M.R.O. (—77,000—18-6-57.

(1) Number of pages 18

(2) Date of repair 27-8-1963

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public (Spl.) DEPARTMENT.

G.O. No. 2480. Press Mis.

5-6.

Dated 1—11— 18 66.

Not to be folded or roughly handled

No. 5. Read the following letter from the Controller of Public Works Accounts, to the Secretary to Government, Department Public Works, dated Madras, 23rd October 1866, No. 2,380 :—

1. With reference to G. O. of the 9th instant, in the Railway Department, which has appeared in the local News-papers, regarding the converting of the Railway embankments on the North-West Line between Gooty and Bellary into tanks, I have the honor to observe, that the greater number, if not all, the sites available in that locality can be commanded from the anicut proposed to be constructed across the Pedda Huggri river at or near Joonjaramanhully, and supplied with water from that source by the channel on its right bank, but these are some of the sites referred to by me in paragraph 7 of my letter to Government, printed with G. O. of the 20th August last, No 2,606, and as the objections to them there urged do not appear to have occurred to the Railway authorities, I beg to bring them again to the notice of the Government, as the rapid silting up of the beds of tanks in those black cotton plains is but too well known to all who have had any experience in the matter, and is so fatal an objection to these projects, it ought not, if possible, to be lost sight of, in considering them, particularly as much valuable time and labor may be saved, as also expense in making investigations in connexion with them, by having the benefit of this local experience.

1 Sketch Map.

2. Government having, however, entertained the proposal for these works, I beg to forward, for their inspection, a sketch map of one site near the village of Donacul, which offers, I believe, the most favorable position for the construction of a work of this kind on that line of road: the drainage of this valley passes through the hills by a narrow gorge, not more than 100 yards wide at base, as far as I can recollect: if a dam were thrown across this of sufficient height, the water can be held back as far as Iddapinkul, this reservoir would be about six miles in length, and have a mean breadth of about 2½ miles, the valley is very shallow, so that its mean depth, I do not suppose would be more than three or four yards with a water-spread of about 15 square miles: its contents will therefore be between 150 to 180 million cubic yards of water, and if supplied from the river by both monsoons, it ough to irrigate some 30,000 acres of land for a first crop, and perhaps 20,000 for a second.

3. The drainage area of this valley, with its insufficient and variable rain-fall, is of course quite unable to supply such a body of water: but if these works are to be undertaken at all in such places, I respectfully submit, they should be constructed on so large a scale, that, if liable to silt up and even rapidly so, they should be of as much use as possible for the time they can last. I am of opinion, it will be unnecessary to place the head of the supply channel as high up the river as at Joonjaramanhully, but as the water for such a reservoir must be obtained from the nearest available source, it will be necessary to survey out a new channel to convey it; the country, however, is very open, and taking then the lowest point of the water-shed between Passelgoorkee and Iddapinkul, it would be very easy to run a line of levels up the valley of the Huggri, *rising* two or three feet a mile, to see where this would meet the river, and which of course would fix the site for the anicut.

4. I cannot of course pretend to give any idea of the probable cost of such a work, I have endeavoured to offer only such observations as may tend to make it as useful as possible, under the peculiar circumstances of the site; I believe the materials available on the spot are good and in sufficient quantities, excepting fire-wood; the bed of the nullah at the site of the proposed dam is a coarse, strong gravel and sand, but what the rock below is I am not aware, as I had abandoned all idea of sending in this project, and so gave up carrying out any further investigations.

5. So long ago as 1856, Colonel Collyer and I had this subject under consideration, and were both impressed very strongly in its favor for a reservoir of the kind sketched out in this report, but my conviction was very strong against such a work in those plains liable to silt up in a short time unless put up on the largest possible scale, and to lose an immense quantity of its stored water by evaporation exposed as its surface is to the direct action of the hot easterly winds, and as during the greater part of the time I was in charge of Bellary District the expenditure on Public Works was restricted as much as possible to petty new works and repairs, it would have been quite useless to send in a project of this kind, with such serious objections against it in existence; this, I trust, will explain why I failed to bring it to notice before, and I still think that, in that locality, if the people of the country had thought it worth while to construct tanks they would not have failed to do so, as they never have done in other parts of the District, where water is even more precious than gold, and where few more favorable sites could be found.

No. 6. ORDER THEREON, 1st November 1866, No. 2,480.

CIVIL WORKS, No. 3.

1. Captain Fischer will have observed in the Order appended to the papers to which he refers regarding the conversion of Railway embankments into tanks, that the Government have reserved their decision on each proposal that may be brought forward till full information is furnished.

2. The Government have no doubt that the construction of a tank at Donaeul would not be difficult, and would probably be highly remunerative if the supply of water to be derived from the Pedda Huggri could be relied on, but unfortunately it has been recently ascertained that the discharge of that river is extremely deficient and uncertain, and it is understood that the whole of its waters will be arrested by the construction by the Government of Mysore of a dam at Maury Canwai.

(True Extract.)

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

To the Controller of Public Works Accounts, with Plan.
" Consulting Engineer for Railways.

Encl. S. T. Augustin.

