

encl 4431

Gobt. of (1894) Madras.
PUBLIC WORKS.

Ref

25-6-94

Dated

Recd.

Encl.

G.O. 22 June 1894 No. 1540.W

Buckingham Canal.

The establishment
required for supervising
the regulation of water
at the tidal locks on
the — and for controlling
navigation, sanctioned.

Prop to be sent for
approval
80
6

24.23/6.

25/6

PROCEEDINGS OF THE MADRAS GOVERNMENT

18/6

Extract of Letter Super-
intending on the Beach
in the Canal -

18/6

18/6
18/6

O.S. 133 122/6

Comm
1866/54

18/6

18/6

18/6

Government of Madras.

1894.

P. W DEPARTMENT.

CURRENT No. 4431

No.

dated

From

The Examiner of
P.W. acc'ts

ENCLOS. 3

No. 2365 D

Dated 12. 6. 94

Received 13. 6. 94

SUBJECT.

Buckingham Canal:

Stating that the Establishment
applied for, for supervising
the regulation of water at
the tidal locks on the —
is classed under "Petty
conservancy," for which
there is at present no
sanctioned scale.

DISPOSAL.

PUBLIC WORKS DEPARTMENT.

No. 1540 W. dt 22nd June 1894.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Chief Engineer for Irrigation H.E.W. dt 18-5-'94
From the Examiner P.W. Accounts No. 2365 D dt 12-6-'94

The establishment
applied for by the Executive
Engineer Buckingham Canal
is sanctioned.

W
19 June

2. This sanction has
been registered as Provin.
cial No. 22 W of 1894-95
and classified as Estab.
-lishment Permanent

L
26/6

To
The Suptg Engr II Circle
" Chief Engr for Irrig
" Exar. P.W. acc'ts.

Cur

RECEIVED No. 3906

1894

4431

5 JUN 1894

W. AGO

From

Lt. Col. R. E. Drake Brockman
CHIEF ENGINEER FOR IRRIGATION,
R.E.

To

THE Chief Engineer
P. W. S.

No. 35 E. W.

Dated 18th May 1894

Despatched 23rd Do

Received 25.5.94
13.6.94

ENCLOSURES 23

Subject.

Forwards letter from
the Supp. Engr: II Circle, with
a recommendation that
the Proposition Statement
+ Establishment
required for supervising
the regulation of water
at the tidal locks on the
Buckingham Canal be
sanctioned.

No. 2105 C of 4 June

To

C

For favour of

check of the "Present
Scale".

Endowment No. 2365 Dated 12 June 1894

To W.

The establishment applied for is
classed under "Petty Expenditure",
which there is at present no sanctioned
scale.

agmp
6/17 C
24/6
25/5
24/6



045+2
27/10/94
44131

From
The Supt Engineer
Second Grade
To the Chief Engineer
For Irrigation



Dated 9 May 1894
Encl 1

Mr. E. 1 No. 54 BC
4/23/94

Buckingham Canals
Forwards copy of En Engr's
letter submitting a propo-
sition statement of
establishment required
for supervising the
regulation of water
at the Tidal locks on the.

Supt Engineer

No 35 En

Forwarded to the Chief
Engineer P. W. D together
with the Superintending
Engineer's No. 488 B. C. dated
28 March 1894.

2. It is recommended that
the establishment proposed
be sanctioned.

Frederick Buchanan

St. George

Chief Engineer

Obtained
18 May 1894

NSR

ENGINEER'S OFFICE
No. 551
24 MAR 94
SECOND CIRCUIT

From

The Executive Engineer,
Buckingham Canal

To

The Supd: Engineer,
Second Circle.

ENGINEER'S OFFICE
No. 24
2 APR 94
FOR INFORMATION

Dated 19th }
Despd 21st } March 1894.

Prd 23/3/94
390/94
4431
No. 2960

Lock Superintendent's for locks
on Buckingham Canal.

