(1) Number of pages 038

(2) Date of repair 14-7-87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works. DEPARTMENT

G.O. No. / B.P. No. 1109 W

[✓ Press] / Mis.

Dated 14-4-1883 198 .

N.C.

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Archives I--10,006 I -80.

14TH APRIL 1883, No. 1109 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 13th May 1882, No. 87 G.N.

With reference to paragraph 27 of your note of 4th August 1880, printed with Proceedings, Madras Government, No. 1957 W., dated 16th August 1880, and paragraph 5 of my Inspection Notes, dated 29th March 1882, I have the honor to forward, herewith, for your information, a copy of letter, No. 1588, dated 25th April 1882, from the Ganjam Collector, from which it will be seen that the Zemindar of Dhárákót and the Proprietor of Dévabhúmi Estate object to the removal of the Mahánadi left embankment.

ENCLOSURE.

From H. Sr. A. GOODRICH, Esq., Acting Collector of Ganjam, to the Superintending Engineer, First Circle, dated Chatrapur, 25th April 1882, No. 1588.

With reference to your letter of the 24th ultimo, No. A. Z., I have the honor to inform you that the Dhárákót Zemindar and the Proprietor of Dévabhúmi Estate have expressed their unwillingness to consent to the removal of the Mahánadi left embankment, as their lands will thereby be seriously affected by overflow of water.

From G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 2nd June 1882, No. 128 G.N.

With reference to your No. 159 E., 27th May 1882, I have the honor to point out that my No. 87 G.N., 13th May 1882, was written solely to forward the Collector's letter, and that my opinion as to removal of the embankment or portion of it I cannot give till, as pointed out in my Inspection Notes, 23rd, 24th March, I have "something more trustworthy to go by than mere eyesight."

2. What that something more was I personally explained to the Divisional Officer (see paragraph 2 of the Inspection Notes), and he was furnished with a copy of the Inspection Notes and your remarks thereon.

3. I hope soon to be able to ascertain what has been done in the matter.

From the same Officer, dated Dowlaishweram, 26th March 1883, No. 588 G.N.

With reference to the previous orders and correspondence regarding the proposed removal of part of the left embankment of the Mahánadi above Aska, ending with my No. 128 G.N., 2nd June 1882, and your 936 E., 24th October 1882, I have the honor to inform you that finding, on my recent visit to the Ganjam District, that my instructions given to the late Mr. Pringle, about the investigations* required in connection with the subject, had not received proper attention, and that the present Divisional Officer seemed not to understand the matter, I personally and in writing re-explained to that officer what was required, and sent to him for a time the A. Project Surveyor.

---

* See No. A.Z., 24th March 1882.

2. I now enclose the survey plan which he has had prepared in accordance with my instructions, showing the probable area of land which would be flooded were the whole or part of the left embankment removed as proposed.

3. I have already stated * "the influence of the embankment under notice on the height of the river † and of the Rushikulya at or near the confluence is not, I consider, capable of demonstration by theory. My own belief is that it is very small;" and I am still of opinion that the removal of the bank in question, or of part of it, would have but little effect in lowering the flood-level at the confluence of the rivers. Whilst undoubtedly it would render liable to serious injury a large area ‡ of land, and injuriously affect rights and interests which have grown up since the construction of the embankment; for instance, it would render liable to injury, if not destruction, some 3¼ miles of the Purushottapur road and of the Ballipadra road.

* Inspection Notes, A.Z., 24th March 1882.

† Mahánadi.

‡ Some 2,300 acres of wet cultivation and 440 acres of dry cultivation.

4. The objection of the Zemindar and of the Proprietor of the lands affected to the removal of the embankment has been already stated—see my No. 87 G.N., 13th May 1882, and enclosure.

5. With reference to the view expressed in the latter part of paragraph 25 of your No. 38 B., with Proceedings of Madras Government, No. 1957 W., 16th August 1880, as to the effect of the embankment in causing silting up in the Rushikulya, I would mention that when § I inspected the bridge across that river, some three-quarters of a mile above the confluence, I found the floors under ten arches out of nineteen without any silt or sand on them, and there is little doubt that these floors were put as low as the ordinary bed of the river when the bridge was built upwards of twenty years ago.

§ 29th March 1882.

Order—dated 14th April 1883, No. 1109 W., Public Works.

The Government accept the opinion of the Superintending Engineer that the removal of the left embankment of the Mahánadi above its junction with the Rushikulya is undesirable.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, First Circle.
„ the Financial Department.
„ the Collector of Ganjam.
„ F. J. V. Minchin, Esq.

Exd. A. F. Goodall.
Spare Copies

1109/2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1883 Madras.

PUBLIC WORKS.

Dated April, 14th.

Recd. *Encl.*

G.O., 14th April 1883, No. 1109 W.

APRIL.

Left Embankment of the Mahanadi

Concurrence of the Government in the views of the Superintending Engineer, First Circle, that the removal of the — above its junction with the Rushikulya is undesirable.

1109/3

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

16th August 1880, No. 1,957 W.

Buildings and Roads.
Civil Works.

Read the following papers :—

No. 38. Proceedings of the Madras Government in the Financial Department, dated 8th July 1880, No. 1,322.

THE Governor in Council deems it desirable that Colonel Sankey, who is now on a visit to the northern districts, should visit and report upon the protective works at Aska where there is a large factory. He will consider among other things—

(1) the strengthening of the bund at the point where the river breached twice, and on the last occasion some four years ago caused great damage to the factory ; and

(2) to the throwing out of groynes near the garden.

The matter, it is observed, is one rather of private than of general importance, and the works to be undertaken would probably fall on Local Funds and not on provincial.

2. Mr. Minchin will be requested to meet Colonel Sankey and give him all information as to what is required.

(True Extract.)

(Signed) R. DAVIDSON,
Chief Secretary.

No. 38-A. Proceedings of the Madras Government in the Financial Department, dated 2nd August 1880, No. 1,497.

From F. J. V. MINCHIN, Esq., Aska, dated 19th July 1880.

I AM this morning in receipt of Government Proceedings, Financial Department, No. 1,322, dated 8th July 1880, and have the honor to enclose press copy of the reply thereto that I have forwarded through the Collector of Ganjam.

From F. J. V. MINCHIN, Esq., Aska, to the Collector of Ganjam, dated 19th July 1880.

