17-11-31 B III

Public Works (1896) Department.

G.O., No. $\frac{303}{304}$ I

DATED 31-3-96

[Despatch Abstract.]

Channel: Revised estimates aggregating Rs 4,090 for cutting a — from Tennal to Nelvoy tank, North Arcot Dt., sanctioned and a copy of the Pros: ordered to be forwarded to the Govt. of India.

Forwarded.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 303 I., 31st March 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

Read—the following papers:—

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 19th June 1895, No. 172 S.E.

With reference to your endorsement No. 238 N.A., dated 14th June 1895, on Proceedings of Madras Government, No. 437 I., dated 27th May 1895, I have the honour to report that I cannot modify the estimates for the channel and under-tunnel as directed without very great extra expense and that there is no necessity to do so.

2. I cannot because the proposed straightening of the channel would take it straight into Kolattúr (private) tank and an under-tunnel could only be constructed at that spot at great cost; so great that it would be better to adandon the channel than undertake it.

3. The modification proposed by the Prince of Arcot appears to be unnecessary, as the line has been selected by me in person to skirt the lands of Asanallikuppam and the channel will be constructed at the edge of the waterspread of Kolattúr tank. The statement that a cawny of land would be rendered useless seems to be based on an imperfect apprehension of the facts. I request therefore that the revised estimates, as originally submitted by me, may be sanctioned at a very early date in order that the work may be completed within this official year.

No. 128 E.I.

Copy submitted to the Chief Engineer for Irrigation with reference to G.O., No. 437 I., dated 27th May 1895.

2. The revised plans and estimates amounting to Rs. 2,890 for excavating a channel from Tennal to Nelvoy tank are resubmitted for sanction.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

21st June 1895.

No. IV/51 N.A.

With reference to endorsement No. 12891, dated 21st June 1895, the undersigned has the honour to return the revised plans and estimates for a channel from Tennal to Nelvoy tank with the following remarks:—

(1) In the original proposal it was intended that the whole of the surplus from Tennal tank should pass into Nelvoy tank and for this purpose a weir was, it is believed, constructed in Tennal tank bund. The Superintending Engineer is requested to report how the surplus is now proposed to be dealt with, as it is probably required for tanks below.

(2) The undersigned considers that the channel should follow the line dotted in pencil on the sketch-map. The construction of the under-tunnel need not cost much, as it is only necessary to make it of sufficient length to provide water-way for the supply from Asanallikuppam tank to Kolattúr tank, the channel through Kolattúr tank bed being embanked.

(3) The right wings of drops Nos. 1 and 2 may be built like the left wing, as it is not necessary to make the cross bunds so high on the right side.

(4) The plans and estimates which accompanied the Superintending Engineer's letter are returned.

(Signed) F. W. ASHPITEL,
for Chief Engineer for Irrigation.

10th July 1895.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 2nd August 1895, No. 257 S.E.

With reference to your endorsement No. 310 N.A., dated 20th July 1895, on Memo. No. IV/51 N.A., dated 10th July 1895, from the Chief Engineer for Irrigation, I have the honour to report as follows :—

(1) A cheap bye-wash has been constructed at the extreme left flank of Tennal tank to discharge the surplus back to the Cauveripauk surplus channel by the original line of drainage. The proposal to carry the whole of the surplus to Nelvoy tank was abandoned after very careful consideration for the following reasons (*a*) the extra width necessary to give to the channel and aqueduct would very much increase the cost of the project, and (*b*) the catchment area of Tennal tank is a very small one and it would only surplus in heavy local rain, when Nelvoy tank would also probably be surplusing, or at any rate would be nearly full. The gain to Nelvoy tank by making the new channel big enough to carry surplus water in addition to the amount allowed to it for supply would be altogether incommensurate with the extra cost.

(2) The proposal of the Chief Engineer for Irrigation is dealt with in paragraph 2 of this office No. 172 S.E.* of 19th June 1895 which I suppose has been sent to him although no allusion is made to it. The bed-level of the tank at the site proposed as an under-tunnel by the Chief Engineer is far too low for the construction of such a work there. The face walls of the tunnel would have to be made very high and a very considerable drop would have to be built in the channel. High embankments would also have to be made to keep out the Kolattúr tank water from the channel when full. The work could, no doubt, be built and if the Chief Engineer for Irrigation orders it, I will have estimates prepared, but I should not have selected the line I have done had there not been serious objections to the more direct one. As regards the Chief Engineer's proposal to shorten the length of the under-tunnel, I do not think it can be appreciably shortened the calculated flood discharge of Asanallikuppam tank is 540 cubic feet per second, and that has to go to Kolattúr tank. With the water-way now given, the velocity across the trough will be about 4 feet per second. If considered advisable by the Chief Engineer, the length may be slightly reduced, but in any case the whole quantity of 524 cubic feet per second will have to be discharged.

* Forwarded to the Chief Engineer for Irrigation with this office No. 128 E.I., dated 21st June 1895.

(3) The modifications in the wings of the drops has been made as ordered by the Chief Engineer for Irrigation.

In conclusion I have the honour to state that I have given this question my careful consideration before sending in the plans which are perhaps not so thoroughly complete in the matter of levels as I could wish, but that is owing to the inefficiency of my staff in the Ranipet Sub-division at the time the estimates were prepared. I believed them to give all the information necessary for the settlement of the question.

No. 171 I.

Copy submitted to the Chief Engineer for Irrigation with reference to his Memo. No. IV/51 N.A., dated 10th July 1895.

2. The revised plans and estimates are again submitted for sanction.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

13th August 1895.

No. IV/82 N.A.

With reference to letter No. 171 I., dated 13th August 1895, the undersigned has the honour to inform the Superintending Engineer that it is believed—*vide* report, paragraph 12, printed with G.O. No. 603 I., dated 11th July 1892, that the surplus of Asanallikuppam tank does not enter Kolattúr tank unless specially diverted into it by the villagers and that the only surplus which will have to cross the proposed line of channel is from Kolattúr tank and this will have to cross the channel no matter which line is selected.

