M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public (Misc.) DEPARTMENT.

G.O. No. 1353 Press Mis.

12230

Dated 4 3 1860.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 4th May 1867.

No. 122. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Department Public Works, dated Masulipatam, 12th April 1867, No. 8.—

1 Detailed Estimate
1 Abstract Estimate amounting to Rs 40,500.
3 Specification Reports.
1 Survey.
2 Sections.
2 Plans of Sluices
Despatched by Banghy.

1. With reference to G. O. No. 792, dated 9th March 1866, I have the honour to resubmit the plans and estimates therewith returned to me, for the embankment and masonry works needed on the north bank of the Pennair.

2. Three great floods have occurred in the Pennair of late years, two in October 1852 and one in November 1859. In all these very extensive damage occurred. I forward a copy of a letter from D. White, Esq., Collector of Nellore, to the Secretary of the Board of Revenue, dated 23rd November 1852,* detailing the damage done by the floods of the month previous; and I also forward an extract from a letter† from Major De Butts, the then Civil Engineer, mentioning the damage done to the public road, &c. Government will notice that Trunk Road No. 6, for five miles, *i. e*, between the river and one mile on the south of Codavaloor, was swept away, and five feet of water ran over it in places, and that the Cuddapah road‡ was in one part completely cut away, though 225 yards from the river previously. The number of tanks that burst, by Mr. White's account, was very large; and from other documents it appears that the remissions that had to be given at the following Jamabandy amounted to Rupees 41,995§. The Government also, in Minutes of Consultation No. 1,241, dated 24th December 1852, granted 15,900 Rupees for the relief of the sufferers. From a subsequent statement it appears that 6,096 houses, 1,271 head of cattle, and 7,708 Candies of grain (which valued at 16 Rupees per Candy were worth 1,23,328 Rupees) were carried away by the flood.

* No 104.

† No 174, dated 25th October 1852.

‡ Paragraph 2 of Mr White's letter

§ On lands . . . . Rupees 12,251
On crops . . . . . „ 29,744
Rupees 41,995

3. The damage that occurred in 1859 was much less, but still considerable. I find records of several breaches occurring in the Vagoor channel in the Kovoor tank; of fifteen breaches, averaging fifty yards each, in the Trunk Road No. 6; and of the Cuddapah road being again carried away in many places; but the accounts are too confused for me to calculate the cost of repairs.

4. The Government have provided for embankments* on the south side of the river, and the works are nearly completed. The plans and estimates I now forward are for similar works on the north side which are almost equally unprotected, the whole of the country from the Pennair to the Pydairu being equally deltaic, though that portion is slightly more elevated.

* G Os No 1,835, dated 5th October 1861, and No. 2,005, dated 12th July 1864.

5. I regret that any delay should have occurred in resubmitting the estimates when such heavy interests are at stake; but till this morning, notwithstanding repeated requisitions, I have been unable to procure any records from the Nellore Collector's Office on the subject of the flood of 1852.

of the Board of Revenue

* Despatched by Bangby Requested to be returned

6. I beg to submit a sketch map,* showing the direction of the overflows and the country subject to inundations.

No. 123. ORDER THEREON, 4th May 867, No. 1353.

IRRIGATION. No 10.

1. With his letter of the 3rd February 1866, No 145, the Superintending Engineer of the 2nd Division submitted plans and estimates for the construction of an embankment, with its masonry works, along the northern bank of the Pennair from opposite Nellore to the Sungum, and explained that the work was much required for restraining the floods to which the river was subject, and which frequently caused much damage to villages and lands on that side of the river and to Trunk Road No. 6, as well as to the road from Nellore to Cuddapah. As the Government were not aware of this liability of the non-deltaic country north of the Pennair to suffer seriously from floods, they were unable to form any opinion as to the necessity for a large outlay on the construction of the proposed embankment, without fuller information of the nature and extent of the damages occasioned by the overflow of the river on the tract of country affected by it, of the expenditure incurred in repairing them, of the direction in which the overflow takes place, and whether it is assisted by any general delta-like formation of the country or confined to a few hollows.

