

(1) Number of pages 20
(2) Date of repair -1-87
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W. DEPARTMENT

G.O. No.	922 W	Press.
B.P. No.		Mis.
Dated	6.4.1881	197

Not to be folded or roughly handled

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

6th April 1881, No. 922 W.

Buildings and Roads,
Civil Works.

Read the following papers :—

No. 25. From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department, dated 25th February 1881, No. 3,186.

With reference to paragraphs 37 and 38 of Appendix to G.O., No. 284 W., of 6th February 1880, I have the honor to forward a survey section and estimate for the arrangements for the cut between the Paleru and Moosee Rivers.

2. If this is sanctioned, I should recommend that, while it is included in the general estimate for the canal, its execution should be authorised at as early a date as possible, so that this cut, which gets damaged (especially at the southern end) at the commencement of each north-east monsoon, may be protected before October 1881.

3. If only a portion of the work can be done in 1881-82, I have the honor to suggest that the flood gates at the southern end should first receive sanction, as the silting is always the deepest at that end because the Paleru floods carrying silt come into the cut, and are stopped by meeting the stronger and cleaner Moosee water and they then deposit the matter held in suspension. The southern flood gates will stop any Paleru water entering the canal cut when that river is in fresh. The Northern or Moosee end of the cut is always very fairly deep, and if the Moosee and not the Paleru is in fresh, a beneficial scour will be set up through the cut in a southerly direction.

No. 25-A. From the same Officer, dated Pakala, 13th March 1881, No. 3,370.

With reference to your No. 573, of the 8th instant, I have the honor to inform you that I adopted $1\frac{1}{2}$ feet above the highest known flood, as that was the height to which you suggested that the Adyar Lock Gates should be altered, and I think that it may be expected to prove a safe height, as in 1880, when there were also heavy monsoon floods, the water level rose only to 0.90 feet lower than the flood of 1879, on which I have based the height I have given to the gates. Should you not consider the margin sufficient I will revise the estimate, but the worst that would happen should the gates be overtopped would be a heavy fall on to the sill, which is concrete $6\frac{1}{4}$ feet in thickness and would not be materially damaged by it.

2. In regard to the distance of the duplicate cut from the main canal, I put the centre line of the cut at 50 yards from the centre line of the existing canal, as it would lessen the lead to which the material excavated has to be taken in making up the west bank of the main canal. It may, however, be advisable to allow a further distance, in which case, as the ground is quite flat, all the alteration necessary will be that due to increased lead on flat ground, or one pie per cubic yard for each ten yards of lead.

3. I have just passed through and examined the cut and find that, as was the case in 1879 so in 1880, the whole damage done is at its south end.

No. 26. ORDER THEREON, 6th April 1881, No. 922 W.

THE estimate, amounting to Rs. 34,200, for cutting a new subsidiary canal between the Moosee and Paleru rivers, and constructing flood gates at each extremity of the existing canal on the right and left banks of the above rivers, is sanctioned.

2. Under the explanation afforded by the Superintendent of Works in his letter of the 13th March 1881, No. 3,370, the height of the lock gates, calculated at $1\frac{1}{2}$ feet above the highest known flood, is accepted. But as regards the distance of the duplicate cut from the main canal, an interval of 75 yards is considered preferable to one of 50 yards from the centre line. This should accordingly be provided for.

3. The necessary funds will be appropriated from the budget grant for the Buckingham Canal for the year 1881-82.

4. The execution of the work will proceed as soon as possible.

5. This sanction has been registered as Provincial No. 7 B., of 1881-82, and classified as 33 Irrigation and Navigation, Original Works.

(True Extract.)

Captain, R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintendent of Works, Buckingham Canal, with four enclosures.
„ Examiner of Public Works Accounts, with abstract estimate.

Ed. A. Raitt.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1881) Madras.
PUBLIC WORKS.

To

THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL.

&c. &c. &c.

Dated April, 6th.

Issued

Recd.

Encl.

G. O., 6th April 1881, No. 922 W.

APRIL.

