(1) பக்கங்களின் எண்ணிக்கை 30

(2) புதுக்கித் திருப்பிய நாள் 6 5 1988

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப் பணித்துறை

அரசாணை எண். 761(4)
மு. கோப்புத் தாள் எண்.

அச்சகம்
பலவகை

நாள் : 6 3 1988 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,000—15-6-87.

761/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

Read the following letter from J. W. RUNDALL, Esq., M.I.C.E., Superintending Engineer, II Circle, to the Chief Engineer for Irrigation, dated Nellore, 29th November 1887, No. 315-B.C.:—

I have the honor to forward herewith, for your consideration and orders, a letter, dated 17th November 1887, No. 1349, from the Executive Engineer, Buckingham canal division, in which, for reasons given, Mr. Vincent recommends that the head-quarters of the division be again removed to Madras.

2. The correspondence relating to the fixing of the head-quarters at Pulicat will be found in G.O., No. 766 W., of the 30th March 1885.

3. The separation of the office at Pulicat from the only possible place where the Executive Engineer can live, viz., Coromandel, has proved a more serious inconvenience than was anticipated, and the delays in the matter of postal and telegraph communication, which experience has shown to exist, render it desirable that the office should be moved from Pulicat.

4. I think that Mr. Vincent's arguments in favor of Madras are conclusive; the really important objection to it is that if the division happens to be in charge of an officer who would take advantage of his head-quarters being at the presidency to spend more of his time there than in supervising his work he would have the chance of doing so. I should hardly think it necessary to place a special limit on the number of days which the Executive Engineer is to spend at head-quarters in each month. The Superintending Engineer should be able to check any tendency on the part of the Executive Engineer to remain at head-quarters for lengthened periods.

5. I therefore beg to recommend that the Executive Engineer's proposals be accepted that Madras be reconstituted the head-quarters as soon as the existing building can be altered and fitted for the accommodation of the office.

No. 17 E. W.

Note by the Chief Engineer for Irrigation.

In letter No. 315-B.C., dated 29th November 1887, the Superintending Engineer, II Circle, requests that the head-quarters of the Buckingham canal be moved from Pulicat to Madras. I agree with the reasons given by Mr. Rundall and Mr. Vincent for the proposed change and consider Madras should be again made the head-quarters of the division as it was previous to G.O., No. 2765 W., dated 6th November 1884, which made Nellore the head-quarters.

In G.O., No. 766 W., dated 30th March 1885, the head-quarters were transferred to Pulicat, the only reason for Pulicat being selected was, as far as I can judge, that it was on the canal and it was the best place near the centre of the canal that could be selected; it has now been proved to be most inconvenient.

2. Madras is 195 miles from Pedda Ganjam, the northern end of the canal, and about 65 from the southern end; it is, however, the most important station on the canal, as most of the receipts from licenses, &c., are collected there and most of the stores, &c., for the canal works have to be purchased and sent from Madras. Again, it is the only head-quarters that can be selected with good telegraphic and postal communications.

3. Should, as recommended, Madras be made the head-quarters, a slight alteration of sub-divisions should be made, and the following is proposed in place of that shown in the Superintending Engineer's letter printed in G.O., No. 766 W., dated 30th March 1885.

Sub-division.	Limits.	Length of sub-division.	Works in progress or to be shortly begun.
			Southern Canal.
1. Southern—Head-quarters, Madras.	0 to 66th miles of Southern canal.	66 miles.	Rest-house at 29th mile. Wharf in 2nd mile. Improvements 0 to 8th mile. Training Adyar river.
			Northern Canal.
2. Pulicat—Head-quarters, Madras.	0 to 69th miles of Northern canal.	69 miles.	Improvements 0 to 7th mile. Bridge at 2nd mile. Bridge at 4th mile. Ennore to Pulicat Diversion. Flood-gate at 20th mile. Do. at 21st mile. Coromandel to Tettupett Diversion. Survey from 45th to 65th mile.
3. Pennér sub-division—Head-quarters, Kistnapatam, 93rd mile.	69th to 129th mile.	60 miles.	Swarnamuki North and South Diversions. Flood-gate at 74th mile. Do. at 75th ,, Do. at 113th ,, Flood-bank at 113th mile. Pennér, North Diversion. Diversion at 122nd mile.
4. Northern sub-division—Head-quarters, Rámapatnam.	129th to 195th mile.	66 miles.	Survey and revised estimates from 90th to 113th mile. Diversion at 130th mile. Do. at 132nd ,, Outlet 132nd mile. Mannern South Diversion. Flood-gate at 159th mile. Mannuru North Diversion. Outlet in 166th mile. Improvements 160th to 166th mile. Do. 180th to 183rd ,, Do. 187th to 195th ,, Survey and revised estimate 183rd to 187th mile.