I HAVE this morning received Proceedings of the Madras Government in the Financial Department, No. 1,322, dated 8th July 1880, and have the honor to state, for the information of His Grace the Governor in Council, that I received Colonel Sankey here on the 16th instant, and accompanied him up the embankment to the point where the river breached twice now nearly five years ago, and further that I accompanied him and pointed out the proposed sites for the groynes.

2. It may not be out of place for me to mention for your information, and if you think fit for your immediate attention, that we found the embankment over a considerable length perforated by whiteants, and in at least two places channels cut through it for the purposes of irrigation.

COMMUNICATED to Colonel R. H. Sankey.

(True Extract.)

(Signed) R. DAVIDSON,
Chief Secretary.

No. 38-B. *Note by the Chief Engineer, Public Works Department.*

WHILE engaged on my late tour along the East Coast I received from the Chief Secretary the telegram as per margin, and although the memorandum in the Financial Department, dated 8th July 1880, No. 1,322, conveying the orders adverted to did not reach me till my return to Madras, I was enabled from a perusal of G.O., of 22nd January 1878, No. 58 I., as also from information on the spot afforded me by Mr. Minchin, to form a sufficiently correct idea of the subject on which His Grace the Governor specially desired my report.

Please visit Aska between 13th and 16th instant instead of remaining at Gopaulpore all that time. Order follows.

2. On the 15th July I was enabled to inspect in company with Mr. Minchin, Colonel Prendergast, Superintending Engineer, and Mr. Harris, the whole of the ground in the neighbourhood of Aska.

3. The chief points requiring attention are noted on the accompanying map, which, though only delineated from memory of the locality, will suffice, I hope, to make my observations intelligible.

4. The papers printed with G.O., of 22nd January 1878, No. 58 I., enter so fully into the points at issue that I shall here merely record the conclusions I have arrived at.

5. As stated in the order—

(1) no State or Imperial interests are in any way affected;

(2) Government do not object to private individuals undertaking such protective works as are necessary under the approval of the Public Works Department;

(3) the Local Fund Board were to take such steps as might be necessary for the protection of the Rushikulya bridge.

6. As regards the last point with which I am chiefly concerned, I am satisfied from my inspection that the opinion previously expressed by the Executive Engineer,* as regards the bridge, viz., "it has been in use for the last twenty years * * the river bed has changed but little, and as for erosion on the north bank it has also been a mere trifle as far as the floods of the Rushikulya river are concerned, and there is no extraordinary scour in the bed of the river anywhere in the vicinity" is quite confirmed by the experience of the two and a half years which have elapsed since this was written.

* Paragraph 2 of letter, No. 18, dated 22nd January 1878.

7. Colonel Mullins, in paragraph 6 of his Note, No. 280 I., of 20th December 1877, showed that in order to carry out protective works of a really sound character on the general lines estimated for by the Executive Engineer would probably cost not less than Rs. 40,000; but, as will be observed from the correspondence, neither of these officers considered that such extensive operations would be at all necessary.

8. From what I could see the left bank of the Rushikulya from the old temple down to the bridge shows very little erosion indeed. The soil is pretty stiff and the trees which are planted fairly all along the lip of the bank have evidently a good hold in the earth. If the bank was here and there made up a little and *nanul* grass carefully planted all along this portion, I feel assured that there would be no reason to apprehend any further erosive action.

9. It is true that a little below the old temple a silt bank has established itself on the opposite or right bank which it would be as well to try and remove, as it has a tendency to set the stream slightly too much to the left; but as the run towards the bridge is on the whole very direct, and as it is always undesirable to interfere too much with the *régime* of a river, I would recommend that whatever is done in the way of removing this bank should be carried out by degrees and cautiously.

10. Eight groynes formed part of the scheme for dealing with this training of the stream, the leading one, No. I, consisting of stone and situated close to the old temple being estimated to cost Rs. 1,050. A loose rubble groyne of half the length originally proposed might be constructed here, and trenches excavated through the silt deposits opposite (F of my map), so as to aid its removal with the set of the current.

11. This groyne might subsequently be increased in length or other similar measures adopted as may be required; but as noted in the Government Order quoted, the cost, though probably not at all heavy, should not fall on the State.

12. The foregoing remarks refer exclusively to the Rushikulya river, but as will be observed from much of the correspondence and from Mr. Minchin's letter of the 19th July 1880, the chief source of danger to the town of Aska and to that gentleman's factory is attributed to the condition of the embankments along both banks of the Mahánadi river, and especially to that portion on the right bank opposite the Boorgam hills near the village of Vishapooram (point B of my map) which, though repaired after the severe breach in the flood of 1875, is still deemed to be in an insecure state.

13. The river had a flood bank constructed for some 6 miles along its left bank about 22 years ago, and though everywhere rather too close to the stream is apparently in good order for 4 miles above the ferry, after which, however, its condition is unsatisfactory.

right ?

14. Four flood sluices (each with three openings of 4 feet and flap shutters) are situated in this portion in addition to which cuts seem to be made at will by the ryots for passing water raised from the river by picottahs to their fields situated behind the embankment.

15. Whiteants have also taken possession of the bank to a dangerous extent, owing to its being the only permanently high and dry ground, hardly 10 feet in length of bank being now free from their nests which appear to honeycomb it in every direction. At one point there was a deep excavation which in flood could not have failed to produce a breach, and on inquiry I was informed that this had been made a few days previously by a bear in his search for whiteants, and, so far as I could judge, the explanation appeared probable enough.

16. Again, I found paths crossing the embankment and a wide roadway close to Vishapooram, which would readily give entrance to flood owing to the wearing down of the top at these points.

17. At the point A of my map, just below the point spoken of by the Executive Engineer as the bend at Kopara Norogam where the river has deserted its old bed, the stream has already impinged dangerously on the embankment, and if this action be allowed to continue will very soon entirely undermine and destroy it.

18. To counteract this threatened mischief, the Executive Engineer has proposed to construct a low sort of anicut (some 2½ feet above summer level, estimated to cost about Rs. 2,500) for diverting the stream, but it is clear to me the only effect in flood, when the work would be completely submerged, would be to scour out a deep hole here; in fact no radical cure would thus be effected and even mischief might result.

19. Higher up the left bank immediately opposite the Boorgam hills the embankment (which was breached at B and has been repaired or rather entirely reconstructed in better form and at considerable outlay) is, I consider, dangerously close to the stream which necessarily sets full against its right bank here.