2. The estimate called for in paragraph 2 of this office No. IV/51 N.A., dated 10th July 1895, should be submitted, the under-tunnel being of sufficient length to pass both the supply from Asanallikuppam tank to Kolattúr and the surplus from Kolattúr to Nelvoy.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

24th August 1895.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 23rd September 1895, No. 347 S.E.

With reference to your No. 381 N.A., dated 4th September 1895, on Memo. No. IV/82 N.A. of 24th August 1895, from Chief Engineer for Irrigation, I have the honour to report that the facts of the case do not appear to have been clearly explained to the Chief Engineer for Irrigation.

2. The surplus of Asanallikuppam *does* naturally enter Kolattúr tank and I believe always has done so notwithstanding the wording of the report alluded to in the memorandum above quoted. It has been customary, after Kolattúr tank is full, to divert the surplus water from its natural course to Nelvoy tank. Any attempt to divert permanently any portion of the surplus of Asanallíkuppam tank to Nelvoy tank would be strenuously resisted by the ryots of Kolattúr.

3. I do not understand the remark of the Chief Engineer for Irrigation in the last part of paragraph 1 of his memorandum in question. No surplus from Kolattúr tank will have to cross the channel, as any surplus water which came near the channel could be carried in it. As a matter of fact, however, no surplus water from Kolattúr tank passes anywhere near the line of our proposed channel. The surplus escape of Kolattúr tank is near the village at the right flank of the tank, and I do not think (in fact I am almost sure of it) that any surplus water from Kolattúr tank goes to Nelvoy tank at all. The Chief Engineer for Irrigation appears to be under the impression that Kolattúr tank surpluses at its left flank, but this is not the case.

4. The whole state of affairs is correctly shown on the Wallajah taluk map, of which a tracing is enclosed for reference.

5. Under these circumstances, I regret not to be able to carry out the orders of the Chief Engineer for Irrigation without some modification of the instructions given in paragraph 2 of the above-quoted memorandum.

6. I hope it will not be considered presumptuous if I reiterate my opinion that the proposals originally made by me are the best and cheapest.

No. 208 I.

Copy forwarded to the Chief Engineer for Irrigation for favour of orders with reference to his Memo. No. IV/82 N.A., dated 24th August 1895.

(Signed) J. HANNAN,
26th September 1895. Suptg. Engineer, IV Circle.

No. IV/90 N.A.

With reference to letter No. 208 I., dated 26th September 1895, the undersigned has the honour to request the Superintending Engineer to report whether the Executive Engineer has personally inspected Asanallikuppam and Kolattúr tanks and the surplus channel to Nelvoy tank.

2. Even if surplus of Asanallikuppam tank does naturally enter Kolattúr tank, it is believed that it is only allowed to do so to the extent required to fill the tank, the villagers being in the habit of excluding or surplusing the water they do not require into Nelvoy tank through the channel shown in dotted red lines on the sketch-map. There is therefore no necessity for a long under-tunnel in the proposed channel from Tennel to Nelvoy if it follows the line selected by the Prince of Arcot who is not likely to make any strong resistence if a line selected by himself is accepted.

3. With reference to paragraph 3 of the Superintending Engineer's letter the Chief Engineer would remark that the bunds of Asanallikuppam and Kolattúr tanks are not continuous, and it is believed that a few years ago it was the invariable custom for surplus water from Asanallikuppam and Kolattúr tanks to be discharged into Nelvoy tank by the channel shown in red dotted lines on the sketch-map.

4. The Superintending Engineer is requested to submit plans and estimates for taking the channel along the line proposed by the Prince of Arcot (shown in pencil on the sketch-map) and then the Chief Engineer for Irrigation will be in a position to judge for himself whether that line is feasible or not.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
4th October 1895. Chief Engineer for Irrigation.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 7th February 1896, No. 640 S.E.

With reference to your endorsement No. 441 N.A., dated 12th October 1895, on Memo. No. IV/90 N.A., dated 4th October 1895, from Chief Engineer for Irrigation, I have the honour to retransmit the estimate for the supply channel to Nelvoy tank revised in accordance with the directions of the Chief Engineer for Irrigation.

2. I have not made the under-tunnel any shorter as it is, in my opinion, necessary to allow for the whole of the flood water of Asanallikuppam being passed to Kolattúr tank.

3. If, however, the Chief Engineer for Irrigation thinks otherwise, the necessary correction in the estimates may be made in his office.

It is to be noted that the expense of this line is considerably greater than if my plan had been adopted, but as it is considered necessary to avoid taking up one-third of an acre of land belonging to the Prince of Arcot this extra expense is, I suppose, inevitable.

No. 31 I.

Copy submitted to the Chief Engineer for Irrigation for favour of sanction with reference to his Memo. No. IV/90 N.A., dated 4th October 1895.

(Signed) J. HANNAN,
15th February 1896. Suptg. Engineer, IV Circle.

Memo. No. IV/12 N.A.

With reference to endorsement No. 31 I., dated 15th February 1896, of the Superintending Engineer, IV Circle, the undersigned has the honour to request that he will be so good as to state concisely reasons for the opinion expressed by the Executive Engineer, North Arcot Division, that it is necessary to allow the whole of the flood water of the upper tank (Asanallikuppam) being passed to Kolattúr tank. It is understood that surplus from the Asanallikuppam tank can spill over ground at the right flank.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
27th Feb. 1896. Chief Engineer for Irrigation.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 7th March 1896, No. 707 S.E.

With reference to your endorsement No. 112 N.A., dated 3rd March 1896, on Memo. No. IV/12 N.A., dated 27th February 1896, I have the honour to give the following reasons for considering that it is necessary to allow the whole of the flood waters of Asanallikuppam tank to pass to Kolattúr tank:—

(1) The ryots of Kolattúr claim the whole of their surplus water when their tank is not full and will resist any construction of the water-way of the supply to their tank.

