

14. The administration of the Stationery department continued to be satisfactory.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Superintendent of Stationery.
 " the Educational Department
 " the Local and Municipal Department.
 " the Marine Department.
 " the Public Works Department.
 " the Revenue Department.
 " the Hon'ble the Chief Justice [(with C.L.) with reference to paragraph 6].
 " the Deputy Adjutant-General Madras Command (with reference to paragraph 6).
 " the Board of Revenue (all Departments).
 " the Accountant-General.
 " the Superintendent, Government Press.
 " all other Heads of Departments under the Chief Secretary

(with reference to paragraph 5.)

Copy to the Public Department, }
 " " Judicial Department, } with (reference to paragraph 12.)

Editors' Table.

ENDORSEMENT—No. 747, dated 13th September 1897.

Copy to the Secretary, Board of Revenue, Bengal.

J. F. PRICE,
Chief Secretary.

ENDORSEMENT—No. 748, dated 13th September 1897.

Copy to the Superintendent of Stationery, Bombay.

J. F. PRICE,
Chief Secretary.

ENDORSEMENT—No. 749, dated 13th September 1897.

Copy (with spare copy) to the Superintendent of Stationery, Calcutta.

J. F. PRICE,
Chief Secretary.

ENDORSEMENT—No. 750, dated 13th September 1897.

Copy to the Secretary to the Government of Bombay, Financial Department.

J. F. PRICE,
Chief Secretary.

ENDORSEMENT—No. 751, dated 13th September 1897.

Copy to the Government of India, Finance and Commerce Department.

J. F. PRICE,
Chief Secretary.

Ed. A. Raiff.

Public Works (1897) Department.

G.O., No. 2925 W

DATED 19 October 1897

[Despatch Abstract.]

Removal of sand from the bed of the Cooum River: Pres. Judicial Dept Comf: letter from the B.T. Magistrate Chinglepat submitting his remarks on the question of the prohibition of the — above and below the bridge at Arinjikarai Comf to G.O. with reference to his letter No. 283 W of 25.7.97.

CURRENT No. 9903

Order

Wiederholungs

No. 1429

Dated 2nd October 1897.

Received }
Registered } 7-10-97

Registered

Enclosures

Spare copies

SUBJECT.

May

To
The Suptg. Engrs. V Circle
" C. E. for Irrigation

Communicating
letter from the District
Magistrate, Ichingleput,
submitting his remarks on
the question of the prohibition
of the removal of sand
from the bed of the
Svornu river above and
below the bridge at
Aminjikarai.

11/3/10 0236

For the Safety of the bridge
near Arumjikarai, Saidapet taluk,
the removal of sand from the bed of
the Cooum river from the 7th milestone
on the Madras - Poonamallee road
to the Railway bridge at Chetput has
been prohibited, under Section 144
Cr. C. P., and the Government has made
the prohibition permanent, Vide noti-
fication No 139 dated 6th April 1897
published at page 447 of the Fort St.
George Gazette of the same date.
It is now reported that it is neces-
sary to extend the prohibition to
the 9th mile 4th furlong of the road,
as the removal of sand between
that point and the 7th milestone
will injuriously affect the supply
of water in the river channels ir-
rigating the fields of the Mer-
kumam Village, Saidapet taluk.

2. I have the honor to request that

B.

N

that you will be so good as to
favour me with
your opinion in the
matter -

3. The records noted
in the margin are
forwarded for re-
= ference and return
when no longer
required.

1. Letter Ref. on no 108799
March 1896 from the
Dr Collector, Saidapet.
2. Letter Dio. no 877 dated
26th September 1896 with
petition no 108
26.2.96
1108 of 23.6.96. -
3. Letter Ref. on no 108799
18th May 1897. -

True Copy

W. Morgan

Executive Engineer

1977



No. 1216

P. W. D.

CHINGLEPUT DIVISIONAL OFFICE.

Camp,

20th July 1897.

FROM

J. P. Davidson Esq.

EXECUTIVE ENGINEER,

CHINGLEPUT DIVISION.

TO

THE

Collector
Chingleput District.

