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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No.	1012 (W)	Press.
B.P. No.		Mis.
Dated	25-4-1882 197.	

Not to be folded or roughly handled

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25TH APRIL 1882, No. 1012 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 75.

READ—the following letter from Colonel H. L. PRENDERGAST, R.E., Superintending Engineer, Fifth Circle, to the Chief Engineer, Public Works Department, dated Chepank, 5th April 1882, No. 59:—

I have the honor to submit for sanction estimates for improvements to the Buckingham Canal:—

4 Detailed Estimates. 29 Sheets of Sections.
1 Duplicate Abstracts. 7 Do. of Survey.

For improving the canal between the Railway girder bridge at 21 mile and the Shadayankupum lock at 7½ mile	Rs. 19,775
For diversions and improvements between Ennore at 11½ mile and Pulicat at 25½ mile	1,43,360
For improving the canal between the 78th and 90th miles	24,200
For improvements between the 96th and 102nd miles	16,280

2. From the crossing of the Madras Railway on, for 5½ miles, to the lock, it is proposed to embank the canal, according to the general scheme for isolating the communication from the bars and backwaters. On the east side the canal is not liable to floods, and the embankment need only be on the level of the towing-path. On the west side the bank requires to be raised to the full height of 4 feet above flood level. This reach is subject to the floods of the Kortalayár river, as far south as the Trivatore road, which acts as a flood bank. The drainage on both sides will be conveyed to the north, and this will be provided for in the general estimate.

3. At Ennore the canal necessarily opens into the backwater; but at the north end of the backwater, at about 11½ mile, the canal is proposed to be cut on the east bank, near and to the east of the Salt Canal, as far as the 17th mile stone, where a junction is made with the present cut, and this will be utilised to the end of the 19th mile. A diversion has then to be made again on the right bank, so as to avoid the backwaters, this is carried on to 20 miles 5 furlongs where the Chintamony backwater is to be crossed with embankment on both sides, and the canal enters the backwater near the 21st mile. Here it will be embanked on the west side for 1½ furlongs; then there is the existing cut from 21-1 to 21-7, and the diversion goes on within the border of the backwater on the east side as far as 23 miles 7 furlongs. The line there crosses the backwater, meeting the Arni river at 24 miles and goes along the west bank, through an arm of the Pulicat lake, which is to be embanked, and emerging into the lake at 25 miles 6 furlongs. Provision for drainage outlets is to be made on the general estimate, and for flood gates on both sides of the Arni river.

4. From 77 miles to 89½ miles the existing canal is to be retained, but to be cleared out to 3 feet below lowest tide level. For 2½ furlongs at the north end the canal is exposed to the Kandaleru floods, and here the full height of bank is allowed, 4 feet above flood level. The rivers Swarnamukhi and Kundaleru will have flood gates to isolate the portion of canal between them. The flood gates will be provided for in the general estimate.

5. From 95 $\frac{3}{4}$ mile to 101 $\frac{1}{2}$ mile the work proposed consists in deepening the canal to 3 feet below the level of lowest tide. From 95 $\frac{3}{4}$ mile, for the length of a mile, the east bank is subject to the influence of the sea, and is to be raised to full height. From 95 $\frac{3}{4}$ to 97 $\frac{1}{4}$ mile the west bank has to be raised to full height also, as it is exposed to floods on the Nalateru; again from 100 to 101 mile 1 furlong the bank requires to be full height, as being exposed to floods in the Kôlûr and land drainage.

No. 76.

ORDER—dated 25th April 1882, No. 1012 W., Public Works.

The undermentioned estimates are sanctioned against the annual budget grants for the Buckingham Canal :—

- | | |
|---|---|
| (1) Improving the canal between Railway girder bridge at 2 $\frac{1}{2}$ miles and the Shadayankupam lock | Rs. 19,773, Register No. 8/1 W. of 1882-83. |
| (2) Diversions and improvements between Ennore at 11 $\frac{1}{2}$ miles and Pulicat at 25 $\frac{1}{2}$ miles | " 1,43,360 " " 8/2 W. of " |
| (3) Improving the canal between the 78th and 90th mile | " 24,200 " " 8/3 W. of " |
| (4) Improvements between the 96th and 102nd mile | " 16,280 " " 8/4 W. of " |

2. These sanctions have been registered as Provincial No. 8/1, 2, 3, 4 W. of 1882-83 and classified as 33, Irrigation and Navigation, Works for which Revenue and Capital Accounts are kept, Capital, Works.