The Executive Engineer will have charge of the canal receipts that are collected at Madras; and, as there are and will be, for some time heavy work in progress between Ennore and Pulicat, I see no objection to the southern sub-division officer taking charge of canal work and maintenance as far as the 11th mile north of Madras; this, however, can be arranged by the Superintending Engineer.

4. It is considered not advisable to lay down any rules as regards the number of days in the month the Executive Engineer should be allowed to spend in head-quarters; the Superintending Engineer must be responsible that the Executive Engineer does his duty as regards inspection, &c.

CHEPÂK, (Signed) H. R. MEAD, Col., R.E.,
24th February 1888. Chief Engineer for Irrigation.

To the Chief Engineer,
Public Works Department.

761/2

ORDER—dated 6th March 1888, No. 761 W., Public Works.

The proposals of the Superintending Engineer, recommended by the Chief Engineer for Irrigation, are sanctioned. The head-quarters of the Buckingham canal division will be transferred as soon as practicable to Madras, and the suggested alterations in the limits of the four sub-divisions will be made. The Government look to the Superintending Engineer to see that the Executive Engineer fulfils his duties as regards inspection.

(True Extract.)

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

To the Superintending Engineer, II Circle.
,, Chief Engineer for Irrigation.
,, Examiner, Public Works Accounts.
,, Revenue Department.

Exd. S. J. Pereira.
Spare Copies

GENERAL.
ESTABLISHMENT.

Gobt. of {1888} Madras.

PUBLIC WORKS.

Dated March, 6th.

Read.

Encl.

G.O., 6th March 1888, No. 761 W.

MARCH

Buckingham Canal Division

Directing that the head-quarters of the — be transferred to Madras and that certain alterations in the limits of the four sub-divisions be made.

No. 1349 Buckingham Canal Divn Office
Pulicat 17th November 1887.

761

From C. Vincent Esqre
Executive Engineer
Buckingham Canal Divn

To The Superintending Engineer
2nd Circle
Bezvada

Sir, I have the honor to bring to your notice the question of the location of the head-quarters of this Division, and to request that if you approve of my suggestions you will be so good as to make a representation to Government on the subject.

2. The head-quarters of the Division were formerly in Madras, but in January 1885 they were removed to Nellore, the transfer being ordered in G.O. No. 2765-W of 6th November 1884.

Nellore

Nellore was however found to be very inconvenient, and a transfer to Pulicat was ordered in G.O. No. 766 M. of 30th March 88 no other place on the Canal being at all suitable on account of the lack of accommodation. At Pulicat the Office has since remained, and it is the very great inconvenience that attach to Pulicat as head-quarters of the Division that induce me to address you on the Subject.—

3. Among these inconveniences I may mention;—

(a) The Postal Service. The post leaves Pulicat at from 3 to 6 P.M. and does not arrive till 7 or 8 P.M, so that a whole day is lost in replying to letters, or in forwarding my letters when I am in Camp.—

(b). The Telegraph Service. The nearest telegraph station is Madras, so that if I receive a telegram from you at Bezwada requiring a reply, despatched, say, on Monday, it is posted in Madras on Tuesday morning and reaches the Office that evening. I cannot reply to it before Wednesday evening, which message reaches Madras Thursday morning and would not be delivered at Bezwada till Friday morning, four days after the despatch of the original message.

(c) The nearest Treasury is at Ponneri 12 Miles distant.—

(d) During floods Pulicat is almost entirely cut off from the outer world, becoming then a group of islands in the midst of a waste of waters.

(e) A house is rented for the Office at

at Rs. 40 a month, but it is necessary to locate the Store Keeper in Madras, and there are very Serious and manifest inconveniences in the Stores not being located at head-quarters.