Office of the Controller of
No. 2380. P.W. Accounts.
Madras, 23rd October 1866.

From,
The Controller of P.W. Accounts.
To,
The Secretary to Government, P.W.D.
Fort St. George.

Sir,

With reference to G.O. of the 9th instant in the Railway Department, which has appeared in the Local news papers regarding the converting of the Railway Embankments on the S.W. line between Gooty and Bellary into tanks, I have the honor to observe, that the greater number of not all the sites available in that locality can be commanded from the Anicut proposed to be constructed across the Pedda Huggri river at or near Jonjeconeetty, as supplied with water from that source by the channel on its right bank. But these are some of the sites referred to by me in paras 7 of my letter to Government dated with G.O. of the 20th August last No. 2006, and as the objections to them there urged do not appear to have occurred to the Railway Authorities, beg to bring them again to the notice of the Government as the rapid silting up of the beds of tanks in those Districts is but too well known to all who have had any experience in the matter, and is so fatal an objection to these projects, it ought not if possible, to be lost sight of, in considering them, particularly as mine is

valuable time and labor may be saved and also expense in making measurements in connexion with them, by having the data of the Local experience.

2. Government having however submitted the proposals for these works, they be forwarded for their inspection a sketch map of the site near the village of Dorgaon, in this the offers, I believe, the most favourable for the construction of the work. On that line of route the drainage of the valley passes through the hills by a narrow gorge not more than 150 yards wide at base, as far as I can recollect, of a dense rock thrown across this of sufficient height the water can be held back to the depth of 80 feet, this reservoir would be about 2½ miles, the valley is very shallow would be more than 300 yards wide at water spread of about 15 Square miles. its contents will therefore be between 150 to 180 million Cubic yards of water available from the river by both the monsoons, it might be to irrigate some 30,000 acres of land for one crop and perhaps 20,000 for a 2nd.

The drainage area of this valley with sufficient and available rain-fall, is course quite unable to supply such a body of water. But if these works are to be undertaken at all in such places, I respectfully submit, they should be constructed so large a scale, that, if liable to silting

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and grow Luxuriously as, they should be of as much use as possible for the time they can last. I am of opinion, it will be unnecessary to place the head of the supply channel as high up the river as at Jamjoramanbully, but as the water for such a reservoir must be obtained from the nearest available source, it will be necessary to survey and proceed channel to convey it by the country however is very open, and taking them the lowest point of the water shed between Parsoly and the Godavari it would be very easy to have a line of levels up the valley of the Wargain, rising 2 or 3 feet a mile, to see where this would meet the river and which side of course would fit the site for the Reservoir.

4. I can not of course pretend to give exact ideas of the probable cost of such a work, I have endeavoured to offer only such observations as may tend to make it as useful as possible under the peculiar circumstances of the site, I believe the materials available on the spot are good and in sufficient quantities, excepting perhaps wood. The bed of the valley at the site of the proposed dam is of coarse stone gravel, but about the rock below is loose not secure, so that substantial ideas of erecting in this project and so ignore entirely any further investigations.

5. So long ago as 1856, Colonel Colleger and I, had this subject under consideration and were to the impression very

very strongly in its favour for a reservoir of the kind sketched out in this report but any connection was very strong against such a work in those plains liable to silt up in a short time unless put up on the largest possible scale and to lose an immense quantity of its stored water by evaporation exposed as its surface is to the direct action of the hot easterly winds and as during the greater part of the time during a change of Bellary District the expenditure on public works was restricted as much as possible to petty new works and repairs it would have been quite useless to prepare an project of this kind with such serious objections against it as existence, this I trust will explain why I failed to bring it to notice before and which I think I am at least justified in doing if the people of the country had thought it worth while to construct Anicut Abey would not have failed to do so, as they never have done in other parts of the District, where water is extremely precious Adam go Cob and where far more favorable sites could be found.

Have the honor to be Sir, Your most obedient Servant.

Captain R.E.

Comdg. Cuddapah Division

Comdg. Cuddapah

Public Works Department

No. 3,480

Forwarded to the Secretary to Government.

Public Works Dept.

Submitting as desired a report on the project of Converting the Anicut across the Pennair River between Gooty and Adoney into Masonry

No. 3,480 - 12th December 1880

Public Works Department

No. 3480

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 1st November 1866.

From

The Controller of Public Works Accounts

Read the following

(Here enter No. 2380 dated 23rd October 1866.)

Captain Fischer

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to be derived from the
Roba Ruggi could be
relied on, but unfortunately
it has been recently ascertained
that the discharge of
that river is extremely
deficient and uncertain,
and it is understood that
the whole of its waters
will be appropriated by the
construction by the Govt
of a Dyke of a dam
at Maury Canrai.

To The Lords Mr Barretts
with Plans
& Estimates for
Calcutta

Sept 22 Received

Dft 1865 Dec 12

Pro. of Govt for Navy

(19)

Dft 3489.

For of Woodlands Court

Dft Oct 66.

Papers ordered on a letter from Captain Fiddes R.E. containing certain suggestions relative to the proposed Construction of Docks in Railway Embankments in the Estuary &c.

Pass 6