(True Extract.)

Lieut.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintending Engineer, Fifth Circle, with forty enclosures.
" Examiner, Public Works Accounts, with four duplicate Abstract Estimates.
" Chief Engineer for Irrigation.
" Board of Revenue.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1882] Madras.
PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,

CIVIL WORKS.

Dated April 25th 1882.

By

Recd.

Per.

G.O. 25th April 1882, No. 1013 W.

APRIL

Nos. 75-76.

Buckingham Canal. Sanctions estimates
for improvements to the

Supd. Engrs Office 5th Circle
Chennai 5th April 1882.

No. 59.

From

To
Ball H. L. Prudergast. B.E.
Superintending Engineer 5th Circle
The Chief Engineer
D. S. W.

Enclosures 44.

1. Draft Estimates.
2. Dup. of the
3. 9th draft of Section
4. 7th draft of survey.

Sir I have the honor to submit
for sanction estimates for improve-
ments to the Buckingham Canal.

For improving the canal between
the Railway girder bridge at
2 $\frac{1}{4}$ mile and the Madayankuppam
lock at 7 $\frac{1}{2}$ mile — Rs. 19775.

For diversions and improvements
between Enmore at 11 $\frac{1}{2}$ mile &
Pulicat at 25 $\frac{3}{4}$ mile — Rs. 43,360.

For improving the canal between
the 78 $\frac{1}{2}$ & 90 $\frac{1}{2}$ miles — Rs. 24,200.

For improvements between the
96 $\frac{1}{2}$ and 102 $\frac{1}{2}$ miles — Rs. 16,280.

Q. From the crossing of the Madras
Railway on, for 5 $\frac{1}{4}$ miles to the Lock
it is proposed to embank the

according to the general scheme for isolating the communication from the bars and backwaters. On the East side, the Canal is not liable to floods, and the embankment need only be on the level of the towing path. On the West side, the bank requires to be raised to the full height of 4 feet above flood level. This reach is subject to the floods of the Cartellier River, as far south as the Truatore Road, which acts as a flood bank. The drainage on both sides will be conveyed to the North, and this will be provided for in the general estimate.

3. At Enmore, the Canal necessarily opens into the backwater; but at the North end of the backwater at about $11\frac{1}{2}$ mile, the Canal is proposed to be put on the East bank, near and to the East of the Salt Canal, as far as the 17 mile stone, where a junction is made with the present cut, & this will be utilized to the end

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end of the 19 mile. A diversion has then to be made again on the right bank, so as to avoid the backwaters, this is carried on to 20 mile 5 f, where the Chintamony backwater is to be crossed, with embankment on both sides, and the Canal enters the backwater near the 21 mile. Here it will be embanked on the West side; ^{for $\frac{1}{2}$ furlongs} then there is the existing cut from 21.1 to 21.7, and the diversion goes on within the border of the backwater on the East side as far as 22 ch 7 f. The line then crosses the backwater meeting the Arnee River at 24 miles and goes along the West bank, thro' an arm of the Dulcet lake which is to be embanked, and emerging into the lake at 25 ch. 6 f. Provisions for drainage outlets is to be made on the general estimate; and for flood gates on both sides of the Arnee River.

4. From 77 ch to 89 miles $\frac{1}{4}$ the existing canal is to be retained; but

to be cleared out to 3 feet below
lowest tide level. For $2\frac{1}{2}$ furlongs
at the North end — the Canal is
exposed to the Malabar floods,
and here the full height of bank
is allowed, 4 feet above flood-level.
The rivers Suvarnamati and Kooda-
kuru will have flood-gates, to isolate
the portion of canal between them.
The flood-gates will be pro-
vided for in the general estimate.

5. From $95\frac{3}{4}$ mile to $101\frac{1}{8}$
mile the work proposed consists
in deepening the Canal to 3 feet
below the level of lowest tide.
From $95\frac{3}{4}$ mile, for the length
of a mile, the East bank
is subject to the influence of the
sea, and is to be raised to
full height. From $95\frac{3}{4}$ to $97\frac{1}{4}$
mile, the West bank has to be
raised to full height also, as

$10\frac{1}{2}$
18

is exposed to floods on the Malabar,
again from 100 to $101\frac{1}{8}$ mile, furlong,
the bank requires to be, to full height,
as being exposed to floods in the
Kodur, and land drainage.