20. To deal effectually with the weak point here, as also with that above mentioned at A, there is but one course to follow,* viz., to construct a retired embankment of sufficient section along some such line as C.D.E. carried at least 100 yards in rear of the present line of embankment (which however should be allowed to stand as long as it can) completely across the new bed of the Mahánadi close to the bend (this portion would have to be made strong and revetted on river face) and for about 200 yards past the point to an existing tope of trees so as effectually to turn the river into its old bed.

21. I cannot say what this work would cost, probably not less than Rs. 10,000 or Rs. 15,000, but I am at the same time satisfied—

(1) that it is the only effectual method for dealing with the matter; and

(2) that none of the cost should fall on the State.

22. The existing embankments, though not as proved sufficient for meeting the contingency of an excessive flood, have nevertheless kept out all minor ones, and in so doing have been of very great pecuniary value to the Zemindars who own the land (apparently the Zemindar of Daracottah and the Malookdar of Aska).

23. It is not clear how public money came originally to be spent in the interests of private individuals, but certainly no more should be so laid out.

24. So far as I can judge also the embankments some 4 miles in length along the left bank of the Mahánadi (b b of my map), and which were similarly constructed from public funds, are not only unnecessary, but in one respect an evil. Colonel Mullins considers this bank to have been "altogether a mistake," and the Executive Engineer thinks that it would be better to clear this away so as to allow a clear spill on that side.

25. As serving more or less to confine the river on its north bank there can be no doubt that the tendency has been to cause the water at the junction of the two streams (some 1,300 yards below the factory) to become heaped up and thus to diminish *pro tanto* the discharging power of the Rushikulya, ponding it back, increasing the silt deposit, and raising its level in flood.

26. I am therefore of opinion that this bank should either be entirely removed or at least breached in such a way as to give free spill of the stream over its left bank. Possibly the removal of the upper half mile of bank nearest to the bend at Kopora Nowgam would suffice, and as the State constructed the work originally, it may be a question as to whether it should not bear the expense of its removal now.

27. Being anxious to learn the precise sentiments of the Zemindars on the subject of these embankments, I invited them, through Mr. Minchin, to meet me at his house, but they both excused themselves from coming on the score of sickness. As it is however important to have an expression of their views on the matter, this might now be sought through the Collector.

28. I now come to what may be considered the main subject of my inquiry, viz., the effect of the embankments in regard to Mr. Minchin's factory which their insecure state is considered to endanger.

29. There can be no question that the factory buildings were heavily under water on the occurrence of the 1875 flood. Marks painted on the walls show that the lower floors were in some cases invaded to a depth of 3 feet and a little over, but as the buildings were well constructed and the flood soon passed off, no settlement or other serious injury occurred.

30. In the 20 or 22 years of the existence of the factory, I did not learn that any similar invasion had occurred, and it is evident that only at long intervals such can take place. On the other hand such risk as exists will not diminish with time, as the tendency of both the rivers is to raise slightly their beds rather than to lower them and thus raise the flood level.

31. From what I have above observed in regard to the embankments which no doubt were originally constructed to protect all within the *do-áb* including the factory, there are many reasons why they should never be trusted to entirely (reckless cutting by ryots, undermining by the river, action of whiteants, &c.,) and I am therefore clearly of opinion that protection to be reliable must be given by establishing an impervious bank or wall all round the factory itself.

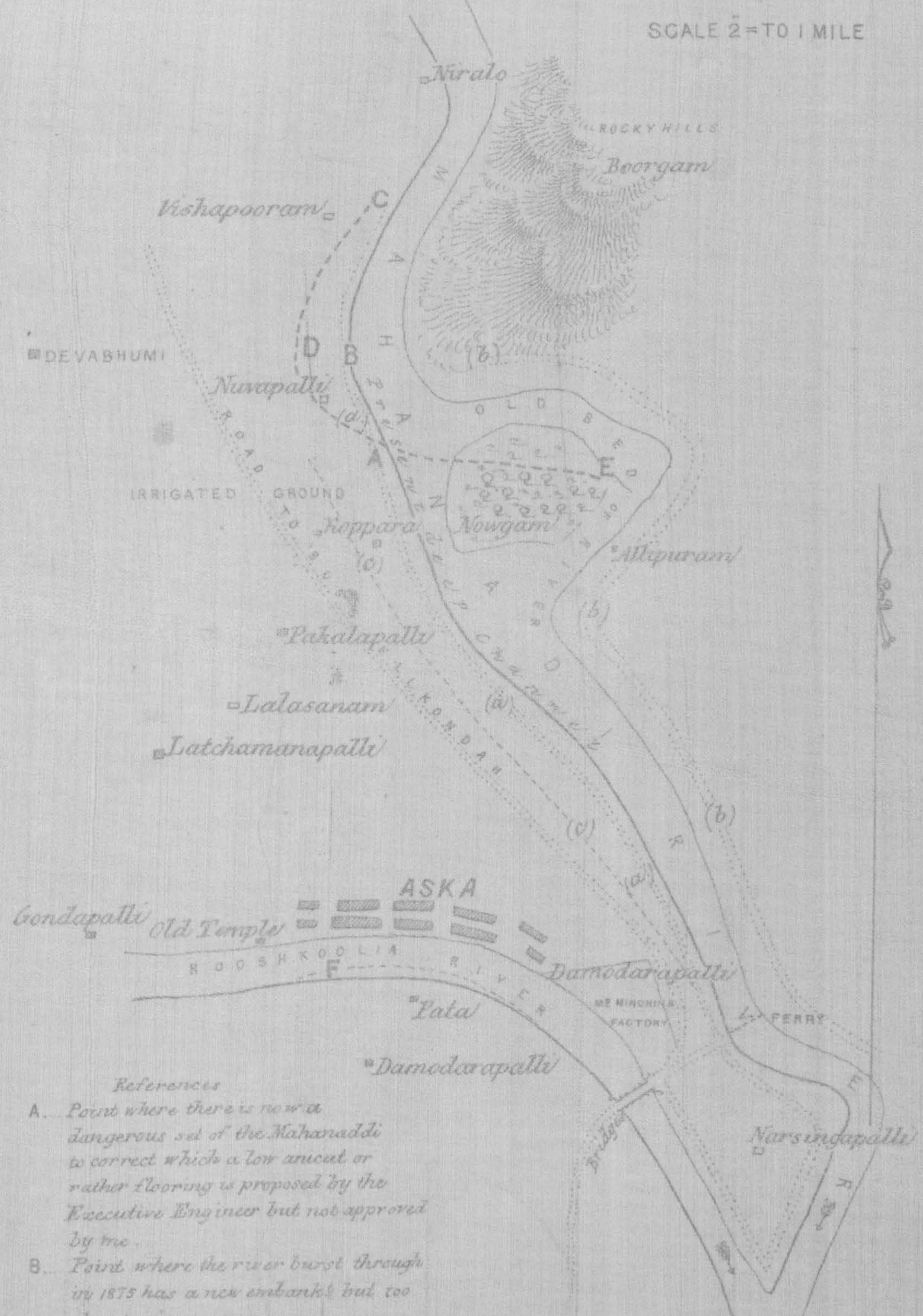
32. This need not be at all a formidable or expensive undertaking, and as I have explained personally to Mr. Minchin need only consist of a mud wall or bank inside the present compound wall (or outside of it) carried to 1 or 1½ feet above the level of maximum flood.