(f) There is no medical attendance at Pulicat for members of the Office Establishment, and no facilities for the education of their Children.—

(g) Pulicat is by no means a healthy place, the water having been spoilt by the Cyclone of 1886, and the only good water is at a distance of a mile and has to be brought by boat.—

(h). There is no residence at Pulicat for the Executive Engineer. There are some bungalows at Coromandel, and when I first took charge of the Division I rented one of these, but found that in the high winds or bad weather which often prevail, it was almost impossible to get across the backwater, so that I had to give it up. The consequence is that I have no place to keep my books, and I need scarcely add that some sort of reference library is almost a necessity to an Engineer. Also one gets so terribly wearied with being continually cramped up in a boat, that the occasional relaxation of a house is almost essential.—

(i) There is absolutely nothing to be got at Pulicat, not even bread, so that all my provisions have to come from Madras. Even my washing has to be done there, and my boat has also to go there for such repairs as are from time to time required.

4. Of course all the inconveniences, official & personal, that attach to Pulicat, of which mention has just been made, would not weigh in the

the balance if there were some paramount advantages to be gained, from the point of view of the works in progress, by locating the Office there. But I do not think there is any such advantage. I am not officially acquainted with the reasons that prompted the original transfer from Madras, but it involved the removal of the head-quarters of the Southern Sub Division from Cadras to Madras, (Vide Fy Ccte. 353. W of 14th February 85), the presence of a responsible officer at Madras being found absolutely indispensable. The works in the Southern Sub Division are now so far complete that if the head-quarters are retransferred to Madras, the Executive Engineer may take immediate charge of the head-quarters Sub Division. This would cause no inconvenience, for the works in the Northern

Northern Sub Division are nearly complete, and those in the Ishapalle Sub Division are also practically finished as far as the Tenner in the 116 mile of the Canal. The most important works now to be undertaken lie in the Pulicat Sub Division, the head-quarters of which were removed from Madras at the same time as those of the Division Office. This Sub Division has been some what neglected, and for the next four or five years the principal expenditure will be incurred therein.

5. Assuming then for the moment that Pulicat possesses no advantages as a head-quarters to Counterbalance its many disadvantages, there remains the question whether there is any place other than Madras to which the head-quarters could be transferred, supposing Pulicat to be abandoned. Only one other

place

suggests itself as at all possible, viz, Ennore. Personally, I should prefer Ennore, which has a good climate, a fair bungalow for the residence of the Executive Engineer, (by which Government would secure a rental), and to which the objections regarding postal & telegraph Service do not apply to the same extent as to Pulicat. The next bungalow to the rest-house is also available for rent and would make a good office. But on the other hand there is no living accommodation for the Office Establishment nearer than Trivattur, which is 5 miles distant, and Madras has other claims to which I will now refer.

6. I have mentioned in para 3 that it has been found necessary to locate the Store Keeper at Madras, and I have referred to the inconveniences that attach to his not being at head-quarters. In addition to all Supplies being received at Madras, most of the articles manufactured for the Canal are made there; e.g. flood-gates, outlet shutters, ferry-boats, ballasts, sill-stones, anchor-plates & stones, &c. As matters stand the manufacture of these articles has to go on almost uncontrolled. Moreover, almost the whole of the Canal receipts, Rs. 40,000 or 50,000 a year, are taken at Madras; all licenses being issued there, and the wharfage receipts amounting to considerably over Rs. 1000 a month. The Executive Engineer during his occasional visits cannot exercise any effective Control or Check over these receipts, and has perforce to leave things very much in the hands of the Wharf Superintendent, which does not seem right.

7. The Canal is to all interests & purposes in the same position as a Railway

railway, the head-quarters of which are invariably located at the point where the traffic converges. Madras indeed possesses such obvious advantages that it would, I believe, be the inevitable head-quarters of the Division were it not for the one objection that it offers so pleasant a contrast to life on the Canal that the Executive Engineer might not travel about his charge so much as is desirable. Speaking personally, I hope that no cause for complaint would arise on this ground, if the change is made. But if there were any doubts as regards this a rule might issue that the Executive Engineer should not be in head-quarters more than 10 days in a month without special reason.

8. The Division office might be very well located in the Stores at the Basin where there is ample room and which could be rendered fit for occupation at small cost, the Store Keeper moving over to the other Store-shed on the east side of the Canal. The Executive Engineer would then be close to his work, and I have no hesitation in saying that I think the Canal administration would be distinctly improved by the change.