Pointing out the necessity
for the establishment of

No. 488 BC
28.3.94

UX

Forwarded to the
Chief Engineer for
Sanitation —

I think Lock Superd
will be right, but
I think the pay of
the port-need not
exceed Rs 10 per
month

Sd/- Mr. V. V.
Supdgy No. 2
26/3/94

With an endorsement on the
subscribed 488 BC
28.3.94

Letter from the Executive Engineer,
Buckingham Canal to the Supd:
Engineer, 2nd Circle, d/ Madras,
22nd April 1894. No. 207. 50

EXAMINER
5 JUN 1894
ACCOUNTS

With reference to your endorsement
No. 19 B.C. d/ 14th Instant I have
the honor to submit a proposition
statement of the establishment
required for supermising the regu-
lation of water at the tidal locks
on the Buckingham Canal and
for controlling navigation.

2. The necessity for the proposed
establishment has been fully
explained in my previous letter
No. 2960 d/ 19th March 194.

No. 54 BC
9.5.94

b.

Encl. 1
Statement

Forwarded to the
Chief Engineer for Sanitation with
reference to his No. 11/19 B.C. d/
5th April 1894 for favor of obtaining
the sanction of Government.

Statement also
was signed

W. B. Addington
Major R.E.
Supd Engineer, 2nd Circle
26.
11.5.94.

of the tide, the men would constantly have to work them in order to pass through traffic, which travels to a considerable extent by night. There is thus a strong inducement to the lock lascars to neglect their work, and unless a lock superintendent is appointed to supervise them, there is no probability whatever that I can see of regulation at the tidal locks ever being properly performed. A constant succession of lascars will have to be dismissed, and lascars probably ^{equally} ~~equally~~ untrustworthy appointed in hopes of some day securing better men. The waste of water by lockage is also very considerable, and is likely to go on unless a lock superintendent is on the spot to look after it.

5. In the Godavari and Kistna Canals a regular Navigation Establishment, in addition of course to a Water Regulation Establishment, is employed, and the lock Superintendents of this Navigation Establishment are charged to "Establishment Permanent" and are provided for in the ^{Provincial} Budget. The necessity

necessity for lock Superintendents on this Canal is obviously greater than on the Delta Canals, the duties of the former comprising the control and supervision of both Water Regulation and Navigation also.

6. I would therefore ask that Lock Superintendents, charged to Establishment Permanent, be forthwith appointed to the Boromandel and Kandaleru locks now in operation. The Penner North and South locks will be finished off and in operation by the end of May next. As the locks are close together, one Superintendent, on a higher scale of pay, might be appointed for them. The Mudigundi, Musi, and Covelong locks will all be completed and in operation by December next, and a Lock Superintendent for each of them will be required.

I have the honor to be,
Sir,

Your most obedient servant,
A. Russell.
Executive Engineer,
Buckingham

20/3

The gates open automatically to the rush of the incoming tide, whenever the water level in canal is below high tide level, but require to be closed immediately the tide is out & return.

3. Hitherto regulation at the only tidal locks yet existing, viz the Shadāyan Cuppham and Junction Canal locks, has

* The Sadras lock, in its present condition, is not an impounding tidal lock at all, but will be, when extra gates, facing towards Canal, have been added.

been carefully looked after, there being Toll clerks stationed at the locks, who

superwise the lock lascars; see that the lock gates are closed when the tide turns; and take care that unnecessary waste of water by lockage is not permitted. Registers of the ^{gauge} readings on River and Canal side of locks are weekly forwarded to this Office, and a complete check is thus secured that regulation is properly performed, and waste of water not permitted. It is necessary to remember that when a canal reach is long, it takes several tides to fill it up to high tide level, and this can only be done at certain seasons when the tides are high.

on

On the other hand the water level in a canal reach may be greatly lowered in a single night if the gates are not closed when the tide is running out.

4. Lately the Boromandel and Kandaluru locks have been completed and brought into operation, and four lascars, for both night and day work, appointed and charged to "Works," in accordance with G. O. No. 840 W, dated 28th March 1893. There is absolutely no one resident on the spot to supervise these men, who are merely coolies of the neighbourhood, and not being pensionable, as formerly, have no inducements to do their work faithfully. From the registers kept at the locks, and from my own observation of the sudden drops in water level that occur at the locks, it is quite clear that these men allow tidal water to run out of Canal. This probably occurs at night, owing to the men going to sleep, and failing to close the gates when the tide is out & turn. This negligence of course saves the lascars a great deal of work, as if the gates were closed on the turn

GENERAL
ESTABLISHMENT.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated June, 22nd.

Recd.

