood of the railway.

8. I shall be glad to hear on what scale the drain is to be made as requested in my No. 271, of 23rd April 1877, as I would entrust the execution to the Municipal Officers who have nearly completed the night-soil depôt at A.

9. I would of course mark it out.

No. 67.

ORDER THEREON, 8th May 1877, No. 34 W.

COMMUNICATED to the President, Municipal Commission; the slight modifications agreed to by him and Colonel Moberly being approved.

PUBLIC WORKS DEPARTMENT, 8TH MAY 1877, No. 34 W.

2. Mr. Burrows will arrange for the speedy execution of the drain proposed by the Superintending Engineer, Chingleput, as a suitable means of employing the famine coolies.

(True Extract.)

Colonel, R.E.,
Secy. to Govt., P.W.D.

To the Superintending Engineer, Chingleput.
" President of the Municipal Commission.
" Financial Department.
" Revenue "

Exd. T. D. Ryan.

Spare Copies

~~PROCEEDINGS OF THE MADRAS GOVERNMENT.~~

~~Under date the~~

~~Read the following:~~

Endorsement in the Financial Department } (No. 902 dated 24th April 1877)

Letter from the Supg. Engr. Chingleput. (No. 366 — 30th —)

Par order.

It will be seen from the Superintending Engineer's reply that by diverting the proposed road to the night soil depot as agreed to by the President of the Municipal Commission the necessity for deepening Cotton's Canal is obviated, and the drainage channel proposed to be cut by the Superintending Engineer will

I do not therefore see necessary. The general project has been approved & the alignment &c. as now agreed to by the Pres. & the Supt. Engr. can now be adopted. The proposal with the Comm. & Mr. Brown & the Supt &c. of the work directed as a matter of economy & convenience to the Municipality

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will be taken round the depot instead of parallel to the Canal at this point.

2. Colonel Moberly has been called on to submit a regular estimate for the drainage project and to mark out the Channel the cutting of which it is understood will be undertaken as a famine relief work by the Municipal Commissioners.

Ed Inrd Colonel R.E.
Secy: to Govt P.W.D.

G 68 Irrig/77 dt. 34 W

Exd Ed. Nov 5/77

S. W. D.

Letter from the Acting President of the Madras Municipality No 109 dated 21st April 1877.

No 1088 Referred to the Superintending Engineer Chingleput for early report.

Fort St. George
26th April 77

Ed Inrd Colonel R.E
Secy. to Govt P. W. D.

To
The Superintending Engr Chingleput.

Dr. Attd

R. W.D.
21 NOV 77
No.

No. 902 5

E. No. 109

Madras Municipality
Madras 21st April 1877.

From

C. P. Browne Esq.
Acting President Municipality

To

The Secretary to Government
Fort St. George

Sir

I have the honor to report for the information of His Excellency the Governor in Council, that it has been the practice of the Municipality for some years to carry the night soil of the 1st, 2nd and 3rd Municipal Divisions (viz the whole of Black Town and Royapooram) to the banks of Cottons Canal which joins the East Coast Canal near the Mandaly Bridge.

2. Formerly the night soil was collected in Carts shot into Boats and carried via the East Coast Canal, to Cottons Canal

G.O. 8th Aug/77 No. 65

Canal when it was unloaded and
deposited on both banks. At present
we are obliged to send it all the way
in carts, and it is deposited on the
North bank only, not far from the
junction of the two Canals.

3. The place being remote from
habitations it has not been the practice
to employ the night bell. It will be paid
until removed by Contract who purchased
it for manure

4. I am desired that the banks of the
Canal (Cotton) may be sown with Para Grass
and dressed in places with prickly
pear. I ordered the Overseer to prepare
an estimate for the removal of the
prickly pear, and for deepening a por-
tion (about 300 yards) of the Canal from its junction
point with the East Coast Canal, and
for cleansing the inner slopes of the banks
to prevent filth being washed into the
East Coast Canal.

5. This is reported to me to be a case in which
the Overseer was disregarded upon the most

Col.

Col. Moberly the Superintending Engineer
happened to come up, and Sir James informed
what was being done, and gave orders that
the deepening of the Canal should not
be carried out as it was not intended
that Cotton's Canal should continue
to be used as a drainage Canal, a plan
having been submitted to Government
for carrying off the drainage by another
drainage line.

6. With regard to Col. Moberly's
suggestion that I should have the honor to state
that it can very easily be met by
the simple expedient of throwing a dam
across the Canal at the point up to
which I propose to deepen it. This will
effectually prevent it from bringing
any drainage water into the East Coast
Canal. At the same time the Municipality will be provided with a
convenient place for storing night
soil accessible by boats.

I request therefore that
Government will be pleased to sanction
the

1877.

Che 4Ll 5-4.

No 1184

Memorandum.

Letter from the Superintending Engineer Chingleput No 366 dated 30th April 1877. Paragraph 8.