(2) The bund of Kolattúr tank extends some distance beyond the site of the proposed under-tunnel and the tank cannot surplus there unless the bund is cut down. The ryots of Kolattúr will not do this until their tank is full. If the water-way into the tank is insufficient, water will back up on the upper side of the supply channel to Nelvoy tank and will breach it.

(3) The original surplus work (or what I believe to be the original surplus work) at the right flank being blocked, as it generally is, there will be no outlet for the flood-water of Kolattúr tank itself. This difficulty could be got over if the escape at the right flank were ordered to be kept open, but I doubt our power to do this.

(4) What is wanted is—

(*a*) A proper escape at right flank of Kolattúr tank.

(*b*) A bye-wash of left flank of the tank at F.T.L. If these works can be got out of the Kolattúr people, the water of trough may be reduced but not otherwise.

Enclosure.

Report to accompany the revised estimate for excavating a channel from Tennel to Nelvoy tank.

Cost as per sanctioned proposals.		Cost as per revised estimate.	
	RS.		RS.
Cutting a channel from Tennel to Nelvoy tank.	1,650	Cutting channel	1,970
Proposed under-tunnel at 4,710 feet below Tennel tank weir	700	Constructing an under-tunnel	1,390
		Drop No. 1	290
		Do. " 2	180
		Bye-wash	260
Total ..	2,350	Total ..	4,090

Excess = Rs. 1,740.

By the estimates sanctioned in G.O. No. 603, dated 11th July 1892, it was proposed to supply the tanks below Tennel tank by a channel and to pass the same between Asanallikuppam tank and a small Tongal immediately to the south of it—*vide* paragraph 12 of the report embodied in the Government Order quoted above. The channel as then proposed was to be 8 feet wide and depth of flow 5 feet to carry the 36 cubic feet of water required for the tanks below as also the surplus water of Tennel tank which has a catchment basin of half a square mile.

2. It is considered that if the proposals made in paragraph 12 of the report quoted above for passing the supply channel to Nelvoy tank across that to Kolattúr tank were carried out, no water would ever get to the former tank except in time of very heavy rain when Kolattúr tank was full. The Inamdar of Asanallikuppam also objects to giving up land for the channel as originally proposed.

3. It is therefore proposed only to pass 36 cubic feet of water from Tennel tank down the new channel to align it so as to avoid the original proposed under-tunnel and to make a new under-tunnel at the spot* where the Nelvoy channel crosses the supply channel to Kolattúr tank.

4. This proposal has been approved on the spot by the Superintending Engineer.

(Signed) H. E. CLERK,
Ex. Engr., North Arcot Division.

29th January 1895.

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* It is now proposed to take the channel through the bed of Kolattúr tank as per Chief Engineer's Memo. No. IV/90 N.A., dated 4th October 1895, based on the orders passed in G.O. No. 437 I., dated 27th May 1895.

No. 51 I.

Copy forwarded to the Chief Engineer for Irrigation with reference to his Memo. No. IV/12 N.A., dated 27th February 1896.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

12th March 1896.

No. 72 I.

Submitted to Government. From the Superintending Engineer's last letter it would appear that the revised arrangement is the only one possible to enable the Nelvoy tank to get a supply from a Government channel. The cost of the sanctioned proposal was Rs. 2,350 and that of the revised proposal is Rs. 4,090. It is understood that the Superintending Engineer considers the advantages of the direct supply to Nelvoy tank worth this latter sum, so the estimate may be sanctioned.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

24th March 1896.

ORDER—No. 303 I., dated 31st March 1896.

1. Proposed under-tunnel at 4,710 feet below Tennel tank weir, Rs. 700.
2. Cutting a channel from Tennel to Nelvoy tank Rs. 1,650 (included in the estimate of Rs. 2,300 for cutting and embanking Reddivalam channel from Reddivalam tank to Nelvoy tank).

	RS.
† Works	15,54,640
Establishment	4,17,603
Tools and plant	34,547
Total ...	20,06,790

The following revised estimates are sanctioned in lieu of the provision of Rs. 2,350 made for the works marginally-noted in the estimate sanctioned in G.O. No. 603 I., dated 11th July 1892, the excess of Rs. 1,740 or Rs 2,140 including the percentage for establishment being met by raising the existing sanction for the Pálár anicut system for direct charges from Rs. 20,04,650 to Rs. 20,06,790 † under paragraph 7, chapter VI, Volume II, Public Works Department Code :—

Irrigation.
43. Minor Works and Navigation.
Minor Works for which Capital and Revenue Accounts are kept.
Pálár Anicut System.
Capital Account.
I. Works.
3. Distributaries.
Cutting a channel from Tennel to Nelvoy Tank.

	RS.
3. Works—	
1. Constructing an under-tunnel	1,390
2. Drop No. 1	290
3. Do „ 2	180
4. Bye-wash	260
4. Earthwork—	
5. Cutting channel	1,970
Total Estimate ...	4,090

2. This sanction is registered as No. 224 I. of 1895–96.

3. Ordered that a copy of these Proceedings be forwarded to the Government of India for information.

[Here enter No. 304 I., dated 31st March 1896.]

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
„ Superintending Engineer, IV Circle, with sixteen enclosures.
„ Examiner, Public Works Accounts.
„ Revenue Department.
„ Political „

Exd, C. M. Brisson.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated March, 31st.

Recd. *Encl.*

G.O. No. 303 I., 31st Mar. 1896.

MARCH.

Channel

Revised estimates aggregating Rs. 4,090 for cutting a — from Tennel to Nelvoy tank, North Arcot division, sanctioned, and a copy of the Proceedings ordered to be forwarded to the Government of India.

