

(1) Number of pages 22

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.G.O. No. 710Press
Mis.Dated 8 . 9 .18 77Not to be folded or roughly handled

18

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

8th September 1877, No. 710 W.

Buildings and Roads.

Civil Works.

Read the following paper :—

No. 64. Demi-official from the District Engineer, Presidency, dated 6th September 1877, enclosing letter, dated 5th September 1877, No. 204.

From Mr. H. PIMM, Supervisor, in charge of Northern Range, to Major ROSS THOMPSON, R.E., District Engineer, Presidency, dated Fort St. George, 5th September 1877, No. 204.

WITH reference to our verbal correspondence yesterday evening, and with reference to my No. 202 of the 3rd instant, stating that the present work on the river Cooum is nearly completed (the only work at present is clearing away the bunds that were made for carrying the spoil to the left bank of the river and forming the slopes,) I respectfully beg to point out that there are still works on the Cooum, if it is considered necessary to carry them out, *i.e.*, removing the shoals south and north of the Wallajah bridge, and completing the embankment round the island; likewise some large shoals above Chintaudrepet bridge.

2. I beg to point out that the strengthening of the Veysaurpaudy tank bund is the most important work in the Northern Range. This tank is not safe, as per my report No. 147 of the 31st July 1877.

3. I respectfully beg to point out if the tank bund is at once taken in hand it may be strengthened before the monsoons set in, which we may expect in five weeks' time.

4. From the manner the relief coolies have worked, we could not expect to get them to do this work in any reasonable time. I respectfully beg to make the following suggestions (that is if this work is ordered):—The famine coolies step out the rear slope of the bund, carrying water puddle and do the ramming of the new work.

5. The excavation in bed of the tank (we cannot get soil elsewhere) be carried out by task-work. This work would give employment for at least 5,000 famine relief coolies and about 7,500 able-working coolies.

No. 65. ORDER THEREON, 8th September 1877, No. 710 W.

THE whole of the shoals and mud accumulation in the Cooum river within the limits of the city of Madras should be removed to below the present level of the water in that river.

2. The work in the Cooum at the Powder Mills and on the canal should first receive attention. The repairs of the Veysaurpaudy tank may be commenced as a famine relief work, other than famine coolies not being employed upon it. The District Engineer must arrange for the famine laborers being properly tasked and supervised on the work, and will report what extra officers are required to enable him to carry out the orders of Government.

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Presidency.
" Chief Engineer for Irrigation.
" Famine Department.

Exd. E. C. Shunker.

Spare Copies

Letter from the Supervisor P. D. in
charge of Northern Range thro' the
District Engineer, Presidency, No. 204,
dated 5th Sept. 1877.

FOR ORDERS.

The Chief Engineer
would be glad to
know if His Grace the
Governor desires that
further clearances
should be made in
the Coom and if the
Vegetation andy Tank
work is to be taken
in hand by available
famine laborers.

The working of the
Mud & mud account
in Coom - shd be removed
to the water - the
City -
The Vegetation Tank
may be repaired - by
work at Tank work
The water Tank is
repaired (which is
repaired) which is
6th Sept 77. Done
but it shd not be taken

Chief Engineer P.D.

We have if necessary
to supply the
amount of the
labor as suggested—

Completing Canal -
Lumber & Powder
Factory. It will be
better with open
company than without.
After Mr. Murphy's
other than what
Colygate Spectator
Sufficient evidence
Superior in quality
Planned to secure
a proportionate
under B.C. 79

58

8583
7104

100

Measurement.				Particulars.	Rate Per		Amount	
in	L	B	Cont'd by		Rs	P	Rs	P
1100	90	15	1118500	Opening the Comm.	5.00	31	156	00
				bed from junction of low	5.00	31	156	00
				rans Canal to to 1 Tank	5.00	31	156	00
				at the Corner of St. Patrick	5.00	31	156	00
				Cemetery	5.00	31	156	00
6	330	6	3	35640	Removing Bricks Spikes	21	100	00
2	300	330	3	594000	Second Tank of clearing the	21	100	00
				First Bed including the	21	100	00	
				Centre deep channel.	21	100	00	
1700	160	2 1/2	180000	Clearing the Spore shore	21	100	00	
				of the Right Bank to the	21	100	00	
				West side of the Govt Bridge	21	100	00	
				by 2	67	15188	14	6
100	50	2 1/2	12500	Clearing silt from fore.	21	100	00	
100	40	2 1/2	10000	shore East of Govt Bridge	21	100	00	
3600	9	1 1/2	118600	of Right Bank	21	100	00	
				by 2	67	15188	14	6
330	700	1 1/2	367500	13611	Clearing shoal near the	21	100	00
				mouth of the Junction Canal	21	100	00	
300	9	6	16200	600	Cutting old Bank west of	21	100	00
					Govt Bridge to Left Bank	21	100	00
					Carried over.	18062	136	

No	C	R	L	Content	Particulars	Rate		Per	Amount		
						R	a		p	R	a
						Brought over			18	6	2
200	50	1 1/2		15,000	Clearing Silt East of foot Bridge						
100	160	1 1/2		24,000							
300	225	1 1/2		101,250							
200	200	1 1/2		60,000							
200	188	1 1/2		56,400							
200	75	1 1/2		22,500							
				279,150	10339 6/12				3	6	1938 9
200	35	1 1/2		10,500							
1000	15	1 1/2		22,500							
100	25	1 1/2		4,200							
				37,200	1378 6/12				1	6	129 3
200	168	1 1/2		50,400							
100	300	1 1/2		45,000							
100	225	1 1/2		33,750							
100	100	1 1/2		15,000							
				144,150	5339 6/12						
100	25	1 1/2		3750	139 6/12				3		1001 1
									1	6	13 6
Sanitary Charges at 5 percent						Total Rs			21144	11	
									1055	5	
Total Rs						Total Rs			22200		

For George
July 1877

Checked &
Camp

Major R. C.

