

P. W. CURRENT No. 3096

From

THE SUPERINTENDING ENGINEER,

V CIRCLE,

To

THE *Chief Engineer*
For Irrigation



No. 18. N.

Dated 14 April 1894.
Recd. 24 April 1894.

ENCLOSURES. 12

Transferred to the Secy. to Govt.
P. W. Dept.

2. In the circumstances ex-
-plained herein, it is recom-
-mended that the order given
in fo. No. 1205-W dated 12
May 1886 may be cancelled.

Which put
for Chief Eng. for Irrig.

No. 140 E.S.

Ponias Right Bank

Embankments along both
sides of the Ponias River

Forwarding Copy of South
Areal-Executive Engineer's
letter No. 570 of 29-9-86
regarding the erection of
dikes that it be a great
mistake to incur heavy ex-
-pense merely to protect the
Town of Marysville from the

Chapak
20 April 1894

[Signature]
20/4

[Signature]

No. 140 E. I

Forwarded to the Chief Engineer for Iniga-
-tion with reference to G.O. No. 1205 W dated
12th May 1886 which is borne on the List
of Unanswered References.

2. It would be great mistake to incur
a heavy expenditure merely to protect the
Town of Munja Kuppam at the expense of
far greater interests Elsewhere, even if
Government did recognize any special
liability to protect any or one town or
locality more than another.

Enclosure

one copy of
Ex. Engr's letter
No. 510 d/28-9-86

J. C. Leamy
Asst. Engr. & Civil

April
1894

Dec 27
3086/84

Wm.

spill, if the spill is concentrated to the north the probable effects will be as noted.

9. However from the levels now submitted an estimate can be framed.

10. Mr. Lafrenais has checked his levels with those taken by Mr. Garrett in 1875, he agrees well with him between the B. M. at the Racket Court at Cuddalore and the Railway. But between the 18th mile and the Railway there is a difference between the two sets of levels of over 4 feet which cannot be reconciled. Mr. Lafrenais has checked his levels and is satisfied that they are correct. He levelled from the B. M. at the Cuddalore Racket Court, value on lowest step 12.60 M. S. L from his levels value of crest of Tirukoilur ancient is 269.18 instead of 265.20 as was supposed. He cannot be further spared at present to take more checks, but most probably his levels are correct.

11. Regarding the Embankment from the Malataur cross bund up to the Tirukoilur ancient, no special estimate seems necessary. From the ancient down to 4th mile the left bank of the Malataur channel forms the river bank, and a slight amount of repair will bring it to standard. From the 4th mile down to the new cross bund, an estimate has been sanctioned for extending the Malataur channel, to join in with the Malataur River below this bund. The excavation from this channel, will, except for a short length, be more than sufficient to form the embankment as contemplated.

I have &c

Signed - J. C. Larmine
Executive Engineer
10-4-87

bank and the Railway bridge new banking is unnecessary.

5. I will here ask you to peruse my No. 510 of 28th September 1886 (Copy herewith for ready reference) regarding the probable effects, on lands and works, north of the Ponaur; of a South bank.

6. In the great flood of December 1884 the Koviar bund having given way, an immense volume of water passed down the South Malataur and across the country West of the Railway to Pauruti into the Gaddilam, whence some of it spilled back again into the Ponaur below the Gaddilam Railway bridge.

7. Had the Ponaur on that occasion been embanked in the manner now proposed, and had the embankments stood (which I do not believe they would) all the water would have been forced down the Ponaur and would have spilled away to the north, with most probably a great resultant damage to all the channels taking off from the River in this reach and to the Railway. To the East of the Railway are more channels in which numerous French interests are involved including the large Babor (French) Tank, so that the complications with the French Government which the construction of a Right Flood Embankment is likely to give rise to, irrespective altogether of damage to English works and the Railway, would seem to require careful consideration before the construction of the bank be finally decided on.

8. My opinion is, that the bank would be a mistake, for all ordinary floods, one is not required and in a flood like that of 1884 the river must

Spill

Since carried out
/Initialed/ J. C. L
12-4-94

Pl. 11 in H. 11
20 198

South Anat Divisional Office
Cuddalore 11th April 1887

From

J. C. Larminie Esq^r

Executive Engineer South Anat. Du.

