

(1) Number of pages 16
(2) Date of repair 19-9-86
(3) Initials of the Referencer OW

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W.

DEPARTMENT

G.O. No.	1235 W	Press.
S.P. No.		Mis.
Dated	11-3-1878	197

Not to be folded or roughly handled.

A-K

1235

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

11th March 1878, No. 1,235 W.

Buildings and Roads.

Civil Works.

Read the following paper:—

No. 128. From Colonel F. J. MOHRLEY, B.E., District Engineer, Bangalore, to the Chief Engineer, Public Works Department, dated Bangalore, 4th March 1878, No. 245.

In reply to G.O. No. 744 W, dated 11th instant, I have the honor to observe that memorandum No. 1,100, dated 27th April, crossed my No. 271, dated 28th April, in which I pointed out that, in consequence of the various obstructions to the drainage from the country west of Madras reaching the swamp, and to the drainage passing from the swamp to the sea, I could not obtain data from which to estimate the sections of flood vents and embankments.

2. In replying to memorandum, No. 1,100, in my No. 1,429, dated 18th July, I did not repeat my statements regarding these difficulties, and as the work was sanctioned in G.O. No. 674 W, dated 31st August, without further remark, I concluded that my explanation was considered sufficient.

3. I beg to point out that Colonel O'Connell writes of the drainage in question as if it were a distinct and separate line of discharge, and not most infinitely concerned with, and dependent on, floods of considerably greater extent in the Cortelliar and Cooum valleys. The contour survey of waterspread in 1874 which he speaks of would carry him up beyond Doograzpattam northwards and nearly to the Red Hill weir westwards, as well as to the general line of the north road.

4. This was one vast sheet of water, standing above the Trivatur and Ponnery road up to the approaches of the bridge over the East Coast Canal. (In 1867 I was able to sail over the bridge parapet near its west end.) The flood remained at this height for some hours, even days, with quite imperceptible current, during which great quantities of silt were no doubt deposited in the canal. My object in proposing the western embankment of the canal was to save it to a very great amount from this deposit which seriously obstructed navigation every year, causing indirectly loss to the salt manufacturers, and the removal of which cost a considerable sum of money.

5. The exclusion of flood from the East Coast Canal diminished its area very little and produced great benefit. It had free vent over the Trivatur road and the low ridge which divides the Veyanurpattam drainage from the Red Hill surplus.

6. Thus the water subsided owing to the discharge through the river mouths at Cooum, &c., two considerable ponds were formed, one by the Trivatur and Ponnery road, the other by the abovementioned ridge north of it; the only outlet for this was the East Coast Canal. Some could pass over the Shadankupatti lock gates, but when the flood fell below their level, the only passage was under the railway bridge and into the Cooum.

7. In the project under discussion I have proposed cutting the "two roads" crossing the swamp down for a length of 150 feet with easy slopes for a sluice in the Trivatur and Ponnery road, and for a cut through the ridge north of it. I cannot understand Colonel O'Connell's statement that this additional means of discharge will retard the drainage of the lands in question.

Sanctioned in G.O. No. 674 W dated 31st August 1878

8. I have repeatedly observed that I did not pretend to provide means of *draining* this land; the closing of outlet to the sea and other improvements around Madras have rendered this impossible, if by drainage is meant the discharge of water as rapidly as it comes in. I would particularly call attention to my No. 8,427, dated 9th January 1877, and paragraph 5 of my No. 271, dated 23rd April 1877.

9. Feeling that it was hopeless to attempt such a work, I limited my design to *helping* the passage of water, after it had subsided below the high ground, ridges, &c.

10. Colonel O'Connell has omitted consideration of the fact that very much of the drainage of 15 square miles would pass *over* the roads, and dividing ridges; and that it is only when the water falls below their level, that any of my proposals come into play. In calculating the velocity through the sluice he has overlooked the fact that the head of water will be affected by the tide standing against its lower side.

11. I submit that Colonel O'Connell's design is quite different from mine. I attempted his at first, but the absence of any information on which I could rely as to the extent and duration of floods in the Coromandel and several other matters induced me to put it aside. I have touched on this difficulty in my No. 271, paragraphs 4 and 5, and, as I said above, was under the impression that the Government had admitted it and allowed me to take up the smaller project.

No. 1235. Ombudsman, 11th March 1878, No. 1,235 W.

Communicated to the Superintending Engineer, Chingleput, with reference to his letter recorded with G.O. No. 744 W, dated 14th February 1878. It is observed that Colonel Moberly's letter No. 271, dated 23rd April, did not arise, but was answered by the Chief Engineer's memorandum No. 1,160.

(True Extract.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, Chingleput,
Bangalore.

Edw. T. D. Ryan,

Superintendent.

GOVERNMENT OF INDIA
 CIVIL SERVICE
 GOVT. OF INDIA
 1878
 PUBLIC WORKS.

THE DISTRICT ENGINEER,
 BANGALORE.

Dated March 1st 1878.
 To
 The District Engineer,
 Bangalore.

RECEIVED
 1878

Roads and Buildings District Engineer's Office
 No. 256
 Bangalore, 4th March 1878.

From
 The District Engineer
 Bangalore

To
 The Chief Engineer
 Public Works Deptt
 Madras.

