M.R.O. 1—77,006—8-6-37.

(1) Number of pages 14

(2) Date of repair 3.7.40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

financial DEPARTMENT.

G.O. No. 1532 Press Mis.

98-99

Dated 10-9- 1874.

8/9

Not to be folded or roughly handled

No. 98. Read following letter from A. WEDDERBURN, Esq., President of the Municipal Commission, Coimbatore, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Coimbatore, 31st August 1874, No. 11 :—

I have the honor to reply to the Proceedings of the Madras Government, Financial Department, dated 24th August 1874, giving cover to a memorandum from the Chief Engineer for Irrigation, in which it is pointed out that the reclamation of the Peria and Velan Tanks of Coimbatore is being carried out contrary to the conditions prescribed when such work was allowed to be undertaken, and requesting me to propose a remedy for the damage already done, and to ensure the due observance of the conditions in future.

2. On referring to paragraph 8, I find it stated, on the authority of the District Engineer, that the conditions had not been enforced, and that the storage space had been reduced, and allusion is made to the part of the Velan tank to the west of the railway where such contrary action had taken place. I am, however, in a position to state that, at the expenditure of some thousand rupees, the proprietor of the land referred to did actually excavate, from the bed of the tank, soil, which first formed a bank and then was carried inwards ; and I understood that his intention was to go on with this excavation until he had raised his land above high-water level. He had, indeed, proceeded to fill, in the deep railway side excavations, an artificial hole with rubbish, but this I put a stop to ; I had suggested that, if he filled in the railway side trench, he would have a little more land added, and this would have benefited the railway embankment, which, being made of silt, has a tendency to slip and settle.

3. The carriage of earth from the tank bed, to raise the reclaimed part, is one which requires several seasons to accomplish, and was delayed at first by the local demand for labor to finish the branch railway.

4. There never was much tank to the west of the Velan, as the old fort walls came near to the bed of the tank, and saltpetre-makers had for a long series of years made mounds at the place indicated, near the junction of the two tanks.

5. The only reclamation of the Velan has been to the west of the railway embankment, and this was always a shallow part, and, so far as I can judge from observation of several years, the storage of water can have been little affected by such reclamation, while the bed of the tank outside the reclamation has been considerably deepened by the earth taken from the bed in the course and progress of reclamation.

6. It is, of course, impossible for more than half the year, when there is water in the tank, to take silt from its bed, and so the working season is confined to a few months, say, February to June, but the matter engages the attention of the Municipal Commissioners, who will gladly receive from the District or Superintending Engineer any suggestions. Up to this time they were in ignorance of objection having been taken.

7. As a matter of fact, no low earth bank will exclude the tank water, which percolates through, and occupies the same position and space it did before, and which it will continue to do until the margin of the part of tank reclaimed is

permanently raised to a higher level, but this must, as before observed, be a work of time.

8. It is stated, paragraph 4, that the Velan tank is long and narrow, and allusion is made to the depth, 12 to 14 feet, at the railway bridge, but this bridge is close to the bund, in the deepest part of the tank, and the bed shoals from the bund to the margin of the waterspread, and becomes soon uncovered when the water in the tank, used for irrigation, is not replaced by the influx from the source of supply. It is a channel (Noyel) and not a local rain-fed tank, and, but for the anicut over the Noyel and channel, would irrigate but a small part of the cultivation dependent thereon.

9. In fact, the Velan tank has all the appearance of a channel rather than of a tank, being long and narrow, and only deep at the bund, which confines and directs its water.

10. Generally, when the tank is filled by the channel, which is a regulated supply, and not dependent on local rain-fall, of which there is little, there is little water passes over the calingula at the east end, and, unless the large and continuous supply from the Noyel keeps pace with the wastage of water used for irrigation—when the Noyel falls—the tank speedily is reduced, showing how inadequate its supply would be but for its continuous replenishment from the Noyel river, whose origin is in mountain drainage thirty miles to the west.

No. 99. ORDER THEREON, 10th September 1874, No. 1532.
Communicated to the Public Works Department.
(True Extract.)

Acting Chief Secretary.

To the Public Works Department.

Exd. J. H. Burns.

Govt. of {1874 Madras.

FINANCIAL.

To

THE PUBLIC WORKS DEPARTMENT.

Dated September, 10th.

Read.

G.O., 10th September 1874, No. 1532.

SEPTEMBER.
Nos. 99 99.

Velan Tank, Coimbatore Municipality.—Report of the President, regarding the circumstances under which deviation has been permitted from the conditions prescribed for carrying out reclamations on the margin of the Velan Tank, communicated to the Public Works Department.

Commissioners

No. 11. Coimbatore Municipal Office
31 August 1874.

