

7413
Public Works (1896) Department.

G.O., No. 77501

DATED 22nd September
1896

[Despatch Abstract.]

Cooum River: Estimate of Rs. 440 for
demarcating the borders of the —, Anakkur-
Lam Canal, sanctioned.

[P. W. 77501-1896]

INDEXED

249

Estimate of Rs. 440 for demarcating the borders of the —, Buckingham Canal, sanctioned.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers:—

From Lieutenant-Colonel G. M. J. MOORE, C.I.E., President, Municipal Commission, to the Chief Secretary to Government, dated Madras, 30th March 1896, P.W. No. 2707.

With reference to G.O., No. 709 W., dated 26th February 1896, I have the honour to request that his Excellency the Governor in Council may be pleased to direct that the limit of the banks of the Cooum under the jurisdiction of the Canal authorities be demarcated.

No. 484.

Transferred to the Public Works Department.

FORT ST. GEORGE,
30th April 1896.

(Signed) W. W. PHILLIPS,
Acting Assistant Secretary.

No. 2175 C.

Forwarded to the Superintending Engineer, II Circle, for compliance.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Joint Secretary to Government.
7th May 1896.

From the Executive Engineer, Buckingham Canal division, to the Superintending Engineer, II Circle, dated 17th July 1896, No. 954.

With reference to your No. 78 B.C., dated 13th May 1896, I have the honour to forward, for sanction, an estimate, amounting to Rs. 440, for demarcating the border of the Cooum river.

ENCLOSURE.

REPORT to accompany the estimate for demarcating the Cooum river.

As there are no demarcation stones fixed by the Public Works Department along the border of the Cooum river to define the limits taken up for the conservancy of the Cooum, it is now proposed (*vide* Executive Engineer's No. 423 of 23rd May 1896) to demarcate the boundaries at every 330 feet with granite stones laid in concrete bedding. The demarcation will be carried out from St. Mary's bridge to Munro's bridge—*vide* sketch.

As all the materials are to be carried by cart in some parts and by men in others, it is necessary to provide higher rates here than in the canal where carriage is easier by boats.

On sanction of estimate, the exact limits required will be decided upon in communication with the Revenue Department, and the stones at once fixed.

1st July 1896.

(Signed) H. M. BOND,
Asst. Engineer, Buckingham Canal.

No. 775 I., 22ND SEPTEMBER 1896.

No. 232 B.C.

Submitted to the Chief Engineer, Public Works Department, with reference to his No. 2175 C., dated 7th May 1896, for favour of obtaining the sanction of Government to the estimate, amounting to Rs. 440, for demarcating the borders of Cooum river.

2. Endorsement No. 2175 C., dated 7th May 1896, from the Chief Engineer, is herewith returned.

13th August 1896. (Signed) W. L. C. BADDELEY, Major, R.E.,
Superintending Engineer, II Circle.

No. 3148 C.

To the Chief Engineer for Irrigation for favour of disposal.

21st August 1896. (Signed) D. McNEIL CAMPBELL, Col., R.E.,
Joint Secretary to Government.

ORDER—No. 775 I., dated 22nd September 1896.

The following estimate is sanctioned from the balance of the amount reserved for unforeseen works of the Buckingham Canal, which will then be reduced to Rs. 1,19,437.

- Irrigation.
- 43. Minor Works and Navigation.
- Minor works for which Capital and Revenue Accounts are kept.
- Buckingham Canal.
- Capital Account.
- I. Works.
- 2. Main Canals and Branches.
- 15. Miscellaneous.
- Demarcating the borders of Cooum river.

Estimate	...	...	...	...	...	...	...	...	...	Rs.
										440

2. This sanction is registered as No. 110 I. of 1896-97.

(True Extract.)

Under Secretary to Government.
Irrigation Branch.

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

Exd. T. K. Narayana Aiyangar.

No 775 I, d, 22nd September 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

From the
Indorsement No. 3148 C.
of 21 Aug 1896

The following estimate is sanctioned from the balance of the amount reserved for unforeseen works of the Buckingham Canal, which will then be reduced to Rs. 1,19,437

+ Rs. 119,877

2.44
15.9.96

Issue

19/9
86

1897

Irrigation
43. Minor works & navigation
Minor works for which Capital & Rev. Accts are kept.
Buckingham Canal

42
10/9

Capital Account.
I work.

2. Main Canals Branches

15. Miscellaneous.

Demarkating the borders
of Coom river.

Estimate Rs 440

2. This sanction
is registered as no.
110 of 1896-97.

3/2/96

8/8/96

7.2.9. 21/9.

10/8/96
24/9
Regd. 27/9

8/3/10/96

To the Chief Engr. P. I.
Supg Engr. B. with three encls.
Ex. P. I. 50

10/8/96
3/9/96

E. I. Form No 1-1,000-27-11-96.

Public Works (1896) Department.