No. 303 I., 31st March 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

Read—the following papers:—

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 19th June 1895, No. 172 S.E.

With reference to your endorsement No. 238 N.A., dated 14th June 1895, on Proceedings of Madras Government, No. 437 I., dated 27th May 1895, I have the honour to report that I cannot modify the estimates for the channel and under-tunnel as directed without very great extra expense and that there is no necessity to do so.

2. I cannot because the proposed straightening of the channel would take it straight into Kolattúr (private) tank and an under-tunnel could only be constructed at that spot at great cost; so great that it would be better to adandon the channel than undertake it.

3. The modification proposed by the Prince of Arcot appears to be unnecessary, as the line has been selected by me in person to skirt the lands of Asanallikuppam and the channel will be constructed at the edge of the waterspread of Kolattúr tank. The statement that a cawny of land would be rendered useless seems to be based on an imperfect apprehension of the facts. I request therefore that the revised estimates, as originally submitted by me, may be sanctioned at a very early date in order that the work may be completed within this official year.

No. 128 E.I.

Copy submitted to the Chief Engineer for Irrigation with reference to G.O., No. 437 I., dated 27th May 1895.

2. The revised plans and estimates amounting to Rs. 2,890 for excavating a channel from Tennal to Nelvoy tank are resubmitted for sanction.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

21st June 1895.

No. IV/51 N.A.

With reference to endorsement No. 12891, dated 21st June 1895, the undersigned has the honour to return the revised plans and estimates for a channel from Tennal to Nelvoy tank with the following remarks:—

(1) In the original proposal it was intended that the whole of the surplus from Tennal tank should pass into Nelvoy tank and for this purpose a weir was, it is believed, constructed in Tennal tank bund. The Superintending Engineer is requested to report how the surplus is now proposed to be dealt with, as it is probably required for tanks below.

(2) The undersigned considers that the channel should follow the line dotted in pencil on the sketch-map. The construction of the under-tunnel need not cost much, as it is only necessary to make it of sufficient length to provide water-way for the supply from Asanallikuppam tank to Kolattúr tank, the channel through Kolattúr tank bed being embanked.

(3) The right wings of drops Nos. 1 and 2 may be built like the left wing, as it is not necessary to make the cross bunds so high on the right side.

(4) The plans and estimates which accompanied the Superintending Engineer's letter are returned.

(Signed) F. W. ASHPITEL,
for Chief Engineer for Irrigation.

10th July 1895.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 2nd August 1895, No. 257 S.E.

With reference to your endorsement No. 310 N.A., dated 20th July 1895, on Memo. No. IV/51 N.A., dated 10th July 1895, from the Chief Engineer for Irrigation, I have the honour to report as follows :—

(1) A cheap bye-wash has been constructed at the extreme left flank of Tennal tank to discharge the surplus back to the Cauveripauk surplus channel by the original line of drainage. The proposal to carry the whole of the surplus to Nelvoy tank was abandoned after very careful consideration for the following reasons (*a*) the extra width necessary to give to the channel and aqueduct would very much increase the cost of the project, and (*b*) the catchment area of Tennal tank is a very small one and it would only surplus in heavy local rain, when Nelvoy tank would also probably be surplusing, or at any rate would be nearly full. The gain to Nelvoy tank by making the new channel big enough to carry surplus water in addition to the amount allowed to it for supply would be altogether incommensurate with the extra cost.

(2) The proposal of the Chief Engineer for Irrigation is dealt with in paragraph 2 of this office No. 172 S.E.* of 19th June 1895 which I suppose has been sent to him although no allusion is made to it. The bed-level of the tank at the site proposed as an under-tunnel by the Chief Engineer is far too low for the construction of such a work there. The face walls of the tunnel would have to be made very high and a very considerable drop would have to be built in the channel. High embankments would also have to be made to keep out the Kolattúr tank water from the channel when full. The work could, no doubt, be built and if the Chief Engineer for Irrigation orders it, I will have estimates prepared, but I should not have selected the line I have done had there not been serious objections to the more direct one. As regards the Chief Engineer's proposal to shorten the length of the under-tunnel, I do not think it can be appreciably shortened the calculated flood discharge of Asanallikuppam tank is 540 cubic feet per second, and that has to go to Kolattúr tank. With the water-way now given, the velocity across the trough will be about 4 feet per second. If considered advisable by the Chief Engineer, the length may be slightly reduced, but in any case the whole quantity of 524 cubic feet per second will have to be discharged.

(3) The modifications in the wings of the drops has been made as ordered by the Chief Engineer for Irrigation.

In conclusion I have the honour to state that I have given this question my careful consideration before sending in the plans which are perhaps not so thoroughly complete in the matter of levels as I could wish, but that is owing to the inefficiency of my staff in the Ranipet Sub-division at the time the estimates were prepared. I believed them to give all the information necessary for the settlement of the question.

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* Forwarded to the Chief Engineer for Irrigation with this office No. 128 E.I., dated 21st June 1895.

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2. The revised plans and estimates are again submitted for sanction.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

13th August 1895.

No. IV/82 N.A.

With reference to letter No. 171 I., dated 13th August 1895, the undersigned has the honour to inform the Superintending Engineer that it is believed—*vide* report, paragraph 12, printed with G.O. No. 603 I., dated 11th July 1892, that the surplus of Asanallikuppam tank does not enter Kolattúr tank unless specially diverted into it by the villagers and that the only surplus which will have to cross the proposed line of channel is from Kolattúr tank and this will have to cross the channel no matter which line is selected.

2. The estimate called for in paragraph 2 of this office No. IV/51 N.A., dated 10th July 1895, should be submitted, the under-tunnel being of sufficient length to pass both the supply from Asanallikuppam tank to Kolattúr and the surplus from Kolattúr to Nelvoy.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

24th August 1895.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 23rd September 1895, No. 347 S.E.