From

A. Wedderburn Esquire
President of the Municipal
Commission. Coimbatore

To

The Acting Chief Secretary to
Government. Fort Saint George

Sir, I have the honor to reply to the Proceedings of Madras Government Financial Department dated 10th August 1874 giving cover to a Memo from the Chief Engineer for Irrigation in which it is pointed out that the reclamation of the Peria and Valam Tanks of Coimbatore is being carried out contrary to the conditions prescribed, when such work was allowed to be undertaken and requesting me to propose a remedy for the damage already done and to ensure the due observance of the conditions in future.

1413

2. On referring to para 8, I find it stated on the authority of the

District

District Engineer, that the conditions had not been enforced and that the storage space had been reduced, and allusion is made to the part of the Valan tank to the west of the Railway, where such contrary action had taken place. I am, however, in a position to state, that at the expenditure of some thousand rupees, the proprietor of the land referred to, did actually excavate, from the bed of the tank, soil which first formed a bank, and then was carried inwards; and I understood that his intention was to go on with this excavation, until he had raised his land above high water level. He had, indeed, proceeded to fill, in the deep Railway side excavations, an artificial hole, with rubbish, but this I put a stop to. I had suggested that if he filled in the Railway side trench, he would have a little more land added, and this would have benefitted the Railway embankment, which being made of silt, has a tendency to slip and settle.

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3. The carriage of earth from the tank bed, to raise the reclaimed part is one which requires several seasons to accomplish - and was delayed, at first, by the local demand for labour, to finish the branch Railway.

4. There never was much tank to the west of the Valan - as the old fort walls came near to the bed of the tank, and salt-petre makers had, for a long series of years made mounds at the place indicated, near the junction of the 2 tanks.

5. The only reclamation of the Valan has been to the west of the Railway embankment, and this was always a shallow part, and so far as I can judge, from observation of several years, the storage of water can have been little affected by such reclamation, while the bed of the tank, outside the reclamation, has been considerably deepened by the earth taken from the bed, in the course, and progress of

of reclamation.

6. It is of course, impossible for more than half the year, when there is water in the tank, to take silt from its bed, and so the working season is confined to a few months, say February to June - but the matter engages the attention of the Municipal Commissioners, who will gladly receive from the District, or Superintending Engineer any suggestions, up to this time they were in ignorance of objection having been taken.

7. As a matter of fact, no low earth bank will exclude the tank water which percolates through, and occupies the same position and space it did before, and which it will continue to do until the margin of the part of tank reclaimed, is permanently raised to a higher level. but this must, as before observed, be a work of time.

8. It is stated, para 4 that the Selam tank is long and narrow, and allusion is made to the depth 12, to 14 feet, at the Railway bridge, but this bridge is

is close to the bund, in the deepest part of the tank, and the bed shoals from the bund to the margin of the water spread - and becomes soon uncovered, when the water in the tank, used for irrigation, is not replaced by the influx from the source of supply. It is a channel (Nael) and not a local rain fed, tank -, and but for the anicut over the Nael and channel, would irrigate but a small part of the cultivation thereon.

9. In fact, the Salam tank has all the appearance of a channel, rather than of a tank, being long and narrow, and only deep at the bund which confines, and directs its water.

10. Generally, when the tank is filled by the channel, which is a regulated supply, and not dependant on local rain fall of which there is little, there is little water passes over the Caliguda, at the east end & unless the large and continuous supply

supply from the Noel keeps pace
with the wastage of water, used for
irrigation — when the Noel falls, —
the tank speedily is reduced, showing
how inadequate its supply would be
but for its continuous replenish-
ment from the Noel river, whose
origin is in mountain drainage, 30
miles to the west.

I have the honor to be
Sir
Your most Obedient Servant

Mecklenburg
President

No. 1532 1874. Depart.

Coimbatore Munici-
-pal Commission.

From,
The President
Municipal Commn.
Coimbatore.

To The Ag. Chief Secretary
to Government
Ootacamund.

No. 1823

Dated 31st August } 1874
Despd. – 3d Septr. } 1874
Recd. 5. –"–

Enc. 11.

Replies to Proceedings
of Madras Government,
Financial Depart. dated
10th August 1874 No. 2203,
regarding the reclama-
-tion of the Peria & Valan
Tanks – With enc.

Ootacamund 10 Sept. 1874 No. 1532.

Communicated to the Public Works Department

In P.W. Dept. [illegible]

C8/9 R10/9.

Govt. of {1874} Madras.

Financial.

To
The Public Works Dept.

G. O Sept. 10, 1874, No. 532.

Nos 98-99.

Valavanur Tank Coimbatore Rama.

Report of the Presidt. regarding the circumstances under wh. deviation has been permitted from the conditions prescribed for carrying out reclamations on the margin of the Valavanur Tank, Coimbatore Rama. Commund. to the P.W. Dept.