Sir,
 In reply to G.O. No. 744. W.
 dated 11th Instant, I have the honor
 to observe that Memo No. 1000 dated
 27th April crossed my table 27th date
 23rd April, in which I pointed out
 that, in consequence of the various
 obstructions to the drainage from the
 country west of Madras reaching the
 Swamp, and to the drainage passing
 from the Swamp to the Sea, I could not
 obtain data from which to estimate
 the sections of flood vents and in bank
 - ments.

2 In replying to Memo No. 1000
 in my L.O. No. 1129 dated 18th July I did
 not repeat my statement regarding
 these difficulties and as the work was
 sanctioned in L.O. No. 675 W. dated 31st August

without further remark I concluded
that my explanation was considered
sufficient.

3. I beg to point out that
Colonel O'Connell writes of the drain-
age in question as if it were a distinct
and separate line of discharge and not
most intimately concerned with, and
dependent on, floods of considerably
greater extent in the Cortillia and
Bosum valleys. The contour survey of
water spread in 1874 which he speaks of
would carry him up beyond Doograg
patana northwards, and nearly to the
Red Hill weir westwards, as well as
to the general line of the north road.

This was our vast sheet of water
standing above the Srivera and Pauray
road up to the approaches of the bridge
over the East Coast Canal. In 1857
I was able to sail over the bridge para-
pet near its west end. The flood
remained at this height for some hours,
even days, with quite imperceptible
current during which great quantities of
silt were no doubt deposited. It is objected
in proposing the western embankment

of the Canal was to save it to a very
great amount from this deposit which
seriously obstructed navigation every year,
causing indirectly loss to the salt manu-
-factures and the removal of which
cost a considerable sum of money.

5. The exclusion of flood from the
East Coast Canal diminished its area
very little, and produced great harm-
-fit. It had great water over the
-water road and the low ridge which
divides the Vysargady drainage from
the Red Hill surplus.

6. But as the water subsided
owing to the discharge through the river
mouth at Srivera &c. &c. two considera-
-ble pools were formed, one by the Srivera
-water and Pauray road, the other by
the above mentioned ridge north of it.
The only outlet for this was the East
Coast Canal. Low could pass over the
Shadishupam lock gates, but when the
flood fell below their level, the only
passage was under the railway bridge,
and into the Bosum.

7. In the project under discussion I have proposed cutting the two roads crossing the Swamp down for a length of 150 feet with easy slopes, for a sluice in the River and Quarry roads, and for a cut through the ridge north of it. I cannot understand Colonel O'Connell's statement that this additional means of discharge will retard the drainage of the land in question.

8. I have repeatedly observed that I did not pretend to provide means of draining this land, the closing of outlets to the sea and other improvements around Madras have rendered this impossible, if by drainage is meant the discharge of water so rapidly as it comes in. I would particularly call attention to my M^o 271 dated 8th June 1877 and para 5 of my M^o 271 dated 23rd April 1877.

9. Feeling that it was hopeless to attempt such work, I limited my design to helping the passage of water, after it had subsided below the high ground,

ridges &c.

10. Colonel O'Connell has omitted consideration of the fact that very much of the drainage of 15 square miles would pass over the road, and dividing ridges; not that it is only when the water falls below their level, that any of my proposals come into play; in calculating the velocity through the sluice he has overlooked the fact that the head of water will be affected by the tide standing against its lower side.

11. I submit that Colonel O'Connell's design is quite different from mine. I attempted his at first but the absence of any information on which I could rely, as to the extent and duration of floods in the Corallian, and several other matters, induced me to put it aside. I have touched on this difficulty in my M^o 271 para 4 and 5, and, as I said above, was under the impression that the Government had admitted it, and allowed me to take up the smaller project.

I have the honor to be

Sir,

Your most Obedt Servant
H. S. By. Colonel A. B.
District Engineer.

H. S. By.
4-3

Roads and Buildings.

From
The District Engineer
Bangalore.

To
The Chief Engineer
C. W. Dept.
Madras.

N^o 256.

Dated 4th March 1878.

Drainage channel &
embankment parallel to
Cochrane's Canal in the
Chingleput Dist. - Offers
explanation calls for
in G.O. regarding the -

G.O. No. 2. 70. No 744 M.
G.O. No. 27. 77 No 4116.
G.O. No. 31. 77 No 674 M.
" 29. 77 " 1074.
" 22. 77 " 206.
" 5. 75 " 1370.

And 3. 78

157 N^o 1235 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

11th March 1878

Read the following:—

From the Dist. Engineer Bangalore (N^o 256 d/4th March 1878).

Communicated to
the Superintending Engineer,
Chingleput with reference
to his letter recorded with
G.O. N^o 744 M dated 14th
February 1878. It is observed
that Colonel Moberly's letter
N^o 271 dated 23rd April
did not cross, but was
answered by the Chief
Engineer's Memorandum N^o 1000.

207 g/s

Supy Engr Chingleput
Supy Engr Bangalore. - 2

19-3-78

Can 1226

Act. of 1873: PUBLIC WORKS.

To R. S. B. Chapple

Mar 11 1875 W

No. 128-129.

Drainage Channel and
Embankment parallel
to Chronis canal

The explanation of Col. F. J.
Mokely in respect to
certain particular canals
with the command to the
S. B. Chapple

Butler no 128