9. It may be asked why the objections to Pulicat have not been raised before, but I believe this is attributable to the Division having been only in the temporary charge of Officers since Major Brockman's time, and I believe I am correct in saying that Major Brockman retained his house in Madras after the head-quarters were transferred. I have myself delayed

delayed bringing the matter
forward until I felt that I
could write with a thorough
knowledge of the Division.

I have the honor to be
Sir
Your most obedient Servant
[signature]
Executive Engineer
Buckingham Canal Divn

78
9

SUPDG. ENGINEER'S OFFICE
No. 3224
25 NOV. 87
P. WORKS & IRRIGATION
2nd CIRCLE

From

C. Vincent Esqre

761 Executive Engineer

Buckingham canal Dn.

To

The Supg. Engineer

2nd Circle

Dated 17th November/87

Rec'd

No. 1349

Emelo-hil—

Removal of the head-quarters of the Division Officer to Madras Basin

Suggests, for approval, the —— under the circumstances explained within.—

All papers on the subject are sent

SUPDG. ENGINEER'S OFFICE
No. 6
6-12-87
P. WORKS & IRRIGATION
2nd CIRCLE

E.2

PW 208-2

Superintending Engineer's offi

No. 315 B/C. 2nd Circle, Nellore

29th November/87.

From

J. W. Rundall Esq M.I.C.E

Superintending Engineer 761

II circle

To

The Chief Engineer

for Irrigation.

Sir,

I have the honor to forward herewith for your consideration and orders, a letter from the Executive Engineer Buckingham Canal Division in which, for reasons given, Mr Vincent recommends that the Head Quarters of the Division be again removed to Madras

2. The correspondence relating to the fixing of the Head Quarters at Pulicat will be found in G.O. No. 768 W of the 30th March/85.

3. The separation of the office at Pulicat, from the only possible place where the Executive Engineer can live, viz, Coromandel, has proved a more serious inconvenience than was anticipated, and the delays in the matter of Postal & Telegraph communication which experience has shown to exist, render it desirable that the office should be moved from Pulicat.

No. 1349
17-11-87

4- I think that Mr Vincents arguments in favor of Madras are conclusive; the really important objection to it is that if the Division happens to be in charge of an officer who would take advantage of his Head quarters being at the Presidency to spend more of his time there, than in supervising his work, he would have the chance of doing so. I should hardly think it necessary to place a special limit on the number of days which the Executive Engineer is to spend at Head quarters in each month. The Superintending Engineer should be able to check any tendency on the part of the Executive Engineer to remain at Head Quarters for lengthened periods.

5 I therefore beg to recommend that the Executive Engineer's proposals be accepted, that Madras be reconstituted the Head Quarters as soon as the existing Building can be altered and fitted for the accommodation of the Office.

I have the honor to be
Sir
Your Most obedient Servant

J. W. Rundall
Superintending Engineer

Compr

28

Note by the Chief Engineer for Irrigation

No 7 EW 261/1

In letter No. 315 B.C. dated 29th November 1887 the Superintending Engineer, Second circle, requests that the Head quarters of the Buckingham Canal be moved from Pulicat to Madras. I agree with the reasons given by Mr Rundall and Mr Vincent for the proposed change and consider Madras should be again made the Head quarters of the Division as it was previous to G. O. No. 2765 W. dated 6th November 1884 which made Nellore the Head quarters.

In G. O. No. 766 W. dated 30th March 1885 the Head quarters were transferred to Pulicat, the only reason for Pulicat being selected was so far as I can judge, that it was on the canal and it was the best place near the centre of the Canal that could be selected, it has now been proved to be most inconvenient.

2. Madras is 195 miles from Peddaganjam the northern end of the canal and about 65 from the southern end, it is however the most important station on the canal as most of the receipts from Licenses &c are collected there and most of the stores &c

de for the Canal works have to be purchased and sent from Madras. Again it is the only Head quarters that can be selected with good telegraphic and postal communications.

3. Should as recommended Madras be made the Head quarters, a slight alteration of sub divisions should be made, and the following is proposed in place of that shown in the Superintending Engineers letter printed in G.O. No: 766 W. dated 20th March 1885.