CURRENT No. 7413

7P

Order

No. 3148 C of 21. August
1896.

From

To S. I.

R179

The Supg. Engr.
II circle

No. 232 B.C

for for our of
disposal.

10/8/96

Dated 13-8-96

Received 15.8.96

Enclosures 6* (+1 plan)

Spare copies

SUBJECT.

Coom River Forwarding
for sanction an estimate
for demarcating the
borders of the -

Former Case
R 91 W of 16.2.96

10/8/96
P. W. 59
1,000-5-9-96

22.5.333 22/8

sent again

10/9. R1879

10/8/96

G.S.P.

Report to accompany the Estimate for
demarcating the Coom River.

As there are no demarcation stones
fixed by the P.W.D., along the border of the
Coom River to define the limits taken up
for the Conservancy of the Coom, it is
now proposed vide Executive Engineer No.
423 of 23-5-96 to demarcate the boundaries
at every 330 ft with granite stones laid
in concrete bedding. The demarcation will
be carried out from S^t. Mary's bridge to
Munro's bridge vide sketch.

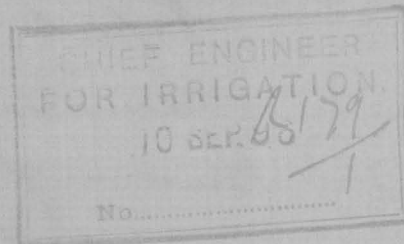
As all the materials are to be carried
by ^{cart} ~~bandy~~ in some parts, and by men in
others - it is necessary to provide higher rates
here than in the Canal where ~~there~~ carriage
is easier by boats.

On sanction of Estimate, the exact
limits required will be decided upon in
communication with the Revenue Department
and the stones at once fixed.

[Signature]

Assistant Engineer P.W.D.
B. Canal

1st July 1896.



To
Hon.

The Deputy Engineer.
2nd Circle.

To

The Chief Engineer.
P.W.D.

No. 232 B.C. of 13 August 1896

Enclos: 6

Demarcating the borders
of the Coom - Forward
for sanction an estimate
for —

Wm Baddley
Major R.E.
Superintending Engineer.
India.

To
The Public Works Department

(with an ~~extra~~)

$$\frac{8/4 \cdot 9/4}{10/4} \frac{0.25}{57} R \frac{b}{5}$$

P. W. No. 2707

MUNICIPALITY OF MADRAS,

Public Works Department,

Madras, 30-December-1896

Local & Municipal Dept.

From

LIEUT.-COL. G. M. J. MOORE, C.I.E.,

CURRENT No. 1066 M

President, Municipal Commission.

To

The Chief Secretary to Government

Fort St. George.

SIR,

No
With reference to G.O. 709 W. dated 26th Febru-

ary 1896, I have the honor to request that His Excellency
the Governor in Council may be pleased to direct that the
limit of the banks of the Cooum under the jurisdiction of
the Canal Authorities be demarcated.

I have the honor to be,

Sir,

Your most obedient servant,

G. M. Moore Lt.-Col.

President, M.M.C.

Enclosure.

R.
Jms
ML

Rules for regulating water-level in Adyar River, and for cutting the Bar.

As it is necessary, in the interests of traffic on the Junction canal, and also in the general interests of owners of house property on the banks of the Adyar river, that the water-level in the Adyar river, when the Adyar bar is closed, shall not be allowed to fall to a lower level than 8 00 feet (+ 2.70 M.S.L.) on river gauge of the Junction canal lock, nor to damage property by rising to a higher level than 10.00 feet (+ 4.70 M.S.L.) on the gauge, the following rules are laid down to ensure these objects so far as is possible.

II. The artificial cutting of the Adyar bar must only be resorted to when the level of the water in the Adyar river cannot be kept below the maximum limit above stated by opening the valves of the Junction canal and Sadras locks, or by opening the lock gates of the Sadras lock, if necessary, and thus allowing water to flow northwards into the Cooum, and southwards into the Sadras canal.

III. To provide for the expeditious cutting of the Adyar bar on emergency, and to guard against the possibility of damage being done by a sudden heavy flood coming by night down the river, a funnel-shaped cut, 25 feet wide on the seaside, and 10 feet wide on the river side, should be made through the Adyar bar before the setting in of the north-east monsoon, leaving only a small bank, which can be levelled down quickly on the approach of a flood. The Lock Superintendent and establishment at the Junction canal and Sadras locks will be held responsible that this bank is cut away at the proper time.

Junction Canal Lock.

IV. Should the level of water in the Adyar river rise above 8.00 feet on gauge, and should the water in the Junction canal be lower than that in the Adyar, the lock sluices will be opened and water allowed to pass into the Cooum until such time as the water-level in the Adyar falls again to 8.00 feet on gauge. By this means the great advantage of flushing the Junction canal will also be afforded from time to time.