Encl.

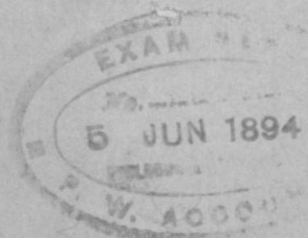
G.O., 22nd June 1894, No. 1540 W.

JUNE.

Buckingham Canal

The establishment required for supervising the regulation of water at the tidal locks on the — and for controlling navigation, sanctioned.

B.C. 500-19-8-93.



No. 2960.

OFFICE OF THE EXECUTIVE ENGINEER,

Buckingham Canal,

Madras Basin, 19th March 1894.

From

A. S. Russell Esq.

EXECUTIVE ENGINEER,

Buckingham Canal Division,

To

THE Superintending Engineer,
Second Circle.

SIR,

ENCLOSURE.

I have the honor to bring to your notice the necessity for Lock Superintendent to supervise the regulation of water at the tidal locks lately constructed, or shortly to be completed, on the Buckingham Canal as also to control Navigation.

2. All the locks on the Buckingham Canal, except the Chintamani lock, are

* Too far from a seabar to impound tidal water, and designed merely to guard against sudden drops of water, in Pulicat lake, owing to possible closing of bar.

purely regulating works designed to admit and retain in Canal tidal water. Unless the regulation

is carefully looked after, the locks cannot fulfil the purpose for which they were designed.

The

22ND JUNE 1894, No. 1540 W., PUBLIC WORKS.

No. 54 B.C.

Forwarded to the Chief Engineer for Irrigation with reference to his No. II/19 B.C., dated 5th April 1894, for favour of obtaining the sanction of Government.

9th May 1894.

(Signed) W. L. C. BADDELEY, Major, R.E.,
Superintending Engineer, II Circle.

No. 35 E.W.

Forwarded to the Chief Engineer, Public Works Department, together with the Superintending Engineer's No. 488 B.C., dated 28th March 1894.

2. It is recommended that the establishment proposed be sanctioned.

OOTACAMUND, (Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
18th May 1894. Chief Engineer for Irrigation.

From the Examiner of Public Works Accounts, dated 12th June 1894, No. 2365 D/E.

ORDER—dated 22nd June 1894, No. 1540 W., Public Works.

The establishment applied for by the Executive Engineer, Buckingham Canal, is sanctioned.

2. This sanction has been registered as Provincial No. 22 W. of 1894-95 and classified as Establishment, Permanent.

(True Extract.)

Under Secy. to Govt., P.W.D.

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

Exd. C. A. Munisawmy.
Spare Copies

gates were closed on the turn of the tide, the men would constantly have to work them in order to pass through traffic which travels to a considerable extent by night. There is thus a strong inducement to the lock lascars to neglect their work, and, unless a Lock Superintendent is appointed to supervise them, there is no probability whatever that I can see of regulation at the tidal locks ever being properly performed. A constant succession of lascars will have to be dismissed and lascars probably equally untrustworthy appointed in hopes of some day securing better men. The waste of water by lockage is also very considerable and is likely to go on unless a Lock Superintendent is on the spot to look after it.

5. In the Gódávāri and Kistna canals a regular navigation establishment, in addition of course to a water regulation establishment, is employed, and the Lock Superintendents of this navigation establishment are charged to "Establishment, Permanent," and are provided for in the Provincial budget. The necessity for Lock Superintendents on this canal is obviously greater than on the delta canals, the duties of the former comprising the control and supervision of both water regulation and navigation also.

6. I would therefore ask that Lock Superintendents, charged to Establishment, Permanent, be forthwith appointed to the Coromandel and Kandaleru locks now in operation. The Penner North and South locks will be finished off and in operation by the end of May next. As the locks are close together, one Superintendent, on a higher scale of pay, might be appointed for them. The Mudigundi, Musi and Covelong locks will all be completed and in operation by December next, and a Lock Superintendent for each of them will be required.

No. 488 B.C.

Forwarded to the Chief Engineer for Irrigation.

I think Lock Superintendents will be required, but I think the pay of the post need not exceed Rs. 10 per month.

28th March 1894.

(Signed) J. W. MARTIN,
Suptg. Engineer, II Circle.