	Sub Division	Limits	Length of Sub Division	Works in progress or to be shortly begun
1	Southern head quarters Madras	0 to 66 $\frac{th}{o}$ mile of Southern Canal	66 miles	Southern Canal Rest House at 29 $\frac{th}{o}$ mile Wharf in 2^{d} mile Improvements 0 to 8 $\frac{th}{o}$ mile Training & dry arrivers
2	Pulicat head quarters Madras	0 to 69 $\frac{th}{o}$ mile of Northern Canal	69 miles	Northern Canal Improvements 0 to 7 mile Bridge at 2^{d} mile —— Do: —— at 4 $\frac{th}{o}$ mile Ennore to Pulicat Diversion Flood gate at 20 $\frac{th}{o}$ mile —— Do: —— 21 $\frac{st}{o}$ mile Coromandel to Pettupatt Diversion Survey from 45 $\frac{th}{o}$ to 66 $\frac{th}{o}$ mile.
3	Penner Sub Division head quarters Kistnapatam 93^{d} mile	69 $\frac{th}{o}$ to 129 $\frac{th}{o}$ mile	60 miles	Northern Canal Swarnamukhi North and South Diversions
3	Penner Sub Division head quarters Kistnapatam 93^{d} mile (Contd)	69 $\frac{th}{o}$ to 129 $\frac{th}{o}$ mile 76 1/2	60 miles	Northern Canal (contd) Flood gate at 74 $\frac{th}{o}$ mile —— Do: —— at 75 $\frac{th}{o}$ mile Flood gate at 113 $\frac{th}{o}$ mile Flood bank Do: Penner North Diversion Diversion at 122^{d} mile Survey and revised estimate from 90 $\frac{th}{o}$ to 113 $\frac{th}{o}$ mile
4	Northern Sub Div^{n} head quarters Ramapatam	129 $\frac{th}{o}$ to 195 $\frac{th}{o}$ mile.	66 miles	Diversion at 130th mile —— Do: —— at 132^{d} mile Outlet 132^{d} mile Manneru South Diversion Flood gate at 159th mile Manneru North Diversion Outlet in 166 $\frac{th}{o}$ mile Improvements 160th to 166th mile —— Do: —— 180 to 183 $\frac{3}{4}$ —— Do: —— 187 to 195th. Survey and revised estimate 183 to 187.

The Executive Engineer will have charge of the Canal receipts that are collected at Madras, and as there are, and will be, for some time heavy work in progress between Ennore and Pulicat

I/PWC/No: 2052

I see no objection to the Southern subdivision office taking charge of canal works and maintenance as far as the 11th mile north of Madras, this however can be arranged by the Superintending Engineer.

4. It is considered not advisable to lay down any rules as regards the number of days in the month the Executive Engineer should be allowed to spend in Head quarters, the Superintending Engineer must be responsible that the Executive Engineer does his duty as regards inspection &c.

761
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R 2.3.88

E2

W. Mains Colonel R.E.,
Chief Engineer for Irrigation

Chepauk
24th Febry 1888

To

The Chief Engineer, P.W. Department

G.O. 766 W/30.3.85
" 1953 W/23.2.85
" 3452 W/7.12.87

WS

From

The Supdg Engineer
2d Circle

To,

The Chief Engineer
For Irrigation

Dated 29th November
1887.

No 315 B/c

Enclosed

Buckingham Canal
Division - Headquarters
of - Requesting
that the - be
removed to Madras

Genl Estabt

E. I. Form No. 22.

No. 761 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 6th March 88

READ the following :—

From the S.S. II Circle No 315 B/c. dt 29-11-87.

Note by the Chief Engr: for Irrign (No. 17 W. dated 24 February 1888)

761

The proposals of the Supg: Engineer, recommended by the Chief Engineer for Irrigation, are sanctioned and the Head quarters of the Buckingham Canal Division will be transferred as soon as practicable to Madras, and the suggested alterations in the limits of the 4 Sub. divisions ~~into which the Division is divided~~ will be made. The Sup. to look to the Superintending Engineer to see that the Executive Engineer fulfils his duties as regards inspection.

W. 2. 88

6/3/88

28/2/88

S.S. II Circle ✓
Ch. E. for Irrn ✓
Exn Branch ✓
Rev. Dept.

15/3

Govt. of 1887 Madras.

PUBLIC WORKS.

Dated

Rcvd. Encl.

G.O. No.