33. The cills of his compound gates may have to be raised 3 or 4 feet which also would be about the general height of the bank, and all drainage outlets would have to be closed with pipes having back flaps, so as only to permit of water falling in the factory passing outwards, but the actual amount of work to be done to insure perfect security would be small, and the Executive Engineer could easily give him the levels and a specification of the work to be done. This solution of the difficulty will, I feel assured, be far more satisfactory to Mr. Minchin than having to look for his protection to the State of 6 miles of an embankment exposed to the risks such as those I have adverted to; at the same time there can be no question as to either the construction or maintenance of the works falling on the State.

(Signed) R. H. SANKEY, Col., R.E.,
Chief Engineer, P.W.D.

4th August 1880.

MAP
OF
A S K A
TO ILLUSTRATE THE CHIEF ENGINEERS NOTE OF
THE 4th OF AUGUST 1880
SCALE 2" = TO 1 MILE



References

A.. Point where there is now a dangerous set of the Mahanaddi to correct which a low anicut or rather flooring is proposed by the Executive Engineer but not approved by me.

B.. Point where the river burst through in 1875 has a new embankt but too close to river.

C.D.E. Line of embankment with long projecting spur to divert river into old bed which I would propose.

F. Sand spit in the Rooshkoolia which should be removed by placing a rough spur at the Old Temples.

References.

(a.a) Right bank embankments of the Mahanaddi about 5 miles in length—generally too close to the bank.

(b.b) Left bank embankments do further removed not so long.

(c.c) General drainage line of the protected space.

(Signed) R. H. Sankey Colonel R.E.
Chief Engineer D.P.W.

1109/6

No. 39. ORDER THEREON, 16th August 1880, No. 1,957 W.

IN accepting generally the conclusions arrived at by the Chief Engineer in regard to the work required to be executed for the better regulation of the Rushikulya river, and the protection of Mr. Minchin's factory and the town of Aska, the Government resolve to draw the serious attention of the Local Fund Board to the necessity for undertaking, at an early date, the construction of the small groyne considered to be required near the old temple on the left bank, the training and planting with *nanul* grass (if not also with trees) of the left bank itself at least as far down as the factory, as also of constructing a sufficiently high flood bank immediately round the village of Aska should the levels show this to be essential to its preservation during maximum floods.

2. The Executive Engineer will be instructed to afford the Local Fund Board such information on these several points as may be necessary. Should Mr. Minchin also desire to have the advice of that officer in regard to the nature and extent of the protection which the Chief Engineer considers most suitable for his factory buildings, such will be afforded on his communicating with the Executive Engineer.

3. Government having no direct interest in the maintenance of the embankments on the right bank of the Mahánadi river, no further public money will be expended thereon, and it will be left entirely to the Zemindars concerned to carry out or not the work indicated as desirable by the Chief Engineer for the better protection of the land on this side during flood.

4. The Superintending Engineer will submit a special report on the suggestions made regarding the removal by Government of either the whole or part of the embankments on the left bank of the same river.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Financial Department.
,, F. J. V. Minchin, Esq.
,, the Collector of Ganjam.
,, the Superintending Engineer, First Circle.

Exd. E. C. Shunker.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1880} Madras.

PUBLIC WORKS.

To

THE FINANCIAL DEPARTMENT,
&c., &c., &c.

Dated August, 16th.

Issued

Recd. *Encl.*

G. O., 16th August 1880, No. 1,957 W.

AUGUST.
Nos. 38-39.

Rushikulya River.—Passing orders regarding protective works to the —, the protection of Mr. Minchin's Factory and the town of Aska.

Cu 9/4/83
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7

No.

GOVT. OF MADRAS. } 188 . { P. W. DEPT.

SECRETARY.

Chepauk, 2nd April 1883.

OFFICE NOTE.

To

W

Left embankment of the Mahanuddy

It appears from the report that the removal of the embankment would injure land to the extent of 2740 acres, 2000 ~~dry~~ wet and 740 dry, while its effect in reducing the floods on the Rushikulya junction would be inappreciable

That the original construction of the bank was a mistake may very well be; but looking to the interests that have grown up under its protection, its removal seems undesirable —

S

D.W

The S E has not I think given sufficient attention to the extra strain thrown by the embankment in question on the right bank and flood embankment of the Arabia nadoly, but notwithstanding this on the he has been enabled to go much more closely into the other points than I could do with my short visit. I am prepared to accept the conclusion he has arrived at — The order may now issue that the left embankment is to be retained