2. The Superintending Engineer was directed to furnish information on these points, and, in the letter recorded at the head of these Proceedings, he professes to do so, but the Government observe from it that the floods which are stated to have occurred in 1852 and 1859 were coincident with, or immediately subsequent to heavy rains which caused the breaching of numerous large tanks situated in the tract of country adjoining the left bank of the river above Nellore, and it seems very doubtful whether the inundations, as described by Major De Butts and Mr. White, were not caused by the bursting of those tanks more than by excess of water in the Pennair. It does not appear unlikely that if such embankments as the Superintending Engineer now proposes to raise had existed to intercept the outfall of the country, the flood of water from those tanks would have swelled the inundations and greatly added to their disastrous effects. This can only be determined by such lines of levels as will show the slope of the country from the lip of the river inland, and define the direction of the drainage outfalls.

3. The papers will accordingly be returned to the Superintending Engineer with an intimation that, should he consider it expedient to re-submit the project, it should be accompanied by cross sections of the country at the parts indicated in pencil on the map, or in such other directions as will give a thorough idea of the slopes of the country.

(True Extract.)

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

To the Superintending Engineer, 2nd Division, with thirteen Enclosures

Exd. S. T. Augustin.

No 8

Head Sup Engineer's Office 2nd Dr
Masulipatam
12th April 1867

From Lieut Colonel C. G. D. Minchin R.E.
Superintending Engineer 2nd Dr

To Lieut Colonel C. A. Orr R.E.
Secretary to Government
P.W.D.

Sir,

With reference to G.O. No 792 dated 9th March 1866, I have the honor to resubmit the Plans and Estimates, therein returned Done, for the Embankment and Masonry works needed on the North bank of the Pennair.

1 Detailed Estimate
1 Abstract Estimate amounting to Rs 40500.
3 Specification & Reports
1 Survey
2 Sections
2 Plans of Sluices
} Sent by Bandy

2. Three great floods have occurred in the Pennair of late years. two in October 1852, and one in November 1859. In all these very extensive damage occurred. I forward a copy of a letter from D White Esquire Collector of Nellore & the Secretary of the Board of Revenue dated

23rd November 1852. detailing the damage done by the floods of the Month previous. and also forward an Extract from a letter from Major DeButts the then Civil Engineer mentioning the damage done to the Public Roads &c. Government will notice that Trunk Road No 6. for 5 Miles i.e. between the River and one Mile on the South of Cosavalier was swept away, and 5 feet of water ran over it in places, and that the Cassapah Road was in one part completely cut away, the 225 yards from the River previous to the Number of Culverts that burst, by Mr Wilcox account was very large, and from other documents it appears that the remissions that had to be given at the following Jamabandy amounted to Rupees 41995. The Government also in Minutes of Consultation No 1241 dated 24th December 1852, granted 15000 Rupees for the reliefs of the sufferers. From a subsequent statement it appears that 6096 houses, 1271 huts of Cattle and 7708 Candies of grain (which valued at 16 Rs per Candy were worth 123328 Rs) were carried away by the flood.—

3. The damage that occurred in 1859. was much less, but still considerable. I found records of several breaches occurring in the Vagur Channel in the Rivers Mouth of 15 breaches averaging 50 yards each in the Trunk Road No 6, and of the Cassapah Road being again carried away, in many places—but the accounts are too confused for me to calculate the Cost of Repairs.—

4 The Government to have granted for Embankments on the South side of the River and the works are nearly completed.— The plans and Estimates I now forward are for similar works on the North side which are almost equally unprotected. The whole of the Country from the River to the Hydairies being equally low, though that portion is slightly more elevated.—

5. I regret that any delay should have occurred in sanctioning the Estimates when such heavy interests are at stake, but till this Morning, Notwithstanding

No 104

Para 2 of Mr Wilcox's letter

No 1715, 2/25 Oct 1852

No 1855 dated 5th October 1861 and No 2005 dated 12th July 1866.—

in Cons 13251 in Cons 24744 41995

Public Works Department.

