

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1393	Press Mis.
Dated 8 5 1877	

Not to be folded or roughly handled

Government Cinchona Planting
Cotacaimund. 19th April 1864

From,

W. G. Mc Ivor Esq
Supt Govt Cinchona Planting
Cotacaimund

To,

W. Rudleston Esq
Secretary to Govt Rev. Dept.
Madras

Sir,

I have the honor to submit for the consideration of Government a proposal to throw a bund or embankment across the valley which separates the Nilgherry from the Hoondah range of mountains. This embankment will be upwards of 700 feet in height. Its extreme thickness at the base about 3,200 feet, and its length at the top about 4,000 feet. This embankment would store many hundreds of millions of cubic yards of water, and collect the drainage from the West and South slopes of the Nilgherries, also from the East and Southern slopes of the Hoondahs. The embankment would cross the valley of the Bowany from the village of Mundhunah on the Nilgherry side, to the village of Soudhutti on the Hoondah side. It would thus connect these two ranges of mountains at a point which would

would give the most effectual means of opening out the communications of both the Nilgherries and the Hoondahs. On the Nilgherry side the abutting mountain of the embankment forms a continuous range to the high peak at Deva Shola connected without a break with Thymullay by the Marloor ridge. A spur breaking off from the Deva Shola range connects Hartery and the Coonoor Ghaut, while another branching to the north connects the station of Palacammund. On the Hoondah side the spur which forms the abutments of the embankment, runs direct to Avalanche, where it branches off in spurs connecting the whole of the villages on the Mala Hoondah and Kela Hoondah ridges.

The top of the embankment would thus form a level road way, which without the precipitous rise and fall of the valley would open up a communication of very great value, and would form a point of connection of the roads now being carried out by the Engineer Department, and this is important as I have ascertained by an interview with Colonel Walker, who after personal inspection of the locality considers it the most desirable line of road which can be selected.

I am aware that a work of this kind may appear stupendous and impracticable; I am also aware that all new methods of construction are necessarily and correctly received with suspicion. That it is long before any new process of this nature can be of any practical value, unless its promoters push

31.
push it forward with energy and at their own risk. By the time the scientific world rules on the practicability of a new scheme, much of the benefit which it might bestow is necessarily lost and it is now urgent for the prosperity of India, ^{that} without loss of time, we devise a cheap, and effectual means of storing the water of the monsoons. On the efficiency with which this is done depends the wealth and prosperity of this great empire. At present we suffer from two great evils - now drought - then inundations. Our rain falls in heavy torrents, runs rapidly off the water sheds, and accumulating in the rivers causes inundations. ~~Thence~~ this great fertilising agent is allowed to carry death and destruction in its progress back to the sea. We thus not only lose the treasures which nature has placed at our command, but in their loss we sustain other and serious damage. Had we Reservoirs the case would be quite different, as this would enable us to maintain in our rivers a uniform flow of water throughout the dry and wet seasons, either for the purpose of navigation or irrigation.

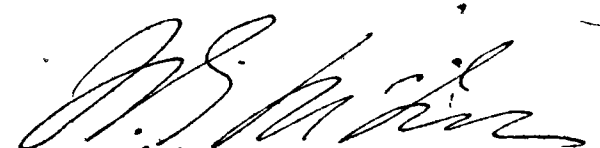
I have for years performed earth work by silting, and in every instance successfully. I have now gained considerable experience in this process, and although it is true I have not performed any work to be compared to the one I now propose, I am nevertheless confident that I can perform this work successfully, and if

if it can be established that water may be stored in this manner, a benefit will be conveyed to India, the importance of which no language can portray.

I ^{therefore} propose for the consideration of Government, that I be allowed to construct this bund by the sitting prospect. If it fails the loss will be mine. I will perform the whole of the earth work and masonry recesses without calling upon the Govt. for any advance of money, until the work is completed, and reported upon as being good and substantial by the District Engineer or any officer the Govt. may appoint. On receiving a satisfactory report the Govt. to pay me the cost of construction, which I guarantee not to exceed one half the amount the work could be performed for by any other means. In removing the soil for the construction of the bund, I will also form the line of road for a few miles on each side of the bund, for this also I will expect to be paid at the average cost of such road to Govt., that is, if the work is successful, but not otherwise, as in the event of failure I accept the loss. The Govt. will be expected to furnish the pipes and valves for this work. Three lines of 3 feet pipes will be required each line being 1200 feet in length, each pipe being fitted with a valve as described in a pamphlet now in the press and to be obtained from Mr. Higginbotham, publisher, Madras. In this pamphlet a detailed outline of this prospect has been given. With reference to

the valves, I may mention, that I have had a six inch one fitted and in use for many years, it is perfectly water tight and can be worked by a child under any pressure.