2/4/83

L. C. Papers

~~3754~~

1109/8

C A W

Await the promised further information

15/6

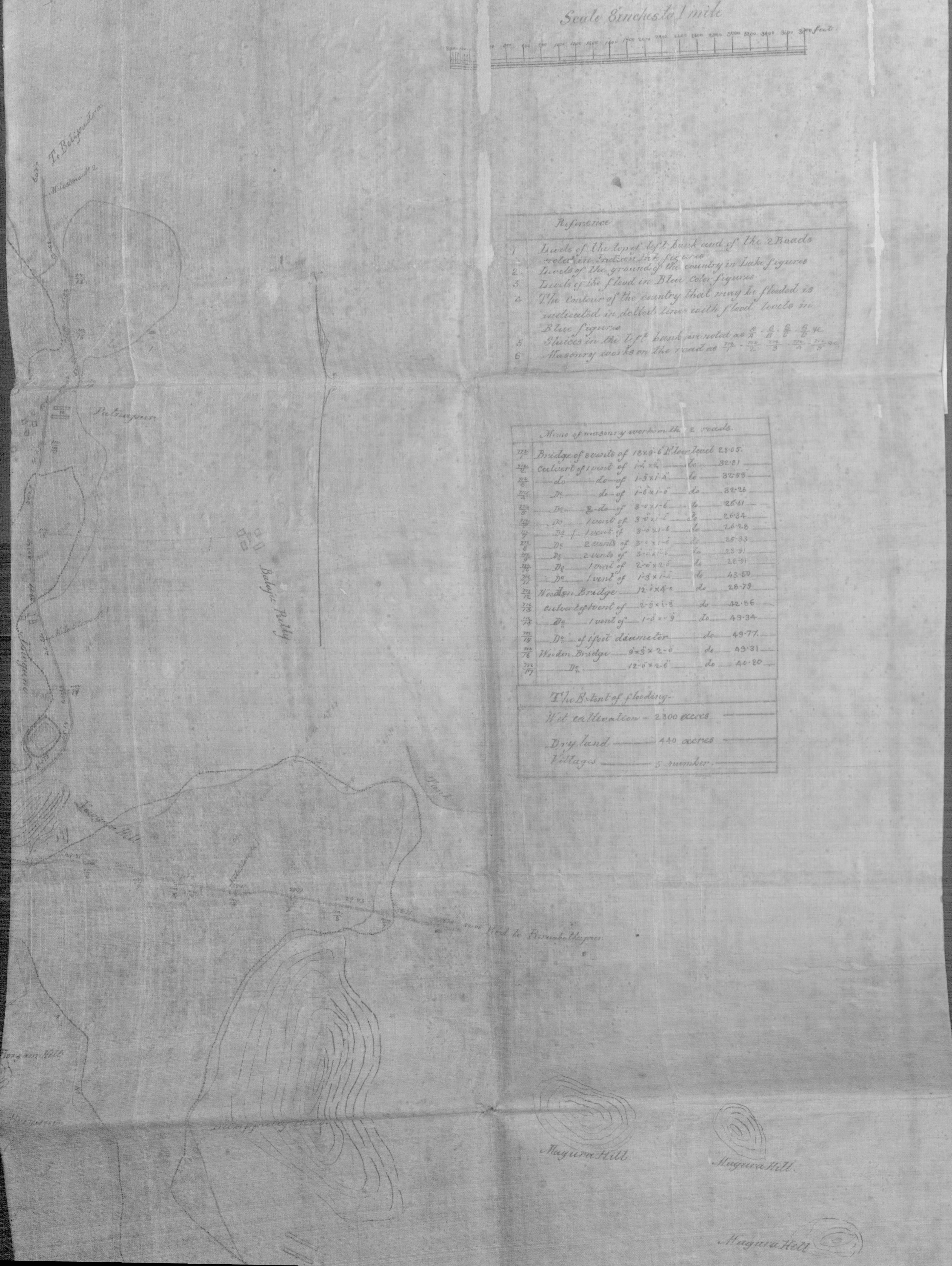
133

(6)

(51)

Survey of the Left bank of Mahanady
Showing the extent of land that may be flooded of that bank

Scale 8 inches to 1 mile



	Reference
1	Levels of the top of left bank and of the 2 Roads noted in Indian Ink figures
2	Levels of the ground of the country in Lake figures
3	Levels of the flood in Blue Color figures
4	The contour of the country that may be flooded is indicated in dotted line with flood levels in Blue figures
5	Sluices in the left bank are noted as $\frac{S}{A}$ · $\frac{S}{B}$ · $\frac{S}{C}$ · $\frac{S}{D}$ &c
6	Masonry works on the road as $\frac{m}{1}$ · $\frac{m}{2}$ · $\frac{m}{3}$ · $\frac{m}{4}$ · $\frac{m}{5}$ &c

Memo of masonry works on the 2 roads.

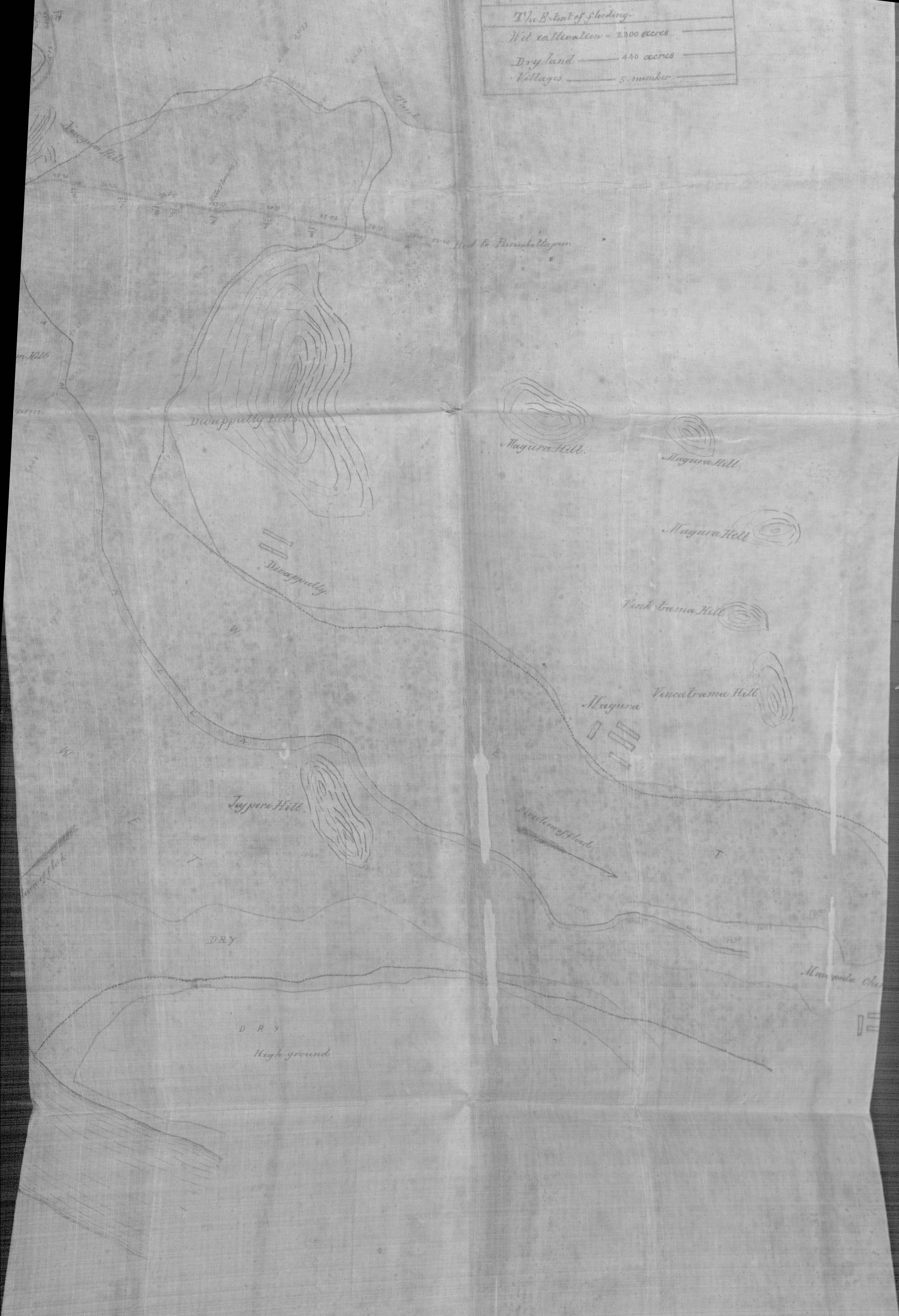
$\frac{m}{1}$	Bridge of 2 vents of	18×9-6"	Floor level	25·05.
$\frac{m}{2}$	Culvert of 1 vent of	1-4"×2"	do	32·81
$\frac{m}{3}$	do do of	1-3"×1-4"	do	32·58
$\frac{m}{4}$	Do do of	1-6"×1-0"	do	32·26
$\frac{m}{5}$	Do 2 do of	3-0×1-6	do	26·61
$\frac{m}{6}$	Do 1 vent of	3-0"×1-6"	do	26·34
$\frac{m}{7}$	Do 1 vent of	3-0"×1-6	do	26·28
$\frac{m}{8}$	Do 2 vents of	3-0"×1-6	do	25·33
$\frac{m}{9}$	Do 2 vents of	3-0"×1-6	do	23·91
$\frac{m}{10}$	Do 1 vent of	2-0"×2-0"	do	28·91
$\frac{m}{11}$	Do 1 vent of	1-3"×1-6"	do	43·50
$\frac{m}{12}$	Wooden Bridge	12-0"×4-0	do	28·79
$\frac{m}{13}$	culvert of 1 vent of	2-9"×1-3"	do	42·86
$\frac{m}{14}$	Do 1 vent of	1-0"×-9"	do	49·34
$\frac{m}{15}$	Do of 1 foot diameter		do	49·77.
$\frac{m}{16}$	Wooden Bridge	9"×3"×2-0"	do	49·31
$\frac{m}{17}$	Do	12-0"×2-6"	do	40·80