Nos. 25-26.

Buckingham Canal. — Sanctions with remarks the estimate for putting a new subsidiary canal between the Moossee and Paleru rivers, and constructing flood gates at each extremity of the existing canal on the right and left banks of the above rivers.

P. W. SECRETARIAT—1879-80.

KEEP WITH.

Current No. 1253.

Letter No. 3186.

Dated the 25th February 1881.

from the Supdt of Works
Buckingham Canal.

Note of Remarks.

The Estimate with specification, survey & sections for putting a new subsidiary Canal between the Moossee & Paleru rivers & constructing flood gates at each extremity of the existing Canal on the right & left banks. Amounts to Rs 34,200 — as follows.

1. Putting a new Canal — Rs 5,223-14
 2. Constructing flood gates &c. — 22,975-78
 3. do — for flood gate — 1,220-00
 4. Clearing the old Canal — 30,000-00
 5. Beds for temporary establishment — 200-00
 6. Contingencies, &c. &c. — 1,636-27
- Total Rs 34,200

The new Canal will have its bed 260 ft below mean sea level or 2 ft above the original bed of the Canal. The bottom breadth of the Canal will be 15 ft & the side slopes 3 to 1.

The Works more or less agree with the Dist schedule.

5th March 1881.

C. No. 1233

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Note by Budget Section.

Work

Remarks and References.

Cutting a new Subsidary Canal between the Moovee and Palam rivers, and constg. flood gates at each extremity of the existing Canal on the right and left banks of the above rivers.

Fund

Provincial Service Head Communications.
Class Dept Head - Bridge Works - Design and Navigation - (at available Canals)

Amount of estimate Rs. 34,200

Expenditure in previous year "

Allotment in current year "

Balance required to complete " 34,200

Total Rs. 34,200

Note of available funds.

Funds will have to be provided from the Budget grant for the Buckingham Canal for 1881/82.

R. S. Chell
Budget Superintendent.

Note by Budget Section.

No. 3/86

922
OFFICE OF THE SUPERINTENDENT OF WORKS,

BUCKINGHAM CANAL,

Camp, 25th February 1881.

From

THE SUPERINTENDENT OF WORKS,

BUCKINGHAM CANAL,

To

THE CHIEF ENGINEER,

PUBLIC WORKS DEPARTMENT,

Madras.

Sir,

Enclosure 3.

With reference to paras 37 and 38 of appendix to G.O. No. 284 W of 6th February 1880. I have the honor to forward a Survey sections and estimate for the arrangements for the cut between the Palaim and Moosur Rivers.

2. If this is sanctioned I should recommend that while it is included in the general estimate for the canal its execution should be authorized at as early a date as possible so that this cut which gets damaged (especially at the Southern

P2
end) at the commencement of each
North East monsoon may be protected
before October 1881.

3 If only a portion of
the work can be done in 1881-2.

I have the honor to suggest that
the flood gates at the southern end
should first receive sanction as the
silting is always the deepest at that
end because the Palairu floods
carrying silt come into the cut and
are stopped by meeting the stronger
and clearer Moosee water and they
then deposit the matter held in
suspension. The southern flood gates
will stop any Palairu water entering
the canal cut when that river is in
fresh. The northern or Moosee end
of the cut is always very fairly deep

P3 222
6
and if the Moosee and not the
Palairu is in fresh a beneficial
scour will be set up through the cut
in a southerly direction.

I have the honor to be,
Sir,
Your most Obedient Servant

A. Awan. Captain R.E.
Superintendent of Works Buckingham
Canal.

6.2-80 h. 2846

From *S. W. C. P. 1733*
THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,

To
THE CHIEF ENGINEER,
PUBLIC WORKS DEPARTMENT,
Madras.

Dated *25th February* 1881.

Received 25th

No. 3186

ENCLOSURES - 3.