District Engineer

24 JUL 77

Specification Accompanying the approximate
for clearing, deepening and training the River Conam
from the Rapiar Bridge to the junction of Cocherans
Canal.

Amount of Estimate Proper.

The Accompanying Estimate provides
for the following improvements:

1st Clearing and deepening the Bed of the Conam
from the junction of the Cocherans Canal north of
St. Mary's Bridge to the deep cut now made near
St. Patrick's Cemetery to a depth of two feet below present
water surface for the purpose of insuring a free passage
for heavy Cargo boats.

The spoil is to be used to form new
embankments, with side slopes 3 to 1.

Before any new side embankments are
formed all Prickly Pear and obnoxious shrubs are to be
burned in pits

2nd The river bed from the Southwest Corner of
St. Patrick's Cemetery towards Government Bridge for a
distance of 600 feet will be cleared to a mean depth of
3 feet this includes the deep Centre Channel for navigation

The remainder of the bare shore on the
right bank is to be removed to a mean depth of 2 1/2 feet
or to one foot below present water surface.

The spoil from the above work is to
be used as follows, a neat embankment along the Rapiar
Park parallel to the foot and rails, top breadth 3 yards
and side slopes 3 to 1.

The remainder of the spoil is to be used in filling in the hollow space on the opposite shore as shown in yellow on Survey. The spoil may not be sufficient to complete the whole of this work but it is to be placed in parallel lines to the proposed new embankment to give the river an uniform bed and course.

A small portion of the left bank west of Govt Bridge for a distance of 300 feet is to be neatly cut away with side slopes of $1\frac{1}{2}$ to 1. Please see survey.

The whole of the shoals and silt between the Government and Rajah Bridges is to be removed to a mean depth of $1\frac{1}{2}$ feet or about one foot below water surface.

The spoil is to be used in forming neat embankment keeping as close as possible to the dotted lines on the Survey, showing the proposed new embankments for the training of the River bed.

Side slopes are to be 3 to 1 except to the approaches to Government Bridge which will be $1\frac{1}{2}$ to 1 and neatly turfed.

H. G. Ginn
Inspector D.P.W.

Incharge of Northern Range.

Major R.E.

District Engineer Presy.

C.L.

Port Saint George
23 July 1877

157
Port Saint George
13 June
5 September 1877

No 204

5 SEP 77

The District Engineer
Presidency

Sir

With reference to our verbal correspondence yesterday evening and with reference to my No 202 of the 3rd instant stating that the present work on the River Coorum is nearly completed (the only work at present is clearing away the bands that were made for carrying the spoil to the left bank of the river and forming the slopes).

I respectfully beg to point out that there are still works on the Coorum if it is considered necessary to be carried out, i.e. removing the shoals south and north of the Wallajah Bridge and completing the embankment round the Island. I likewise some large shoals above Chinnadrypet Bridge.

I beg to point out that the strengthening of the Vezasurpandy Tank bund is the most important work in the Northern Range. This tank is not safe as per my report No 147 of the 31st July 1877.

I respectfully beg to point out if the Tank
bund is at once taken in hand, it may be strengthened
before the monsoon set in, which we may expect in
five weeks time

From the manner the Relief Coolies
have worked, we could not expect to get them to do
this work in any reasonable time. I respectfully beg
to make the following suggestions (that is if this work
is ordered) The Hamine Coolies, slip out the rear slope
of the bund, carrying water buckets and do the ram-
ming of the new work.

The Excavation in bed of the Tank
(we cannot get soil else where) be carried out by
task work.

This work would give employ-
ment for at least 5000 Hamine Relief Coolies and
about 7500 able working Coolies.

I beg to remain

Sir

Your Obedient Servant

H. G. M. Subudiso C. P. W.

In charge of Northern Range

W.D.
6 SEP 77

From

The Supervisor R.P.W.
In charge of Northern Range

No 204

Dated 5th }
Recd } September 1877.

Coom Shoa work

Forwards certain
Correspondance and stating
that the present work on the
— is nearly completed.

37 R 3
Cl water
No 710 W Public Works Department. 19/6
PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8th Sept 1877

Read the following :—

Some official from the District
Engineer, Presidency } (N.E. dated 6th Sept 1877.
Enclosing letter No 204 of
8th Sept 1877)

The whole of the
shoals and mud accumulation
in the Coom river within
the limits of the city of Madras
should be removed to below
the present level of the water
in that river.

2. The work in the Coom,
at the Powder Mills and on
the canal should first
receive attention. The
repairs of the Veyoarpandy
tank may be commenced
as

as a famine relief work,
other than famine relief
not being employed upon
it. The District Engineer
must arrange for the
famine labourers being
properly tasked and super-
vised on the work, and
will report what extra
officers are required to
enable him to carry out
the orders of Government.

WJ
8/9

Put up papers belonging to the
Lunatic Commission to Mr. [unclear]
11-7-77

D. S. [unclear] & Mrs. [unclear]
C. S. for [unclear] 8-9-77
Famine Dept.

WJ

86

Class 403



Govt. of Madras.
PUBLIC WORKS.

To

Date

By

Recd

Encl.

Papers in

P. O., 8th Sept 1877, No. 710 W

Nos. 64-65

Cor Yamme Relief work
within the City of Madras
Instructions issued for the
removal of whole of the shoals
and accumulation in the
Cooum River and repairs
of the Veyasampandy tank
as —

Papers in Class 403