SIR,

I have the honour to return the enclosure
to you by 1108 27th June 1897.

Enclosures.

2. On the 12th instant I made a careful
inspection of the river bed above & below
the head of the Kurnaim Spring channel.
From levels taken at the time of inspection
I find that assuming +50 as the river bed
the values of the river bed, channel and
spring water level compare as follows:-

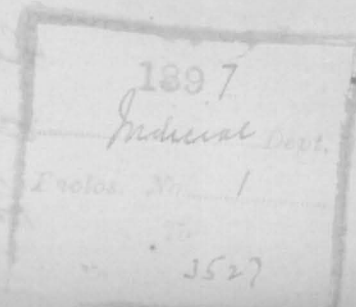
River bed ————— + 50.00

Channel bed at head ————— + 50.35

Channel bed where it } ————— + 50.05
crosses road ————— }

Spring water level ————— + 47.00

Spring water level is therefore 3 ft. below
bed of river, while the channel bed at
head is .35 ft. above bed of river, and
channel bed where it crosses the Madras
Poonamallee Road is virtually on the same
level as the river bed. These figures are

548+31
7/10/97
8053
5923

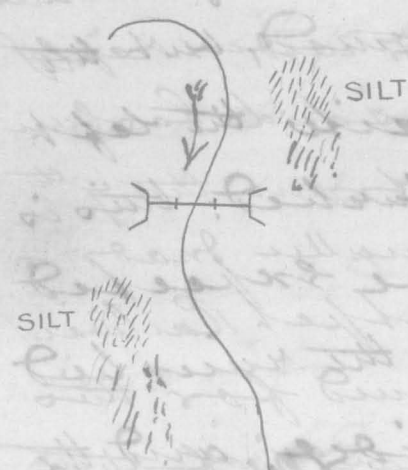
quite sufficient to show that the complaints of the ryots are groundless; and their request to prohibit removal of sand there in the smallest degree, while it would materially enhance the building rates in Madras.

3. I note that in your letter under reply you state that removal of sand has been mile stone on the Poonamallee Madras Road as far as the Chetpet Railway Bridge, & the reason assigned for this prohibition is the safe guarding of the Road Bridge close to the 4th mile stone; that is, in order to protect this bridge sand removal has been prohibited in the river bed for a distance of 3 miles nearly above the bridge, & for nearly $\frac{3}{4}$ mile below.

4. I took the opportunity on the 12th Inst. of inspecting the Bridge, in company with the Consulting Architect and again on the 13th Inst. I inspected the river bed both above & below the bridge for some $\frac{1}{2}$ mile or so on either side. I have no hesitation in saying that the prohibition is absolutely unnecessary in the interests of the bridge and inasmuch as it inflicts a very serious penalty on all residents in Madras by directly enhancing building rates, no time should be lost in either annulling the prohibition in toto, or

or at any rate modifying it in a very considerable degree.

5. The river makes a fairly sharp bend some 700 ft. above the bridge, and again below the bridge it makes a similar bend, the bridge stands at the centre

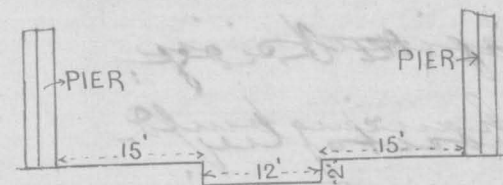


approximately of an extended S curve. The result of the bend of the river on the upstream side is to cause heavy silting along the left bank above the bridge, this silting formation deflects the current to the right bank and the main body of water, when the river is in flood

passes through the bridge obliquely from left to right, and then turns somewhat sharply to the left, the deep channel on the down stream side being along the left bank.

6. The Bridge has three arches of about 42 ft span, the deep channel upstream I made to be 170 ft wide, while on the down stream side this deep bed was only 60' to 65' wide.