To

The Suptg. Engineer V. Circle

Sir

With reference to para 3 of Chief Engineer's
Note printed with G.O. n^o. 1205 W of 12th May 1886 and
with reference to this Office n^o. 539 of 14th October 1886,
I have now the honor to submit the sections taken
by Mr. Lafrenais along the right margin of the
Poniar.

2. The levels begin at the new cross bund
now in course of construction across the head of
the South Malataur, thence were carried along
the Right margin of the Koniar to its junction with
the Poniar, whence, they extend as far as the ruined
bridge over that river at Cuddalore.

3. An examination of these levels will show, that
generally from the new cross bund down to the
Railway, either ground level or level of existing bank
was above the H. F. L. of December 1884.

4. Where ground level is above that level, it is
considered that banking is not necessary. Here and
there the existing bank, which extends from mile
peg $10\frac{3}{4}$ (also so short length from $9\frac{1}{4}$ to 10) down as
far as the Railway bridge, may require a little
repair. So if these opinions are concurred in, it
may be settled that, between the new Malataur
bank

OWE.1
3096/54

R 34 52
1

Enclosures

x 9 sections

1 copy of letter

x sent separately

correspondence considerably.

6. Channel No. 10 takes off from the Right side of the Ponnai and a head sluice for it must be considered in connection with the proposed embankment of the Ponnai.

7. No. 20 on the Pondicherry branch is a continuation of No. 2 and so comes in the same category as Nos. 2 to 9.

I have &c.

- Signed - J. C. Lermine
Executive Engineer

(True Copy)

J. C. Lermine
Capt. Engineer & Civil

14 April }
1894 }

1884, for at that time the South Malabar was open and an immense volume of water escaped by it across the line and to the South of Pannuti to the Gaddilam.

3. The Head of the South Malabar is now being closed by a bund and this bank when continued along the Right margin of the Ponnai will of course concentrate in heavy floods the water to the north of that river.

4. I am not aware whether in considering the question of the embankment of the Right margin of the Ponnai, the probable future effect, on the Railway, on the new alugal Head sluice (No. 4) on channels 2 to 9 and on the tanks and channels both English and French and French territory to the East of the Railway, was considered.

5. The subject of the breaching of the North Malabar has already been the cause of correspondence between the French and the English. If ever the South margin of the Ponnai is embanked, the effect on French territory will probably increase that

correspondence

No. 510 of 28th September

From the Executive, Kes Off from the
Division to the Deputy: ...

Sir, With reference to the statement of channels
crossing the South Indian Railway forwarded with
your No. 2741 of 8th September 1886, I have the honor
to state with reference to No. 1 on the list, that it is
a minor work and as such is not under this de-
partment.

2. Regarding Nos. 2 to 9, all taking off from the
left bank of river above the Railway, they are
intimately connected with the question of the
banking of the Ponnaiyur. Shouts as alluded to
by the Chief Engineer for Irrigation. Vide G.O.
Nos. 679 I of 5th August 1885 and 1205 W of 12th May
1886, only the Right or South side of the River be
embanked leaving the left open and free to the
spill of the River to the northward, then there
would appear to be but little use providing
any of the channels 2 to 9 with head sluices,
they (the channels) all cross the line between
Villupuram and the Ponnaiyur river and
along this length the Railway Company
will doubtless have to provide; in the event
of the Right margin of the Ponnaiyur being
embanked; for the passage of a much larger
volume of water than passed over that
portion of the line in the flood of December

1884

1884, for at that time
was open and an in
escaped by it across
to the #

(3)

(2)

B
H

ENCLOSURES. 2

Subject.

Embankments along both sides
of the Ponnaiyur River to protect
two towns of - Munjakkuppam
S. A. Divⁿ - Papers re-
construction of - Transferred
to write a recommendation
that orders given in G.O.
No 1205 W of 12.5.86 may
be cancelled.

No. 3522 of 9-10-85
6782 of 4-8-85
6792 of 5-8-85
1205 W of 12-5-86

May be recommended
I don't think
as the river will be
W has an opinion
that it is not
mudakkuppam
2/11/87

5-1
List
B

No. 1650 W of 5 July 1895

Recorded.

corros
28 55 \$1.7

L.S.

T to
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