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(2) Date of repair 18-12-37

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>2984</u>	Press Mis.
<u>319-20</u>	
Dated <u>12-12-37</u>	<u>18/12/37</u>

Not to be folded or roughly handled

No. 319. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 1st September 1866, No. 1,587 :—

1. With reference to G. O., No. 2,642, of the 22nd instant, I regret to find that my reasons for recommending the line of channel, proposed and marked out by the Officers of the Irrigation and Canal Company, in preference to either Captain Fischer's or Mr. Porter's schemes, were not considered sufficiently explicit, and so beg to offer a few further remarks, as I cannot agree with the first sentence in

* G. O. No. 2,642 of 22nd August 1866.

paragraph 3,* viz., "The two works are, however, perfectly distinct, and have very different objects."

2. Captain Fischer's project is for cutting a channel from a nullah near the tenth mile stone in the Dharwar road between Bellary and Coodatanny, running along the south side of the road between it and the hills, and by putting dams across the different nullahs to convey the water into Bellary; also to restore an old tank to the north of the Artillery lines. The restoration of this tank would not, I think, be found of any use, as the soil is bad, and the water would be soon dried up.

3. The line of channel proposed by the Officers of the Irrigation and Canal Company may be said to run almost parallel† to that designed by Captain Fischer, but to the north of the Dharwar road; it intercepts the same drainages,

only at a greater distance from the hills, and where the velocity of the streams is consequently much less. I considered that money spent on this line would be usefully expended and likely to be returned, as, on the Irrigation and Canal Company starting their works for conveying water from the Toongabuddra river, they would, I should think, gladly repay any expenditure incurred, as it would be so much work already done. Should the Company not be prepared to take up the project, I understand that Government‡

† See the accompanying sketch map, on which the Irrigation Company's line of Canal is marked down.

‡ G. O. No. 2,606 of 20th August 1866.

will itself take it in hand: in that case the line chosen by the Officers of the Company would, I expect, be the one adopted, and so any work now done would hasten the completion of the work, whereas expenditure on either Captain Fischer's or Mr. Porter's schemes would be almost entirely money thrown away.

4. The portion of the Irrigation and Canal Company's scheme that I have recommended§ for adoption, commences at the nullah which crosses the Dharwar road at the eighth mile stone; it is formed

§ Paragraph 6 of letter No. 1,150 of 28th July 1866.

all the way by a single bank, and in very few places is the ground up to the level of the water line, so as to need more cutting than will make the bank. The width of their channel varies a good deal, but the depth proposed is five feet. The storage capacity of this portion of the channel, supposing the canal full and the sluices closed, is calculated to be about three millions of cubic yards. The drainage area intercepted is twenty square miles.

*Proceedings of the Madras Government, Public Works Department,
12th September 1866.*

5. Lastly, I would beg to observe that any damage to the works on Captain Fischer's or Mr. Porter's schemes would most probably cause serious injury to the Dharwar road, as they lie between it and the hills, which would not be the case with the Irrigation Company's line.

* G. O. No. 2,642 of 22nd August 1866.

† No. 2,201 of 23rd August 1866.

ment of the scheme proposed by Mr. Porter.

6. Agreeably, however, to the latter part of paragraph 3,* and to G. O. No. 2,690, dated 24th ultimo, communicating G. O.† in the Revenue Department, I will at once arrange for the commence-

No. 320.

ORDER THEREON, 12th September 1866, No. 2,924.

CIVIL WORKS, No. 61.

Recorded, with reference to G. O. Nos. 2,830 and 2,841, dated 5th and 6th September 1866 respectively.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division, with Plan.
.. Revenue Department.

Exd. S. T. Augustin.

1587.

From Major A. L. Hoberly R.E.
Superintending Engineer
3rd Division

To The Secretary of Government
Pub. Works Department
Fort St. George

Dated Bellary 1st Sept 1866.

Sir, With reference to G. O. No. 2642 of the 22nd Instant, I regret to find that my reasons for recommending the line of channel proposed, and marked out by the officers of the Irrigation and Canal Company in preference to either Captain Fischer's or Mr. Porter's schemes, were not considered sufficiently explicit, and so beg to offer a few further remarks, as I cannot agree with the first sentence in Para

Para 3, viz:- "The two works are,"
"however, perfectly, distinct and"
"have very different objects."

* G.O. M2606 of
20 Aug. 1866.

2. Captain Fischer's project
is for cutting a Channel from a
Nullah near the 10th Milestone
on the Dharwar Road between
Bellary and Coadatanu run-
ning along the contour of
the road between it and the
Hills, and by putting dams
across the different Nullahs
to convey the water into Bellary,
also to restore an old tank to the
North of the Bellary Lines. The
restoration of this tank means
I think the removal of an acre
as the soil is bad, and the water
would be soon dried up.

3. The line of Channel proposed
by the Officers of the Irrigation and
Canal Company may be said
to run almost parallel
to that designed by Captain
Fischer, but the North of the
Dharwar Road; it is:
except the same drainage only.

see the accompanying
sketch map on which
the Irrigation Company's
line of Canal is marked
down.

* G.O. M2606 of
20 Aug. 1866.

at a greater distance from the
hills and where the velocity
of the streams is consequently
much less. I considered that
money spent on this line would
be wisely expended, and likely
to be returned, as, in the Irrigation
and Canal Company starting
their work for conveying water
from the Tonnabudra River,
they would, I should think, gladly
repay any expenditure incurred
as it would be so much work
already done. I should be
compelled not to be prepared to
take up the project, I understand
that Government will itself take
it in hand:- in that case the
line chosen by the Officers of the
Company would I expect be the
one adopted, and so any work now
done would hasten the completion
of the work, whereas expenditure on
either Captain Fischer's, or Mr. Parker's
schemes would be almost entirely
money thrown away.

4. The portion of the Irrigation and Canal Company's Scheme that I have recommended for adoption commences at the Mullah which crosses the Dharwar Road, at the 8th Milestone; it is formed all the way by a single bank, and in very few places is the ground up to the level of the water line so as to need more cutting than will make the Bank. The width of this Channel varies a good deal but the depth proposed is 5 feet. The storage capacity of this portion of the Channel supposing the Canal full, and the sluices closed, is calculated to be about 3 millions of cubic yards. The drainage area intercepted is 20 square miles.

Lastly, I would beg to observe that any damage to the works on Captain Fischer's or Mr. Parker's schemes would most probably cause serious injury

+ Para 6 of Letter
No 1150 of 28th
July 1866.

G.O. No 2642 of
22nd Aug. 1866

No 2201 of 23rd
Aug 21 1866.

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injury to the Dharwar Road as they lie between it and the Hills which would not be the case with the Irrigation Company's line.

Agreeably however to the latter part of Para 3, and to G.O. No 2690, dated 24th ultimo, communicating G.O. in the Public Works Department I will at once arrange for the commencement of the scheme proposed by Mr. Parker.

I have the honor to be
Sir,
Yours most obed^t Serv^t

D. W. B. S. Major R.E.
Superintending Engineer
3rd Div.

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