7. The Bridge has a rough stone apron 10 ft wide in extension of masonry floor this floor which is 42' wide between



& abutments is placed at different levels as shown in sketch, the lower level being 2 ft below the upper this arrangement serves a good purpose, this quite reverse, and it would be a distinct

arrangement to lower the floor through-
out its length to one level, that is cut
down the raised lengths of 15 ft. between
piers & abutments to the true floor
level. The rough stone apron of 10 ft.
width has been secured for a width of
5 to 6 ft. opposite the centre & right arches
and a scow hole has formed, but the
apron & river bed opposite the left
arch are quite undisturbed. This is
exactly what might be expected
from the condition of the river bed
above & below the bridge, and the
manner in which the river in flood
strikes the bridge.

8. There is infinitely more danger
to the bridge in the present condition
of the river approach on the upstream
side, & the contracted water way on
the downstream side than would
result from the removal of any
quantity of sand from the river bed
so long as such removal, whether
upstream or downstream, was not
in the immediate neighbourhood
of the bridge foundations; the re-
moval of the silt deposits above
& below the bridge to river bed level
would be for the safety of the bridge,
but the removal of these deposits by
contractors should be
encouraged not objected to.

9. It would be as well if the apron &
of the bridge were made good before
the next ^{N.E.} monsoon.

10. I would strongly recommend that
in lieu of the present prohibition
the removal of sand ^{be} prohibited
only within a distance of say 450 ft.
above & below bridge, & that removal
of silt deposits within these limits
to river bed level be permitted. The
deposits so far as I could see
consisted chiefly of sand.

I have &c.

(Signed) J. P. Davidson
Executive Engineer.

12¹⁷/₂₀ 7.97

Copy forwarded to the Superintendent-
ing Engineer, & circle, for in-
formation together with a
copy of the Collector's letter
referred to.

W. Brown

Executive Engineer.

1977.

Encls: 1 Copy of
Collector's No.
1108 of 3.6.97-
Rtn

FROM



TO

THE *Supy Engineer*
V Circle

Dated
Despatched
Received

20 } July 1897

ENCLOSURE. 1.

No. 1217

Subject.

Removal of sand from
the bed of the Coom
above & below the bridge
near *Amirahar*
T. onwards copies
of letter from the collector
& its reply regarding
the —

SUPERINTENDING ENGINEER'S OFFICE,

V CIRCLE, MADRAS,

Chennai, 25th July 1897.

From

Lieut Colonel G. B. Rawson R.E.

SUPERINTENDING ENGINEER, V CIRCLE,

To

THE *Chief Engineer, P.W. Department*

Thro' the Chief Engineer for Irrigation

SIR,

Enclosures. 2

Enclosure no 1217
7.97 from *Enc. Supy*
Depul on *exp. 95*
letter no 1216 of 20.7.97
Director of Chingleput
4 of letter no 1108
Patu
3.3-6.97 from
Collector of Chingleput

I have the honour to forward herewith
the correspondence noted in the margin and
to suggest that Government be moved to cancel
the prohibition published in notification no.
139 dated 6th April 1897, published at page 447
of the Fort St George Gazette of the same date.

I have no idea how this prohibition
ever came to be published; to the best of my
belief no Public Works Department officer was
ever consulted, and the Collector of the Chingle-
put District, who, I presume, applied for the
prohibition, appears to have been guided by
the professional opinion of the District Board
Engineer.

3. I have been along the road several times myself and have wondered what useful purpose was intended to be gained by having all sand required in Madras carted for several miles along the Poornamallee road for no reason whatever, and to the serious detriment of that road.

4. The pits dug in the bed of the river can by no possibility do any harm to the bridge when there is no water in the river and if, as very occasionally happens, a fresh does come down, the pits in the bed of the river, which consists of pure sand, will be completely obliterated before the flood water reaches the bridge.

5. If this prohibition is not cancelled the rates for all brick work in the town of Madras will undoubtedly have to be raised, owing to the extra length of cartage for sand which is not allowed for in the data for brickwork &c. There will therefore be perfectly useless expenditure of Government money.

I have the honour to be
your most obed^{ent} servant

Ch. L. ...
25-7-97
Lt. Col. ...
Super. ... Circle

I have been along the road several times myself and have wondered what useful purpose was intended to be gained by having all sand required in Madras carted for several miles along the Poornamallee road for no reason whatever, and to the serious detriment of that road.