With reference to your No. 381 N.A., dated 4th September 1895, on Memo. No. IV/82 N.A. of 24th August 1895, from Chief Engineer for Irrigation, I have the honour to report that the facts of the case do not appear to have been clearly explained to the Chief Engineer for Irrigation.

2. The surplus of Asanallikuppam *does* naturally enter Kolattúr tank and I believe always has done so notwithstanding the wording of the report alluded to in the memorandum above quoted. It has been customary, after Kolattúr tank is full, to divert the surplus water from its natural course to Nelvoy tank. Any attempt to divert permanently any portion of the surplus of Asanallikuppam tank to Nelvoy tank would be strenuously resisted by the ryots of Kolattúr.

3. I do not understand the remark of the Chief Engineer for Irrigation in the last part of paragraph 1 of his memorandum in question. No surplus from Kolattúr tank will have to cross the channel, as any surplus water which came near the channel could be carried in it. As a matter of fact, however, no surplus water from Kolattúr tank passes anywhere near the line of our proposed channel. The surplus escape of Kolattúr tank is near the village at the right flank of the tank, and I do not think (in fact I am almost sure of it) that any surplus water from Kolattúr tank goes to Nelvoy tank at all. The Chief Engineer for Irrigation appears to be under the impression that Kolattúr tank surpluses at its left flank, but this is not the case.

4. The whole state of affairs is correctly shown on the Wallajah taluk map, of which a tracing is enclosed for reference.

5. Under these circumstances, I regret not to be able to carry out the orders of the Chief Engineer for Irrigation without some modification of the instructions given in paragraph 2 of the above-quoted memorandum.

6. I hope it will not be considered presumptuous if I reiterate my opinion that the proposals originally made by me are the best and cheapest.

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(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

26th September 1895.

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With reference to letter No. 208 I., dated 26th September 1895, the undersigned has the honour to request the Superintending Engineer to report whether the Executive Engineer has personally inspected Asanallikuppam and Kolattúr tanks and the surplus channel to Nelvoy tank.

2. Even if surplus of Asanallikuppam tank does naturally enter Kolattúr tank, it is believed that it is only allowed to do so to the extent required to fill the tank, the villagers being in the habit of excluding or surplusing the water they do not require into Nelvoy tank through the channel shown in dotted red lines on the sketch-map. There is therefore no necessity for a long under-tunnel in the proposed channel from Tennel to Nelvoy if it follows the line selected by the Prince of Arcot who is not likely to make any strong resistence if a line selected by himself is accepted.

3. With reference to paragraph 3 of the Superintending Engineer's letter the Chief Engineer would remark that the bunds of Asanallikuppam and Kolattúr tanks are not continuous, and it is believed that a few years ago it was the invariable custom for surplus water from Asanallikuppam and Kolattúr tanks to be discharged into Nelvoy tank by the channel shown in red dotted lines on the sketch-map.

4. The Superintending Engineer is requested to submit plans and estimates for taking the channel along the line proposed by the Prince of Arcot (shown in pencil on the sketch-map) and then the Chief Engineer for Irrigation will be in a position to judge for himself whether that line is feasible or not.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

4th October 1895.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 7th February 1896, No. 640 S.E.

With reference to your endorsement No. 441 N.A., dated 12th October 1895, on Memo. No. IV/90 N.A., dated 4th October 1895, from Chief Engineer for Irrigation, I have the honour to retransmit the estimate for the supply channel to Nelvoy tank revised in accordance with the directions of the Chief Engineer for Irrigation.

2. I have not made the under-tunnel any shorter as it is, in my opinion, necessary to allow for the whole of the flood water of Asanallikuppam being passed to Kolattúr tank.

3. If, however, the Chief Engineer for Irrigation thinks otherwise, the necessary correction in the estimates may be made in his office.

It is to be noted that the expense of this line is considerably greater than if my plan had been adopted, but as it is considered necessary to avoid taking up one-third of an acre of land belonging to the Prince of Arcot this extra expense is, I suppose, inevitable.

No. 31 I.

Copy submitted to the Chief Engineer for Irrigation for favour of sanction with reference to his Memo. No. IV/90 N.A., dated 4th October 1895.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

15th February 1896.

Memo. No. IV/12 N.A.

With reference to endorsement No. 31 I., dated 15th February 1896, of the Superintending Engineer, IV Circle, the undersigned has the honour to request that he will be so good as to state concisely reasons for the opinion expressed by the Executive Engineer, North Arcot Division, that it is necessary to allow the whole of the flood water of the upper tank (Asanallikuppam) being passed to Kolattúr tank. It is understood that surplus from the Asanallikuppam tank can spill over ground at the right flank.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

27th Feb. 1896.

From H. E. CLERK, Esq., Executive Engineer, North Arcot Division, to the Superintending Engineer, IV Circle, dated 7th March 1896, No. 707 S.E.

With reference to your endorsement No. 112 N.A., dated 3rd March 1896, on Memo. No. IV/12 N.A., dated 27th February 1896, I have the honour to give the following reasons for considering that it is necessary to allow the whole of the flood waters of Asanallikuppam tank to pass to Kolattúr tank:—

(1) The ryots of Kolattúr claim the whole of their surplus water when their tank is not full and will resist any construction of the water-way of the supply to their tank.

(2) The bund of Kolattúr tank extends some distance beyond the site of the proposed under-tunnel and the tank cannot surplus there unless the bund is cut down. The ryots of Kolattúr will not do this until their tank is full. If the water-way into the tank is insufficient, water will back up on the upper side of the supply channel to Nelvoy tank and will breach it.

(3) The original surplus work (or what I believe to be the original surplus work) at the right flank being blocked, as it generally is, there will be no outlet for the flood-water of Kolattúr tank itself. This difficulty could be got over if the escape at the right flank were ordered to be kept open, but I doubt our power to do this.

(4) What is wanted is—

(*a*) A proper escape at right flank of Kolattúr tank.