V. When the Cooum bar is open in times of land floods, the effect of the above rule will be to establish a current down the Junction canal to the Cooum bar. The velocity of flow down the Junction canal should be regulated, by means of the sluices, so as to induce a current strong enough to flush the Junction canal thoroughly, but not so strong as to damage the banks. When the water-level in the Adyar river has risen to 10.00 feet on gauge, the lock sluices should be closed.

VI. As it is of primary importance that the water-level in the Junction canal shall be kept up as high as possible, the sluices in the Junction canal lock shall not on any account be opened, except for the purpose of opening the gates to pass traffic through the lock, so long as the water-level in the Junction canal is higher than in the Adyar river.

Sadras Lock.

VII. Should the water-level in the Adyar rise ^{to} above 8.00 feet on river gauge, i.e., above + 2.70 M.S.L. or 0.20 feet below level of H.S.T., and the water-level in the Sadras canal be at the same level or lower, the lock sluices, and, if necessary, the lock gates, will be opened and water allowed to pass southwards until the water-level in the Adyar river again falls to 8.00 feet on gauge. When the water-level in the Adyar river rises above 8.70 on gauge, i.e., to 6" above H.S.T., the lock gates (if open) will be closed in accordance with the existing rules in force on the canal, and the sluices will of course also be closed.

VIII. The above rules will be rigidly adhered to, but discretion is permitted to the Executive Engineer, Buckingham Canal, to authorise a temporary alteration, should any urgent necessity arise for so doing.

CAMP, MANNERU RIVER,

21st April 1893.

A. S. RUSSELL,

Executive Engineer, Buckingham Canal Division.

No. 709 W., 26TH FEBRUARY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From the Executive Engineer, Buckingham Canal Division, to the Superintending Engineer, II Circle, dated 21st January 1896, No. 2452.

With reference to your endorsement No. 109 C., dated 19th ultimo, on memo. No. II/60 B.C., dated 12th idem, from the Chief Engineer for Irrigation, regarding the inadvisability of transferring the charge of the Cooum bar from the Consulting Architect to this division, I have the honour to remark that, as the execution of the Cooum Improvement scheme now forms a sub-division of this division, the time has now come for the charge of the Cooum bar being transferred to this division.

2. Very great inconvenience and delay to traffic was caused by the recent failure to cut the Cooum bar, and designs of works proposed will have to be altered if the flood waters of the Cooum are allowed to back up to a height of over 2 feet above H.S.T. and thus flood the country. No object is gained by delaying the cutting of the bar when floods are coming down the river, and flooding must result.

3. If the papers regarding the management of the bar are transferred to this division, the rules at present existing, which are suitable so far as I know, will be enforced, or, if necessary, altered with your permission.

No. 401 B.C.

Forwarded to the Chief Engineer for Irrigation with a strong recommendation that the Executive Engineer's proposal be sanctioned.

(Signed) W. L. C. BADDELEY, Major, R.E.,
Superintending Engineer, II Circle.
5th February 1896.

No. 14 E.W.

Forwarded to the Chief Engineer, Public Works Department. Up to 1890 the Cooum bar was in charge of the Fort sub-division of the late Presidency division, and the charge was then transferred to the Consulting Architect on the ground that the Cooum conservancy was in charge of that officer. Now that the Cooum Improvement scheme forms part of the Buckingham Canal division, it seems advisable that the management of the bar should rest with the Executive Engineer of the Buckingham Canal Division.

11th February 1896.

(Signed) F. J. WILSON,
for Chief Engineer for Irrigation.

No. 709 W., 26TH FEBRUARY 1896.

No. 906 C.

For favour of remarks.

15th February 1896. (Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Chief Engineer, P.W.D.
To the Consulting Architect to Government.

From Lieut.-Col. C. C. RAWSON, R.E., in charge, Consulting Architect Division,
to the Chief Engineer, Public Works Department, dated Chepāk, 19th
February 1896, No. 4513.

In returning the papers received with your endorsement No. 906 C., dated the
15th instant, I have the honour to state that it seems only proper that the Coom bar
be in charge of the Buckingham Canal division, and with it the conservancy of the
Coom.

ORDER—No. 709 W., dated 26th February 1896.

The management of the Coom bar, and with it the conservancy of the Coom,
will be transferred to the Executive Engineer, Buckingham Canal Division.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.

To the Superintending Engineer, II Circle.
„ Consulting Architect to Government.
„ Chief Engineer for Irrigation.
„ Local and Municipal Department.
„ Public (Military) Department.
„ Executive Engineer, Buckingham Canal Division.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated February, 26th.

Recd.

Encl.

G.O. No. 709 W., 26th Feb. 1896.

FEBRUARY.

Cooum Bar

The management of the —, and with it the conservancy of the Cooum, transferred to the Executive Engineer, Buckingham Canal Division.