The Extent of flooding

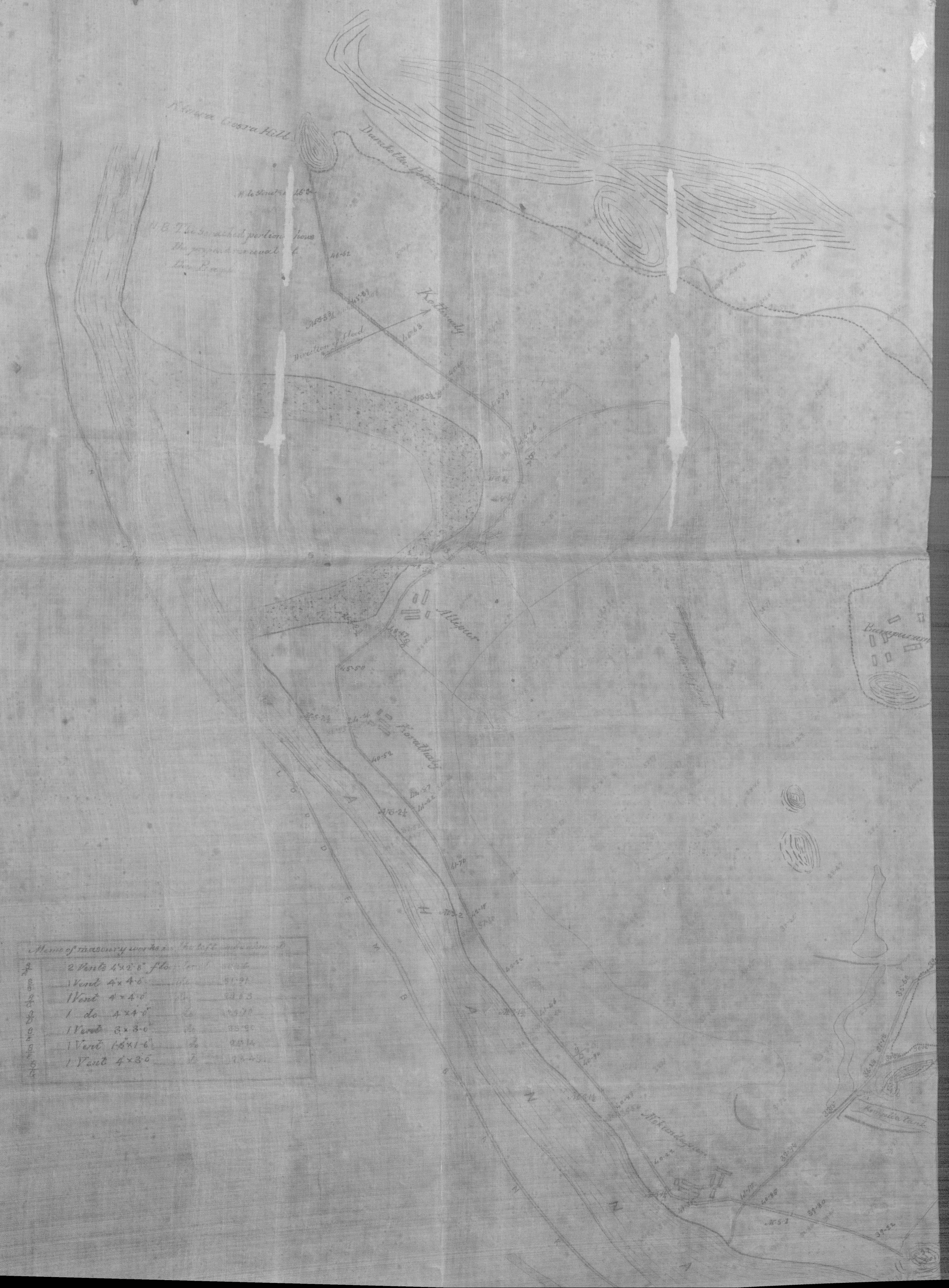
Wet cultivation — 2300 acres

Dry land — 440 acres

Villages — 5 number

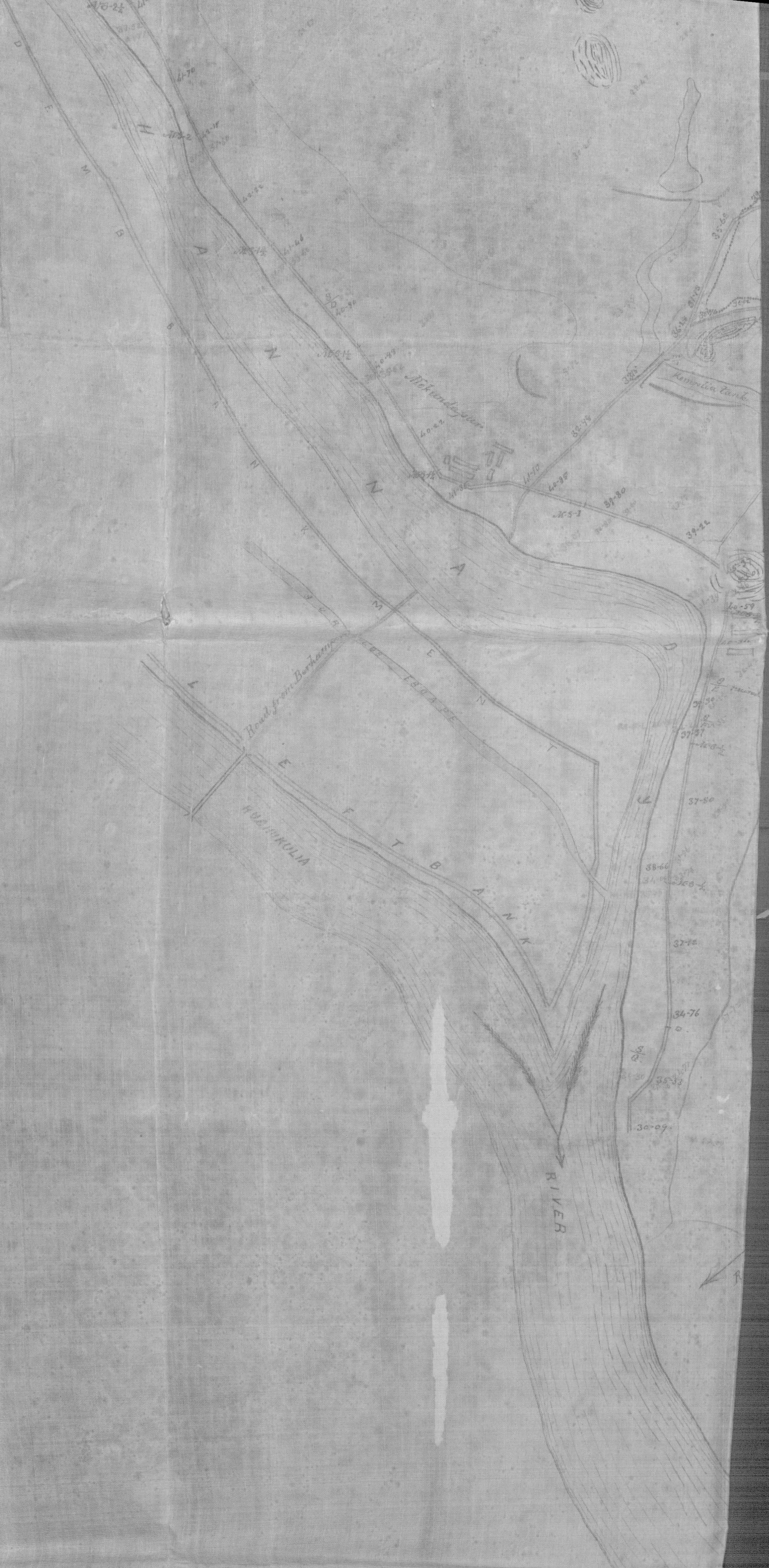
The Extent of flooding-
Wet cultivation - 2300 acres
Dry land ——— 440 acres
Villages ——— 5 number
Tank
Road to Purushottapur
Dwappully Hills
Dwappully
Magura Hill
Magura Hill
Magura Hill
Venk Arama Hill
Vincatrama Hill
Magura
Jaypore Hill
Direction of flood
W
E
T
DRY
DRY
High ground
Munguda Ch

No. 87



N B The [illegible] portion shows the proposed removal of the [illegible]

Memo of masonry works in the left embankment			
[illegible]	2 Vents 4×2'6" flo	[illegible]	[illegible]
[illegible]	1 Vent 4×4·6	do	81·91
[illegible]	1 Vent 4×4·6	do	82·13
[illegible]	1 do 4×4·6	do	[illegible]
[illegible]	1 Vent 3×3·0	do	83·9[illegible]
[illegible]	1 Vent 1·6×1·6	do	00·14
[illegible]	1 Vent 4×3·6	do	[illegible]



Memo of masonry works in the left embankment

3/7	2 Vents 4'×2'-8" flo[illegible]	[illegible]	[illegible]
3/8	1 Vent 4'×4-6"	do	31·91
3/C	1 Vent 4'×4-0"	do	33·53
3/D	1 do 4×4-0"	do	33·70