(*b*) A bye-wash of left flank of the tank at F.T.L. If these works can be got out of the Kolattúr people, the water of trough may be reduced but not otherwise.

ENCLOSURE.

REPORT to accompany the revised estimate for excavating a channel from Tennel to Nelvoy tank.

Cost as per sanctioned proposals.		Cost as per revised estimate.	
	RS.		RS.
Cutting a channel from Tennel to Nelvoy tank.	1,650	Cutting channel	1,970
Proposed under-tunnel at 4,710 feet below Tennel tank weir	700	Constructing an under-tunnel	1,390
		Drop No. 1	290
		Do. „ 2	180
		Bye-wash	260
Total ..	2,350	Total ..	4,090

Excess = Rs. 1,740.

By the estimates sanctioned in G.O. No. 603, dated 11th July 1892, it was proposed to supply the tanks below Tennel tank by a channel and to pass the same between Asanallikuppam tank and a small Tongal immediately to the south of it—*vide* paragraph 12 of the report embodied in the Government Order quoted above. The channel as then proposed was to be 8 feet wide and depth of flow 5 feet to carry the 36 cubic feet of water required for the tanks below as also the surplus water of Tennel tank which has a catchment basin of half a square mile.

2. It is considered that if the proposals made in paragraph 12 of the report quoted above for passing the supply channel to Nelvoy tank across that to Kolattúr tank were carried out, no water would ever get to the former tank except in time of very heavy rain when Kolattúr tank was full. The Inamdar of Asanallikuppam also objects to giving up land for the channel as originally proposed.

3. It is therefore proposed only to pass 36 cubic feet of water from Tennel tank down the new channel to align it so as to avoid the original proposed under-tunnel and to make a new under-tunnel at the spot* where the Nelvoy channel crosses the supply channel to Kolattúr tank.

* It is now proposed to take the channel through the bed of Kolattúr tank as per Chief Engineer's Memo. No. IV/90 N.A., dated 4th October 1895, based on the orders passed in G.O. No. 437 I., dated 27th May 1895.

4. This proposal has been approved on the spot by the Superintending Engineer.

(Signed) H. E. CLERK,
Ex. Engr., North Arcot Division.

29th January 1895.

No. 51 I.

Copy forwarded to the Chief Engineer for Irrigation with reference to his Memo. No. IV/12 N.A., dated 27th February 1896.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

12th March 1896.

No. 72 I.

Submitted to Government. From the Superintending Engineer's last letter it would appear that the revised arrangement is the only one possible to enable the Nelvoy tank to get a supply from a Government channel. The cost of the sanctioned proposal was Rs. 2,350 and that of the revised proposal is Rs. 4,090. It is understood that the Superintending Engineer considers the advantages of the direct supply to Nelvoy tank worth this latter sum, so the estimate may be sanctioned.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Chief Engineer for Irrigation.

24th March 1896.

ORDER—No. 303 I., dated 31st March 1896.

The following revised estimates are sanctioned in lieu of the provision of Rs. 2,350 made for the works marginally-noted in the estimate sanctioned in G.O. No. 603 I., dated 11th July 1892, the excess of Rs. 1,740 or Rs 2,140 including the percentage for establishment being met by raising the existing sanction for the Pálár anicut system for direct charges from Rs. 20,04,650 to Rs. 20,06,790 † under paragraph 7, chapter VI, Volume II, Public Works Department Code :—

1. Proposed under-tunnel at 4,710 feet below Tennel tank weir, Rs. 700.
2. Cutting a channel from Tennel to Nelvoy tank Rs. 1,650 (included in the estimate of Rs. 2,300 for cutting and embanking Reddivalam channel from Reddivalam tank to Nelvoy tank).

	RS.
† Works	15,54,640
Establishment	4,17,603
Tools and plant	34,547
Total ...	20,06,790

Irrigation.
43. Minor Works and Navigation.
Minor Works for which Capital and Revenue Accounts are kept.
Pálár Anicut System.
Capital Account.
I. Works.
3. Distributaries.
Cutting a channel from Tennel to Nelvoy Tank.

	RS.
3. Works—	
1. Constructing an under-tunnel	1,390
2. Drop No. 1	290
3. Do ,, 2	180
4. Bye-wash	260
4. Earthwork—	
5. Cutting channel	1,970
Total Estimate ...	4,090

2. This sanction is registered as No. 224 I. of 1895–96.

3. Ordered that a copy of these Proceedings be forwarded to the Government of India for information.

[Here enter No. 304 I., dated 31st March 1896.]

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Colonel, R.E.,
Secretary to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
,, Superintending Engineer, IV Circle, with sixteen enclosures.
,, Examiner, Public Works Accounts.
,, Revenue Department.
,, Political ,,

ENDORSEMENT—No. 304 I., dated 31st March 1896.

Forwarded.

(By order.)

Colonel, R.E.,
Secretary to Govt., P.W.D.,
Irrigation Branch.

Exd. C. M. Brisson.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated March, 31*st.*

Recd. *Encl.*

G.O. Nos. 303, 304 I., 31st Mar. 1896.

MARCH.

Channel

Forwarding Proceedings sanctioning estimates aggregating Rs. 4,090 for cutting a — from Tennel to Nelvoy tank, North Arcot division.

A

No. 303- I d/31st March/96.

No. 303-4. I d/31/3-96.

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

Print with Report

From	Supdg Engr, IV Circle,	No. 128	d/ 21. 6. 95
To	do.	57 n.a.	10. 7. 95
From	do.	171 I.	13. 8. 95
To	do.	82 n.a.	24. 8-95
From	do.	208 I.	26. 9. 95
To	do.	90 n.a.	4. 10. 95
From	do.	31 I.	15. 2. 96
To	do.	12 n.a.	27. 2. 96
To	do.	51 I.	12. 3. 96
From	do.	No 72 I d/24-2-96	

14 Submitted to Govt. From the Supdg Engr's last letter it would appear that the revised arrangement is the only one possible to enable the Nelvoy tank to get a supply from a Govt channel. The cost of the same

vised proposal was Rs 2350 & that of the revised proposal is Rs 4090. It is understood that the Supdg. Engr. considers the advantages of the direct supply to Neloor tank worth this latter sum, so the estimate may be sanctioned.