From the Executive Engineer, Buckingham Canal Division, to the Superintending Engineer, II Circle, dated Madras, 22nd April 1894, No. 207.

With reference to your endorsement No. 19 B.C., dated 14th instant, I have the honour to submit a proposition statement of the establishment required for supervising the regulation of water at the tidal locks on the Buckingham canal and for controlling navigation.

2. The necessity for the proposed establishment has been fully explained in my previous letter No. 2960, dated 19th March 1894.

ENCLOSURE.

STATEMENT of proposition required for supervising the regulation of water at the tidal locks and for controlling navigation on the Buckingham Canal.

Order sanctioning present establishment. Government of Madras, Public Works Department.	No.	Date.	Office to which the proposition refers.	Nature of changes.										Proposition.					
				Present scale.						Proposed scale.				Permanent.		Temporary.			
				No.	Designation.	Pay.			No.	Designation.	Pay.			Amount.	Period.	Amount.	Period.	Increase per month.	Decrease per month.
						Maximum.	Increase.	Minimum.			Average or fixed.	Total cost.	Amount.						
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
				..	..	..	..	..	..	..	..	..	..	..	..	..			

* One Lock Superintendent on higher scale of pay for two Penner locks.
† One Lock Superintendent at Coromandel and one Lock Superintendent at Kandaleru. The regulation of these two locks is likely to be troublesome and men of superior qualifications are required.
‡ One Lock Superintendent at Mudigundi, one Lock Superintendent at Musi, and one Lock Superintendent at Covelong—vide paragraph 6 of Executive Engineer's letter No. 2960, dated 19th March 1894.
NOTE.—Two Lock Superintendents on Rs. 12 each are required immediately for Kandaleru and Coromandel locks.
One Lock Superintendent on Rs. 15 is required after completion of Penner locks in June next.
Three Lock Superintendents on Rs. 10 each will be required after completion of Mudigundi, Musi and Covelong locks in December next.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Establishment:

READ—the following papers:—

From A. S. RUSSELL, Esq., Executive Engineer, Buckingham Canal Division, to the Superintending Engineer, II Circle, dated Madras, 19th March 1894, No. 2960.

I have the honour to bring to your notice the necessity for Lock Superintendents to supervise the regulation of water at the tidal locks lately constructed, or shortly to be completed, on the Buckingham canal, as also to control navigation.

2. All the locks on the Buckingham canal, except the Chintamani lock,* are purely regulating works designed to admit and retain in canal tidal water.

* Too far from a sea-bar to impound tidal water and designed merely to guard against sudden drops of water level in Pulicat lake owing to possible closing of bar. Unless the regulation is carefully looked after, the locks cannot fulfil the purpose for which they were designed. The gates open automatically to the rush of the

incoming tide whenever the water level in canal is below high tide level, but require to be closed immediately the tide is on the turn.

3. Hitherto regulation at the only tidal locks yet existing, viz., the Shadayan-cuppam † and junction canal locks, has been carefully looked after, there being

† The Sadras lock, in its present condition, is not an impounding tidal lock at all, but will be when extra gates facing towards canal have been added. toll clerks stationed at the locks who supervise the lock lascars, see that the lock gates are closed when the tide turns, and take care that unnecessary waste of

water by lockage is not permitted. Registers of the gauge readings on river and canal side of locks are weekly forwarded to this office, and a complete check is thus secured that regulation is properly performed and waste of water not permitted. It is necessary to remember that when a canal reach is long, it takes several tides to fill it up to high tide level, and this can only be done at certain seasons when the tides are high. On the other hand the water level in a canal reach may be greatly lowered in a single night if the gates are not closed when the tide is running out.

4. Lately the Coromandel and Kandaluru locks have been completed and brought into operation, and four lascars, for both night and day work, appointed and charged to "Works" in accordance with G.O., No. 840 W., dated 28th March 1893. There is absolutely no one resident on the spot to supervise these men who are merely coolies of the neighbourhood and not being pensionable as formerly have no inducements to do their work faithfully. From the registers kept at the locks, and from my own observation of the sudden drops in water level that occur at the locks, it is quite clear that these men allow tidal water to run out of canal. This probably occurs at night owing to the men going to sleep and failing to close the gates when the tide is on the turn. This negligence of course saves the lascars a great deal of work, as, if the