3/E	1 Vent 3×3-0"	do	33·90
3/F	1 Vent 1-6"×1-6"	do	23·14
6/G	1 Vent 4×3-0"	do	23·43

16th March 1883
Berhampore

NO. 87 G.R. P1 1109/11

FROM

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

FOR IRRIGATION.

Public Works Department.

Encl.

Copy of letter 25/4/82

Dowlaishweram, 13th May 1882.

Despd 16th do

SIR,

With reference to para 27 of your Note of 4th August 1880 printed with P. M. G. No. 1957 W dated 16th August 1880 & para 5 of my Inspection Notes dated 29th March 1882, I have the honor to forward herewith for your information a copy of letter No. 1588 dated 25th April 1882 from the Ganjam Collector, from which it will be seen that the Zemindar of Dharakot and the Proprietor of Devabhumi Estate object to the removal of the Mahánadi Left embankment.

Cho. [illegible] 723

12-6-82

I have the honor to be

Sir,

Your Most Obedient Servant

Walch

Offg. Supdg. Engineer 1st C.

L. C. 1957 d. 16-8-80-

P.W.C. No 3245

From

The Superintending Engr.
1st Circle

To The Chief Engineer
P.W.D.
Madras

Date 13th }
Despd 16th } May/82
Recd 22 }

Memo No 1357 Ext 27.5.82

No 8/G.R.