The scale to be adopted is that originally proposed by Colonel Moberly who has already received all instructions, the Chief Engineer deems requisite, in Memo No 1100 dated 27th April 1877.

(Signed) C.A. Ford Colonel R.E.
Chief Engineer P.W.D.

Fort Saint George
5th May 1877.

To The Superintending Engineer Chingleput.

P.W.D.
25 APR 1877

the deepening of Coltoor Canal and clearing of its banks as I propose as it cannot interfere seriously with any system of drainage that may be under consideration and will be a sanitary work of much usefulness to the town

I have the honour to be
Sir
Your most obedient Servant
(Signed) R. Ruthven
Acting Secretary to Govt.

Ch. 1-3-77 No 902.
4-39 Secs Corg.

No 902

Forwarded to the Public Works Department for consideration & disposal.
Hartley Engr
24th April 1877
(Signed) Chingleput
To the Public Works Department.

From the Chief Engineer
Chingleput
To the Secretary to Government
Public Works Department
No 1580.
Dated 21st April 1877
Received 24th April 1877
Forwarded

Roads and Buildings

No. 366

Chingleput Superintending Engineer's Office,
Saint Thomas' Mount, 30th April 1877.

From

THE SUPERINTENDING ENGINEER,
Chingleput.

To

The Chief Engineer
Roads and Buildings

Sir,

In reply to G.O. No. 1088 of 26th instant I have the honor to observe that the drain proposed by me is a new parallel to the East Coast Canal, and by preference close to it. Its line is crossed by the road from Washermanpetta to Manaly, but in this road is a 3 vent bridge by which the drainage could pass to the Northward.

2. Cotton's canal runs parallel to the road, and is as I said in my No. 3427 of 8th January 1877 a bar to the passage of this drainage which is carried by it into the East Coast Canal. I have because of its position that I proposed to stop cutting at the

Enc:
1 Tracing
1 Letter of Ag. President Municipal Commission No. 109 d/28 April 1877.

Manaly bridge.

3. In para 4 of my No. 4003 of 17th February I proposed to put shutters to the Manaly bridge so that we might pass a considerable quantity of drainage, but by closing the vents prevent undue lowering of the East Coast Canal.

4. The Municipal authorities in laying out their new night soil depôt A and in proposing to deepen Cottons Canal have clearly overlooked the fact that the openings by which the night soil boats go to the depôt, will pass a quantity of water from the East Coast Canal - my entire object is to have a distinct line.

5 I hoped to have met Mr. Burrows on the 20th at the work but in his absence explained the mistake to the Overseer who met me, as I thought it would better illustrate my letter which I wrote immediately.

6. I was so fortunate as to meet Mr. Burrows on the 23rd with Mr. Jones and they agreed at once to turn the road so as to meet the existing road between the main bridge over the East Coast Canal and the 3 vent bridge in the approach and to close the mouth of the Cotton Canal.

7. In this case the shutters to the Manaly bridge will not be required and we may carry the drain up the neighbourhood of the railway.

8. I shall be glad to hear on what scale the drain is to be made as requested in my No. 271 of 23rd April 1877 as I would entrust the execution to the Municipal officers who have nearly completed the night soil depôt at A.

9. I would of course mark it out.

I have the honor to be
Sir
Your most obedient servant
H. Thuillier Colonel R.E.
Supg Engineer Chief Dept

Go 1079 of 24-3-77

Roads and Buildings

P.W.D.
2 MAY 77
No.

From,
The Supg Engineer
Chingleput.

C. No. 1184 d/5th May 1877

No. 366

Dated 30th April 1877
Recd

No. of Enclosures
Submitting observations
Cottons Canal — Reports
on the proposal of the
President Municipality
Madras to deepen the

f/ 8 May/77 f/ B Ltr 66 A

Con 5/5/77

Guidance.

No. 34 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8th May 1877

Read the following :—

Endorsement in the Financial Department (M. C. No. 902 dated 24th April 1877).

Letter from the Supg Engr & Chingleput (— " — 366 — " — 30th — " — " —)

Communicated to the President Municipal Commission, the slight modifications agreed to by him and Colonel Moberly being approved, Mr. Burrows will arrange for the speedy execution of the Drain proposed by the S. E. Chingleput ~~the work traced~~, as a suitable means of employing the Famine Coolies.

GAZ 8/5/77

S. E. Chingleput
Secs. R. Com & Mgrs
Fin. Dept
Rev. Dept.
Accts
A.G.P.

Despd - 12-5-77

Con 454 / 4270

Govt. of {1877} Madras.

PUBLIC WORKS.

To The S. E. Chengalpat

Dated

Issued

Recd. Encl.

G. O. 8th May 1877, No. 346

Nos. 66-67

Drain near Cottons Canal, Chingleput Dr. The President Municipal Commissioners directed to arrange for the execution of the — proposed by the Superintendent as a suitable means of employing the famine coolies.

Bell