1353

No. 1353

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 4th May 1867

Read the following

From the Supg Engineer of the 2nd Dvn

(Here enter No. & dated 12th April 1867.

With his letter of the 3d February 1866, No. 145, the Supg Engineer of the 2d Division submitted plans and estimate for the construction of an embankment, with its masonry works, along the northern bank of the Penair from opposite Nellore to the Surgum, and explained that the work was much required for restraining the floods to which the river was subject, and which frequently caused much damage to villages and

Repeated Requisitions, I have been unable to procure any records from the Nellore Collector's Office on the subject of the floods of 1855.

6. I beg to submit a sketch Map showing the direction of the rivers & the country subject to inundation. I have the honor to be,

Sir,

Your Most Obedient Servant

Geo. F. Morrison Lieut. R.E.

Supg Engineer 2nd Dvn

A.M.R.

Recd 12th April 1867. Mr. Wilson.

No. 1353 dated 4th April 1867.

Proceedings of the Madras Government.

Under date the 4th May 1867.

Read the following

From the Supg Engineer of the 2nd Dvn

dated 12th April 1867.

With his letter of the 3d February 1866, No. 145, the Supg Engineer of the 2d Division submitted plans and estimate for the construction of an embankment, with its masonry works, along the northern bank of the Penair from opposite Nellore to the Surgum, and explained that the work was much required for restraining the floods to which the river was subject, and which frequently caused much damage to villages and

Requested Plans & Estimate for a Bridge across the Penair at Nellore

Read the following

From the Supg Engineer of the 2nd Dvn

dated 12th April 1867.

Forwarding Plans & Estimate for a Bridge across the Penair at Nellore

Ordered

That the Plans & Estimate be submitted to the Board of Revenue

Ordered

That the Plans & Estimate be submitted to the Board of Revenue

and lands on that side of the river and to Trunk Road No. 6, as well as to the road from Nallore to Cuddapah. As the Govt were not aware of this liability of the non-deltaic country north of the Pennair to suffer seriously from floods, they were unable to form any opinion as to the necessity for the large outlay on the construction of the proposed embankment, without fuller information of the nature and extent of the damages occasioned by the overflow of the river on the tract of country affected by it, of the expenditure incurred in repairing them, of the direction

direction in which the overflow takes place, and whether it is assisted by any general delta-like formation of the country or confined to a few hollows.

The Supy Engineer was directed to furnish information on these points, and in the letter recorded at the head of these Proceedings, he professes to do so, but the Govt observe from it that the floods which are stated to have occurred in 1852 and 1859 were coincident with or immediately subsequent to heavy rains which caused the breaching of numerous large Tanks situated in the

the tract of country adjoining the left bank of the river above Kellore, and it seems very doubtful whether the inundations, so described by Major De Butts and Mr. White, were not caused by the bursting of those banks more than by excess of water in the Pennair. It does not appear evident that if such embankments as the Supt. Engineer now proposes to raise had existed to intercept the outfall of the country, the flood of water from those banks would have levelled the inundations and greatly added to their disastrous effects. This can only be determined by such lines of levels as will show

show the slope of the country from the lip of the river inland, and define the direction of the drainage outfalls.

The papers will accordingly be returned to the Supt. Engineer with an intimation that, should he consider it expedient to resubmit the project, it should be accompanied by cross sections of the country at the parts indicated in pencil on the map, or in such other direction as will give a thorough idea of the slopes of the country.

To the Supt. Engr. 2d. Divn.
with thirteen enclosures.

Desp. 2, 6/5/67
Plan sent by Bangalore

Pub: Works 1867 Department

Pro: of Govt. for May

No. 1353

Pro: of the Madras Govt.

Dt. 4th May 1867

The plans and estimates &c. for the construction of Embankment along the north bank of the Pennair from opposite Sellore to the Sangum; returned with remarks to the Supg. Engr. of the 2d. Division

No. 122 & 123

No. 29 dated 16th April 1867 - Cudhery