Should the Govt. decide on accepting this offer, I would be happy to see the valves cast while I am in England, as the principle of construction is new. This is a mere outline of what I propose, further details will be submitted should the Govt. decide on considering the proposal. Enclosed is a sketch of the country, the proposed bund will be formed across the valley at A, and raised to the height of the dotted line at B.

I have the honor to be
Sir,
Your most obedient servant

Supt Govt. Cinchona Planting

No 1393 P. H. Sept.

Proceedings of the Madras Government

Under date the 8th May 1867

Read the following

on the Supt. Govt. Chinchona
Plantations. Cooracann

11th dated 19 April 1867

Communicated to
the Superintending En-
gineer of the 7th Division
for such observations as
he may be in a position
to offer from his know-
ledge of the locality -
where the proposed em-
bankment is to be con-
structed.

2. Colonel Walker will
state his views as to the
eligibility of the proposed
site for the station.

Received 1867. P. H. Sept.
No 1393. P. H. Sept.
(Proposed 1867. P. H. Sept.)
Chinn
The Supt. Govt.
Chinchona Plantations
Cooracann

Sanford T. H.
J. H. Walker
J. H. Walker
J. H. Walker
J. H. Walker

Dated 19th April.

27th April 1867

21. April. 67.

Recd 25th April 1867

See one for com-
munication a proposal to
construct a bund across the valley
which separates the whole
glacis from the Standard
range of moun tains.

Copy in a letter to Engineer
of 27th July 1867.

No 1393-8 May 1867

Sanford T. H.

No 1393

27th April 1867. P. H. Sept.

to which the water
 direct in it may be
 applied [and he will
 furnish a rough es-
 timate of the cost of
 constructing, by an
 ordinary method, such
 an embankment as
 Mr. McIvor describes]

3 The Government are
 disposed to think that
 the process of forming
 embankments by sill-
 ing, may in some
 situations be advan-
 tageously employed for
 the formation of re-
 servoirs, and they
 would wish it to be

well as

I would omit this
 I see no objection
 to retaining it. N.

which might be selected
 by Mr. McIvor on his
 return to the Presidency
 in conjunction with
 Colonel Walker.

The government must
 decline to entertain so
 vast a project as that
 submitted by Mr. McIvor
 is the first instance in
 which the charge for the
 iron pipes suggested by
 the project would alone
 amount to more than
 two lakhs of rupees.
 N.

can be found. Col
 Walker will report on
 this point. -

W. H.

To The Rev Depts
 Supg Dirg of the

38
 18/3/66

and I don't see it stands. I am an amateur engineering - I am in
 no friend to amateur engineering - I am in
 in London come to put - I am in
 I will be in China home plants
 various and with only one
 position -

man on our higher can do - and we
can hold them responsible for their projects
plans and estimates.

Sitting is no new process - but on I
imagine from the Japanese. I saw
it mentioned some time back in a
report by Capt. Mullins, Comd'g, 1st
Lt. John McEvoy of his work on the
subject in his own report.

Mr. McEvoy's Hawaey Park project is very much
like the deForest-Madras Harbor scheme. The
first cause caused noticing it, thought, in reality,
they feel that it might with much propriety at once
be shelved. I feel satisfied Col. Walker will
be able efficiently to administer the Tour de Race
without resort to them. No doubt it will be admin-
istered to obtain something on a small scale of the
killing process, but I doubt whether such a gigantic
undertaking as Mr. McEvoy proposed is an
attempt to reach what we have - was not - at all
attempt - once made was the half of the full
Leont - Hance - R. - I think the draft would
be so far as that - wasted - was

fruit

3/5/4

Pub. Works 1864 Department

Pro: of Govt. for May

No. 1393

Pro: of the Madras Govt.

Dated 8th May 1864

Passing orders on
letter from Mr. McIvor;
through the River Department
regarding the construction of
embankment across the
mouth of the Ponnaiy by
Loring.