Enclosure One

Mahanadi River left Embankment. Removal of — Collectors letter ~~Stating~~ that the Zemindar of Dharakot & the Propritor of Devabhumi Estate ~~object to the~~ — Copy of Forwarding a — for in- -formation

W/B

O.L. 3/5

No. 1588.

1109/13

From,

The Acting Collector
Ganjam.

To,

The Supdg. Engineer
1st Circle
Dowlaishweram.

Dated Chatrapur, 25th April 1882

Sir,

With reference to your letter of the 24th Ultimo No. A. X. I have the honor to inform you that the Dharakot Zemindar and the Proprietor of Deva: :bhumi Estate, have expressed their unwillingness to consent to the removal of the Mahanadi Left Embankment as their lands will thereby be seriously affected by overflow of water.

I have &c.
(Signed,) H. Goodrich
Ag. Collector.

(True Copy)
C. [illegible]

Ch. Depty. Engr. 1st Circle

[illegible]

Memo No. 157 Ed/27.5.82

Enclosures in a letter No. 87 G.N. dated 13th May 1882 from the Superintending Engineer 1st Circle

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No. 128 G.N.

P.S. 1109/74

From,

The Offg. Supdg. Engineer
1st Circle.

To,

The Chief Engineer
Public Works Department

Dowlaishweram 2nd June 1882

Dy. No. 6

Sir,

With reference to your No. 159 of 27th May 1882 I have the honor to point out that my No. 87 G.N. 13th May 1882 was written solely to forward the Collector's letter, and that my opinion as to removal of the embankment or portion of it I cannot give, till as pointed out in my Inspection Notes 23-24th March I have "something more trustworthy to go by than mere eyesight"

2. What that something more was I personally explained to the Divisional Officer (see para 2 of the Inspection Notes) and he was furnished with a copy of the Inspection Notes and your remarks thereon.

3. I hope soon to be able to ascertain what has been done in

the matter.

I have the honor to be
Sir
Your Most Obedient Servant.

C. Powell
Offg. Supg. Engineer 1st Circle.

3754

From
The Supg Engineer
1st Circle

To
The Chief Engineer
P.W.D.
Madras

Dated 2d
Desp^d 6th } [illegible]
Received
No. 936 E of 24 October
/0 128 G.N.

Enclosure

Removal of Mahanuddy River left embankment. Pointing out that his No 87 G.N. was written solely to forward the Collr's letter regarding this — & that he cannot give his opinion on this subject till he has something more trustworthy to go by than mere eye

12/284

No. 588 G.N.

1108/12

FROM,
THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,
THE CHIEF ENGINEER P.W. Department
~~FOR IRRIGATION.~~

DOWLAISHWERAM, 26th March 1883

SIR,

With reference to the previous Orders and correspondence regarding the proposed removal of part of the Lef Embankment of the Mahanuddi abo Aska, ending with my No 128 G.N. 2/6/82 and your 936 E. 24/10/82 I have the hon to inform you that finding on my rece visit to the Ganjam District that my instructions given to the late Mr. Pringle about the investigations required in connection with the subject, had not received proper attention & that the present Divisional Officer seemed not to understand the matter, I personally & in writing reexplained to that Officer what was required, & sent to him for a time the A. Project Surveyor.

See No A 1. 24/3/82.

2. I now enclose the Survey plan which he has had prepared in accordance with my instructions showing the probable area of land which

wou

would be flooded where the whole r part of the Left Embankment removed as proposed-

× Insp. Notes A.L. 24/3/82
Mno with the S.E. [illegible]

I have already stated × "the influence of the Embankment under notice on the height of the River* & of the Rushkulia at or near the confluence is not I consider capable of demonstration by theory - my own belief is that it is very small." and I am still of opinion that the removal of the bank in question or of part of it would have but little effect in lowering the flood level at the confluence of the Rivers - Whilst undoubtedly it would render liable to serious injury a° large area of land and injuriously affect rights & interests which have grown up since the construction of the Embankment; for instance it would render liable to injury if not destruction some 3/4 mile of the Purshotapur Road and of the Ballipadra Road -

* Mahanuddi

° Some 2,300 acres of wet
& — 440 - dry

4 The objection of the Zemindar & Proprietor of the lands affected to the removal of the Embankment has been already stated - see my No. 87 G.N. 13/5/82 & enclosure-

[illegible]
29/3/82

5. With reference to the views expressed in the latter part of Para 2 of your No 38 B. with P.M.G. 1957 W. 16/9 as to the effect of the embankment in causing silting up in the Rushkulia I would mention that × when I inspected the bridge across that Riv some 3/4 mile above the Confluence, I found the floors under 10 arches out of 19 without any silt or sand on them & there is little doubt that these floors were put as low as the ordinary bed of the River when the bridge was built upwards of 20 yea ago-

I have the honor to be
Sir,
your most obedient Se

C. Ewald
Offg. Supdg. Engr. 1st Circle

From

The Supdg Engineer
1st Circle

To

The Chief Engineer
P. W. Department

Dated 26th
Despd 28th
Recd 2 Apl } March /83

No 588 G.I.
Enclosure One

Mahanaddi River
Left Embankment
above Aska — Proposed
removal of part of
the — Reports
regarding the —

Go 68. 12.4.82
936 E. 24.10.82.
1957 W. 16.8.80.
.. 159 E d/27.5.82

Ol 1-4
D 1Pz 4/4. Cw 9/4 R 4/4

No 1109 W Public Works Department 1109/80

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 14th April/83

Read the following

From the S. Engr First Circle H.E. No 87 G.I. d/ 13th May/82
" " " " 128 G.I. d/ 2nd June/82

From the Supg: Engr First Circle } H. E. No 588. G. I. dated 26th March 1883.

The Government accept the opinion of the Superintending Engineer that the removal of the left embankment of the Mahanaddy above its junction with the Rushikulya is undesirable —

S 2/4

RHE 6.4.83

S. Engr First Circle
Fil Depts
Collr of Ganjam &
J. J. V. Minchin Esqr

O.L.S. 1/4.

OKd 4/4 Corr: 9/4. R 11/4

Retd 13/4.

~~111~~
575 of 72
324 of 72

Govt. of [illegible]

PUBLIC WORKS

O.C. [illegible] 1109

Nos.

Left embankment of the Mahanadi

Concurrence of the Govt in the views of the C.E. that the removal of the — above proceed on with the work [illegible] is unadvisable

Entered in Receipt Register