The pits dug in the bed of the river can by no possibility do any harm to the bridge when there is no water in the river and if, as very occasionally happens, a fresh does come down, the pits in the bed of the river, which consists of pure sand, will be completely obliterated before the flood water reaches the bridge.

If this prohibition is not cancelled the rates for all brick work in the town of Madras will undoubtedly have to be raised, owing to the extra length of cartage for sand which is not allowed for in the data for brickwork &c. There will therefore be perfectly useless expenditure of Government money.

I have the honour to be
your most obed^{ent} servant
25-7-97
Lt. Col. ...
Super. ... Circle

From

THE SUPERINTENDING ENGINEER,
V CIRCLE,

To

THE

Dated

Reed.

189

ENCLOSURES.

No.

Public Works (1897) Department.

CURRENT No.

7446
9903/97

Endorst

Order

No 4.5 Lw 248-8-97

Forwarded to the Chief
Engineer P.W. Dept. - The under-
signed concurs in this opinion
expressed by the Supy Engr.

From

The Supy Engineer
5th Field

No. 2837.

W. Hughes
Chief Engr for Irrigation

Dated $\frac{25}{26}$ July 1897.

Received 27.7.97

Enclosures 2.

Spare copies

SUBJECT.

Removal of sand from
the bed of the Coom River
above & below the Bridges
near Kuning Marai.

Forwarding copies of
correspondence regarding
the prohibition of -
& suggests that Govt. be
moved to cancel the prohibi-
published in Fort St. George
Gazette 26 April 1897.

1897

June 3

3527

BACK PAPERS.

FURTHER PAPERS.

[53]
9,000-24-8-07

Judicial Department



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:—

Endorsement of the Public Works Department, No. 1145 D, dated 17th August 1897.

From the District Magistrate, Chingleput, Ref. on Cur. No. 1108 of 1896/Pet., dated 19th September 1897:—

I have the honour to submit the following remarks in reply to endorsement No. 1746/Judl., dated 20th August 1897.

2. On 17th May 1894, the District Board Engineer brought to notice that the Aminjekarai bridge was endangered by the removal of sand from the bed of the Kuam river, which resulted in the floor of the bridge being left some 4 to 6 feet above the river bed. This was forwarded to the Collector and District Magistrate who issued an order prohibiting removal of sand from the river bed for a distance of 2 miles above and 1 mile below the bridge. The distance was subsequently reduced from 2 to 1 mile above the bridge. This order was presumably under section 144 C.P.C. and certain persons were prosecuted for disobedience of it. It was referred to Government in this office letter Ref. on No. 53/Mag., dated 18th February 1896, and made permanent in G.O.No. 499, Judicial, dated 10th March 1896.

3. The D.P.W. seems at no time to have been consulted in the matter and the only official who seems to have been in any

+ not comm
W.P.D.

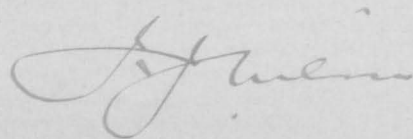
any way affected was the Consulting Architect. His contractors for the Law College were allowed to take sand on special passes, till the order was made permanent by Government. The concession then ceased and apparently nothing more was heard of it.

4. The villagers of Nerkunam complained that their irrigation channels suffered owing to the lowering of the river bed. This was referred to the Executive Engineer and the letter under reference is his reply. My predecessor agreed with him that the prohibited distance should be limited to 450 feet above and below the bridge, but orders have not yet issued as it is proposed the Executive Engineer and District Board Engineer should meet and discuss the whole matter so far as it affects the bridge.

ORDER:- No. 1429, dated 2nd October 1897.

The District Magistrate's letter read above will be communicated to the Public Works Department with reference to its endorsement No. 1145 D, dated 17th August 1897.

(True Extract)



for Chief Secretary.

To the Public Works Department. (with all enclos. ret'd.)

,, District Magistrate, Chingleput.

98
129
5/10/97