I have the honor to be
Sir

Your Most Obedt Servant
Chas. Sandercock
Col. R. E.

Superintd. Engineer
S. S. S. S.

From
The Supy Engineer
5th Circle

To
The Chief Engineer
P.W. Dept^{ts}
Madras.

No. 59.
Dated 5th April 1882.
Recd 18th

Enclosures 44.
(27 sheets of sections
as of survey)
Improvements to the
Buckingham Canal.

Submits for sanc-
tion estimates for—

Oct. 1884
only 15/6/82.
in 19-4-82 Note 20-4-82

P. W. DEPARTMENT-1881-82.

MEMORANDUM

Current No. 2247.

Letter Number 59.

dated the 5th April 1882.

from the Supg. Engineer & 5th Circle.

Note of Revenue No.

The Estimates with Survey
Sections & reports for Improve-
ments to the Buckingham
Canal, Amounts to Rs 19775.
Rs. 143,360. Rs 24,200 & Rs 16280.
respectively, as follows.
1. Improving the Canal be-
tween the Railway Bridge
at 2¹/₂ mile & the
Shadayankuppam Lock
at 7¹/₂ miles — Rs 19775.
2. Divisions & Improvements
between Sumre, at 11¹/₂
miles & Pulicat at 25¹/₂
miles — Rs 143,360.
3. Improving the Canal between
the 78th & 90 mile — 24,200.
4. Improvements between
the 96th & 102th miles — 16280.
Rs 203,615.

The Estimates provide for
Clearing silt, cutting & embank-
ing, Planting, Surplus, Reclaiming
& temporary April &c.

The Rates more or less agree
with the Old Schedule.

Rs 10000 for Land Compensation
has been included in the
Estimate for Division & Improve-
ments between Sumre & Pulicat.

13th April 1882.

C. No.

Note by Budget Section.

1012
88

Work

Remarks and References.

Improvements to the
Buckingham Canal.

Fund *Provincial*
 Service Head *Irrigation & Drainage*
 Departmental Head *Capital works*
 Amount of estimate *Rs 203615*
 Expenditure in previous year "
 Allotment in current year "
 Balance required to complete *203615*
 Total Rs *203615*

Note of available funds.

A provision of a lakh & sixty thousand rupees
 has been made in the Irrigation Budget for
 the Buckingham Canal Works under Capital
 Account for 1002-03

MS
 Budget Clerk.

Note by Budget Section.

No. 1012 W 1012/9 B1A
C. W. S. K.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 25th April 1882

Read the following:—

From the Suptg Engr. 5th Circle. H.S. No. 59, 275 Apr 82

The undermentioned estimates are sanctioned against the annual Budget grants for the Buckingham Canal:—

- (1) Improving the Canal between the Railway bridge and at 2 1/4 miles & the Shadaya Kupam Lock — Rs 19,775 — Register No. 1/1 W of 82-83.
- (2) Diversions & improvements between Surore at 11 1/2 miles & Pulicat at 25 3/4 miles — 143,360 — do — 2/2 W of 82-83.
- (3) Improving the Canal between the 78th & 90th miles — 24,200 — do — 3/3 W of 82-83.
- (4) Improvements between the 96th & 102nd miles — 16,280 — do — 4/4 W of 82-83.

2. These sanctions have been registered as Prov'd
No

No 8 W 7/1882-83
1-2-3-4

10

and classified as 33 Drm
& navigation, works for
which Rev. & Capital
Accounts are kept, Capital
Works.

Cy 14.4.82

14.4.82

S. E. 5 Circle with 40 ends
Earl W. A., with 4 dupli. of ends
Ch. E. for Drm
Board of Revenue.

See p. 10/60

ML 15-4
only 15/4/82.
19.4.82 ML 5.20.4.82

2247

Gt. of (1881) Madras
PUBLIC WORKS.

To

Dated

For

Recd.

Recd.

G. O. 25 April 1882 No. 10724

Nos. 77 to 78

Buckingham Canal
Sanctions estimates for
improvements to the

Entd. in Receipt Regt.