Cl. h. 576 d/8 Mar/81

*Survey Sections and
Estimate for the cut
between the Palairu
and Moossee Rivers—
Forwards for sanction
the—*

1/3/81

J. S. B. C.

No. 3370

OFFICE OF THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,

From *On circuit Camp, Pakala 13th March* 1881.
Decy 21—do—
THE SUPERINTENDENT OF WORKS,

To
THE CHIEF ENGINEER,
PUBLIC WORKS DEPARTMENT,
Madras.

SIR,

no Enclosure.

*With reference to your 92576
of the 8th instant I have the honor to
inform you that I adopted 1½ feet
above the Highest Known flood as
that was the height to which you
suggested that the Adyar Lock Gates
should be altered, and I think that
it may be expected to prove a safe
height as in 1880 when there were
also heavy monsoon floods the water
level rose only to 0.90 feet lower than
the flood of 1879 on which I have based
the height I have given to the gates.
Should you not consider the margin
sufficient I will revise the Estimate:
but the worst that would happen
should*

should the gates be overtopped would be a heavy fall on to the Cill which is concrete $6\frac{1}{4}$ feet in thickness and would not be materially damaged by it.

2. In regard to the distance of the duplicate Cut from the main Canal, I put the Centre line of the cut at 50 yards from the Centre line of the existing Canal as it would lessen the lead to which the material excavated has to be taken in making up the West Bank of the main Canal. It may however be advisable to allow a further distance in which case as the ground is quite flat all the alteration necessary will be that due to increased lead on flat ground.

or one pie per cubic yard for each ten yards of lead.

3. I have just passed through and examined the cut and find that as was the case in 1879 so in 1880 the whole damage done is at its South end.

J.

I have the honor to be

Sir

922
18

Your Most Obedient Servant

A. Audmy. Captain. R.E.
Superintendent of Works
Buckingham Canal.

From
THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,

To
THE CHIEF ENGINEER,
PUBLIC WORKS DEPARTMENT,
Madras.

Dated 13th March 1881.
Despd 21st do.
No. 3370

ENCLOSURE. *nil.*

Flood gates at each extremity
of the Buckingham Canal
between Moossee and Paleru
Rivers—
Informs about the height
allowed to—

*J. G. No. 284 W. 6-2-80.
C.E. - 576. 8-3-81.*

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 6th April 1881
Read the following:—

From the Supt of Works B. Canal. H. P. No. 3186 d/25th February 1881.
Do *Spms* Do ——— 3370 d/13th March 1881.

The estimate amounting to
Rs 34,200, for cutting a new sub-
-sidiary canal between the Moo-
-see and Paleru rivers, and Con-
-structing flood gates at each
extremity of the existing canal
on the right and left banks of
the above rivers, is sanctioned.

2. Under the explanation af-
-forded by the Superintendent of
works in his letter of the 13th March
1881 No. 3370, the height of the Lock
gates, calculated at $\frac{1}{2}$ feet above
the highest known flood, is ac-
-cepted. But as regards the dis-
-tance of the duplicate cut
from the main canal, an in-
-terval of 75 yards is considered
preferable to one of 50 yards from
the centre line. This should ac-
-cordingly be provided for.

3. The necessary funds will

be appropriated from the budget
grant for the Buckingham
Canal for the year 1881-82

Hon. W. Ansell

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4. The execution of the work
will proceed as soon as possible.

5. This sanction has been
registered as Provincial No. 13
of 1881-82, and classified as Com-
munications, original works,
33 Irrigation and navigation (naviga-
ble canals) Original Works.

Att

29.3.87

Issue
by
5/4

The Saffw. B. Canal
with 4 enclos. ✓

Box P. H. accs
with abet. ret. ✓ Repd
20-4-87

W. H. C. 29.3.87

1233

1807

Gt. of 1881 Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O. 6 April 1881, No. 7121

Nos.

Buckingham Canal
sanctions with ~~estimate~~ the
estimate for cutting a new
subsidiary canal between
the Moossee and Palam
rivers, and constructing
flood gates at each ~~to be~~
end of the existing canal
on the right and left bank
of the above rivers.