Order thereon

The following revised estimates are sanctioned in lieu of the provision of Rs 2350 made for the works marginally noted in the estimate sanctioned in G.O. No. 603 I., dated 11 July/92, the excess

A.54
17.4.96

1. Proposed undertunnel at 4710 ft below Tennel tank weir Rs 700.
2. Cutting a channel from Tennel to Neloor tank Rs 1650 (included in the estimate of Rs 2300 for cutting & embanking Reddivalam channel from Reddivalam tank to Neloor tank)

of Rs 1740 or Rs 2140 including the percentage for establishment, being met by raising the existing sanction for the Palar Anicut system for direct charges from Rs 20,04,650 to Rs 20,06,790 under para 7, Chapter VI, Vol II, P.W.D Code:—

	Rs
+ Works . . .	15,54,640
Establishment . .	4,17,603
Tools & Plant . .	34,547
Total	20,06,790

Irrigation

43. Minor Works & Navigation.

Minor works for which Capital & Rev. Accts are kept.

Palar Anicut system

Capital Account.

I Works.

3. Distributaries

Cutting a channel from Tennel to Neloor tank.

		Rs
3. Works.	1. Constructing an undertunnel	1390
"	2. Drop No 1 -	290
	3. Do. No 2 -	180
	4. Byewash -	260

Earthwork 5. Cutting channel . 1970

Total Estimate 4090

2. This sanction is registered as No. 224 I of 1895-96.

3. Ordered that a copy of these Pros. be forwarded to the Govt of India for information.

Endorsement - A.G. No. 304. I d/ 31st March /96 Forwarded.

Recds 30/3/96. 24/3

No 603 I d/ 11-7-92
" 4379 - 27-5-95
" 84 I. 24-1-96.

DESPATCHED 5 MAY 96

To
The Chief Engr for I.
Supdg Engr 1 with 16 enclos.
Ex. T.W.
Rev Dept
Political Dept.

E. I. Form No. 1—500—14-5-95

23/3

S. 26/3. A.E. 31/3.

17.4

P. W. CURRENT No. 3069

Revised Estimate for Cutting a channel from Tennel to Nelvoy tank, Palar anicut System.

Encls: 35 (9 plans)
Recd: 26. 3. 96

CHIEF SECRETARY 27 MAR. 1896 GOVERNMENT OF MADRAS

To
The Hon'ble the Chief Secretary to Govt, Political Dept for favor of counter initials.

Issue

23/4

24/4

24/4

23.4.96

Note
This should be issued before the expiry of the current official year, as the sanction for the construction estimate for the system closes on 31.3.96

Report to accompany the revised Estimate for excavating a channel from Tennel to Nelvoy Tank.

SUPDG. ENGINEER'S OFFICE P.W.D. No. 1/41 I 4 MAR 96 FOURTH CIRCLE

EXECUTIVE ENGINEER NORTH ARCOT DIVISION P.W.D. RECD. No. 2/1134 I. 6 - MAR. 96

13 ½ P

Cost as per Sanctioned proposals	Rs.	Cost as per Revised Estimate	Rs
Cutting a channel from Tennel to Nelvoy Tank	1650	Cutting channel	1,970
Proposed undertunnel at 4710 ft below Tennel Tank weir	700	Constructing an under Tunnel	1390 ~~1,400~~
		Drop No 1	290
		do No 2	180
		Byewash	260
Total Rs.	2350.	Total Rs	~~4,100~~ 4090

Excess = Rs ~~460~~ ~~540~~ 1740

Of the Estimate of Rs 2300 for cutting & embanking Reddivalam chl. from Reddivalam tank to Nelvoy tank, Rs 1650 are for the channel from Tennel tank to Nelvoy tank & the balance for the chl from Reddivalam tank to Tennel tank

23/3/96.

(1) By the Estimates sanctioned in G.O. No. 603 dated 11th July 1892, it was proposed to supply the Tanks below Tennel Tank by a channel and to pass the same between Asanallikuppam Tank and a small Tangal immediately to the South of it. Vide para 1 of the report embodied in the Govt Order quoted above. The channel as then proposed was to be 8 ft wide & depth of flow 5 ft to carry the 36 cft of water, required for the Tanks below as also the surplus water of Tennel Tank which has a catchment basin of

of $\frac{1}{2}$ a Sqr mile

2. It is considered that if the proposals made in para 12 of the report quoted above for passing the supply channel to Nelvoy Tank across that to Kolathur Tank, were carried out, no water would ever get to the former Tank except in time of very heavy rain when Kolathur Tank was full. The Inamdar of Kanallikuppam also objects to giving up land for the channel as originally proposed.

Righa
5

Risha
18

3. It is therefore proposed only to pass 36 cubft of water from Tennel Tank down the new channel to align it so as to avoid the original proposed undertunnel and to make a new undertunnel at the spot X where the Nelvoy Channel crosses the supply Channel to Kolathur Tank.

