(1) பக்கங்களின் எண்ணிக்கை 16

(2) புதுக்கித் திருப்பிய நாள் 4/90.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. வரி துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 3346

அச்சகம்
பலவகை

நாள் : 16. 12. 1890.

19

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

3346

GOVERNMENT HOUSE.

CHIEF SECRETARY
28 DEC 90
QUEENSLAND

6/12/90

Private.

I should be glad if the Chief Engineer
S.P.B. would consider the cost & feasibility
of throwing a dam, slightly curved, across
the Cooma from the eastern end of the
S. I. railway bridge over the Mouth of
the Colmans Creek, & the little
bridge over the Penitentiary Canal -
This would have the effect of keeping
back fresh water entering that arm of
the Cooma & prevent the flood
Hospital to the South of reaching it
more readily. The work is a very
small one & not costly - what
I think it is to avoid is the water
it is intended shall run off

33/46
2

with a key into the hospital compound.
Kindly arrange, with as little delay as
possible, for the following:
The C.E. is requested to consult the
Asst. Supt. on the position of the new
tight C.S. wire line, to be
so objection to his making the
connection to the Hon: Members staff lines
as soon as possible -

H.H. Scanlen
8/12/20

Note

3

With reference to the
Hon. the Premier's minute
dated 6th inst. the
undersigned has the
honour to state that
in the report of the
Committee last approved
by Council in the claims
& water supply of Quesnel,
it is stated that a
release for the payment
of the sums will be
submitted by the
Premier by the end of
this year, and it
is important that con-
sideration of the
subject should take
place until the Premier's
return is received.

It is finally certain
that any release should
be recommended for
adoption until details
of the cutting of a
canal from the Cosmo
on the Quesnel

canal to the southern, and the along the northern bank of the canal, to the extent of this claim will depend on the location of the canal.

To the latter to extend to the north of Duck Pond on the west of the northern one, up to the junction of the Buckingham Canal and Indian, and in that case the claim to extend in the south direction of the fifty; but if, as the surveyor is at present disposed to think, the best route for the canal is from the north end corner of the Island / at the corner of the Provincial Hospital compound / along the

3346/4

esplanade by Fort Jackson
passage, and so into
the Harbour as it
presently is, it will
be necessary to widen open
(though with a considerably
reduced section) the
junction of the northern
arm both to the
east of the new canal,
for the passage of vessels
and for the passage of
sea water into the
main river - by this
means the new
straight reach of the river
would be
objectionable -

The original doubts
whether the contraction
of the stream would be
any objection in im-
proving the condition
of the water in the
northern arm of the

3396/4

SUPERINTENDING ENGINEER'S OFFICE,

V CIRCLE, MADRAS,

Chepák, 16th June 1890.

No. 3768

3346/8

From

Capt W.H. Burton, R.E.C.
SUPERINTENDING ENGINEER,
V CIRCLE,

To

THE Chief Engineer & P.W. Department
and the Examiner P.W. Accts &c.

SIR,

With reference to para 2 of G.O. No 2416 W dt 8th September 1890, I have the honor to forward a special Indent on the Director General of Stores &c &c for transway materials required by the Consulting Architect to Government.

Enclosures.
Indent
in triplicate
Report

I have the honor to be
Sir
Your Most Obedient Servant

Wm Burton
Capt R.E.
Supdt & Engr
5th Circle

From

THE SUPERINTENDING ENGINEER,

V CIRCLE,

To

THE

Dated
Recd. } 189 .

ENCLOSURES.

No.

P. W. Department.

Note.

3346/7

With reference to the Honorable the Governor's minute, dated 6 instant the undersigned has the honor to observe that in the report of the Committee lately appointed to report on the drainage and water supply of Madras, it is stated that a scheme for the improvement of the Cooum will be submitted by Mr. Jones by the end of this year, and it is suggested that consideration of the subject had better be deferred till Mr. Jones' scheme is ready.

2. It is pretty certain that any scheme which may be recommended for adoption will include the cutting of a canal from the Cooum or the Buckingham Canal to the harbour, and the closing of the northern Branch of

of the Coovum but the
exchange of this closure will
depend on the location of
the new canal. If the
latter be cut to the North
of Black Town the whole
of the Northern arm, up
to the junction of the Buck-
ingham Canal may be closed,
and in that case the dam
suggested in the minute
under reply will practically
be the End of the filling,
but if, as the undersigned
is at present disposed to
think, the best route for
the canal is from the
North East corner of the
Island (at the corner
of the Medical College
compound) along the
esplanade and Fort St. George,
and so into the harbour
on its Southern side, it will
be necessary to keep open
a mouth with a considerably
reduced section) the portion
of the Northern arm to the
East of the new canal
for the use of boat traffic
and for the passage of
sea

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8

sea water into the main
river. In this case of course
the construction of a dam
at the site mentioned would
be objectionable.

3. The undersigned doubts
whether the construction
of the dam would be very
effective in improving
the condition of the water
in the Northern arm of
the river, and any im-
provement in this arm
must be at the expense
of the Western arm as
the total quantity of
foul water admitted
will be the same. The
stagnation of the water
in the river which is
a greater evil than even
the admission of foul
water, will of course
not be affected one way
or the other.

4. On the whole the
undersigned would
suggest that action
on this matter should
be deferred until W^n
June

Jones' scheme for the improvement of the Course is ready to be dealt with.

L

W.

vespell 16.12

248

14 21

31/2/10 √

No. 3346 Wy 16th Dec 1870

Recorded

L 16.12

2. Encl. HG. 12 xii.

SP 20.12

822 18/12.