X It is now proposed to take the ch[l] through the bed of Kolathur Tank as per Chief Engineer's Memo No $\frac{IV}{909a}$ dated 4-10-95 based on the orders passed in G.O No 437.I. dated 27th May 1895

4. This proposal has been approved on the spot by the Superintending Engineer

A Clerk
29/4/95

Executive Engineer
North Arcot Division

Executive Engineer North Arcot Division 18 JUN. 95

Superintending Engineer's Office P.W.D. Fourth Circle No 1811 9 - MAR. 96

Superintending Engineer's Office P.W.D. Fourth Circle 4 - MAR. 96

No. 172. S.E

North Arcot Division office
19th June 1895

From

H. E. Clerk Esquire
Executive Engineer
North Arcot Division

To

The Superintending Engineer
IVth Circle

Sir,

With reference to your endorsement No $\frac{238}{V.a}$ dated 14th June 1895 on Proceedings of Madras Government No 437 I. dated 27th May 1895, I have the honor to report that I cannot modify the Estimates for the Channel and undertunnel as directed without very great extra expense and that there is no necessity to do so.

2. I cannot because the proposed straightening of the channel would take it straight into Kolathur (private) Tank and an undertunnel could only be constructed at that spot at great cost, so great that it would be better to

abandon

to ½ or 500 miles

abandon the channel than undertake it.

3. The modification proposed by the Prince of Arcot appears to be unnecessary as the line has been selected by me in person to skirt the lands of Asanallikuppam and the channel will be constructed at the edge of the waterspread of Kolathur Tank. The statement that a cawny of land would be rendered useless seems to be based on an imperfect apprehension of the facts. I request therefore that the revised Estimates as originally submitted by me may be sanctioned at a very early date in order that the work may be completed within this official year.

I have &c &c

(Signed) H. E. Clerk
19/6
Executive Engineer
N. A. Dn.

No. 128/E.I. dated 21st June 1895

Enclosures : 15

5. Revised Estimates
2. Original - do -
6. Plans
1. Report
1. Sketch
15

Copy submitted to the Chief Engineer for Irrigation with reference to G.O. No. 437 I d/ 27th May 1895.

The revised plans and Estimates amounting to Rs 2890 for excavating a channel from Tennal to Nelnoy Tank are resubmitted for sanction.

Superintending Engineer
4th Circle

CHIEF ENGINEER
FOR IRRIGATION.
26 JUN. 95
No. 42ka

From
The Supg. Engineer
4th Circle.

Dated 21st }
Despd. 24th } June 1895.

No. 128
E.I.

Enclos: 15.

Channel from Tennal
to Nelvoy tank.
Resubmits for sanction
revised plans & estimates amtg.
to Rs 2,890 for excavating a ——

[illegible]

10
No 51 Ka d/10/7/95

To the S.E. 4th Circle

Encl. 15

With reference to ~~letter~~ Endorsement No 12821 dated 21/6/95 the undersigned has the honour to return the revised plans and estimates for a channel from Tennal to Nelvoy Tank with the following remarks

(1) In the original proposal it was intended ~~to pass~~ that the whole of the surplus from Tennal Tank should pass into Nelvoy Tank & for this purpose a weir was, it is believed, constructed in Tennal Tank bund. The S.E. is requested to report how the surplus is now proposed to be dealt with as it is probably required for tanks below.

(2) The undersigned considers that the channel should follow the line dotted in pencil on the sketch maps. ~~[illegible]~~ The construction of the undertunnel need not cost much as it is only necessary to make of

4

sufficient length to provide
waterway for the supply from
Asanalikuppam Tank to
Kolathur Tank the channel
through ~~the~~ Kolathur tank bed being
embanked.

(3) The right wings of drops no 1 & 2
may be built like the left wings
as it is not necessary to make
the cross bunds so high on the
right side.

(4) The plans and estimates which
accompanied the S.E.'s letter are
returned.

Wh
10/7

One 5. D
3065/56

North Arcot D. Office
2d August 1895

No. 257/B.E.

From
H. E. Clerk Esq
Executive Engineer North Arcot Dn.

To
The Superintending Engineer
4th Circle

Sir,
With reference to your endorse-
ment No 310/N.a dated 20th July 1895 on memo
No. IV/57. N.a dated 10th July 1895 from the Chief
Engineer for Irrigation, I have the honor to
report as follows:-

(1) A cheap bywash has been cons-
tructed at the extreme left flank of
Tennal Tank to discharge the surplus back
to the Haverpank surplus channel by the
original line of drainage. The proposal to
carry the whole of the surplus to Nelvoy
Tank was abandoned after very careful
consideration for the following reasons (a)
the extra width necessary to give to the chan-
nel and aqueduct would very much
increase the cost of the project, and (b)
the catchment area of Tennal Tank
is

prepared. I believe them to give all the information necessary for the settlement of the question.

I have the honor to be &c

(Signed) H. E. Clerk

Executive Engineer

No. $\frac{171}{2}$ d/13th Augt/95.

Copy submitted to the Chief Engineer for Irrigation with reference to his memorandum No. $\frac{1V}{51.I.a}$ dated 10th July 1895.

2. The revised plans and estimates are again submitted for sanction.

Enclo: 15

5. Revised Estimates
2. Original do.
6. Plans
1. Report
1. Sketch

15

CHIEF ENGINEER
FOR IRRIGATION.
17 AUG 95
No.............................

Hamnan

Supg. Engineer 4th Circle

CHIEF ENGINEER
FOR IRRIGATION.
17 AUG. 95
No. 62 WA

From

The Supg. Engineer,
4th Circle.

Dated 13th }
Despd 16th } August 1895.

No. 171
I.

½

Enclos: 15.

Channel from Tennel
to Nelvoy tank.

3065/56

Resubmits for sanction
revised plans & estimates for
constructing under tunnels &ca
in the ____

No $\frac{10}{87}$ WA d/ 24-8-95

Letter SE 4th circle

105

5-8

En. 15

With reference to letter No 171 I dated 13/8/95 the undersigned has the honour to inform the SE that it is believed, vide report para 12 printed with GO 11th July 1892 No 606 I, that the surplus of Asanalakuppam Tank does not enter Kolathur Tank unless specially diverted ~~[illegible]~~ into it by the villagers & that the only surplus which will have to cross the proposed line of channel is from Kalathur Tank & this will have to cross the channel no matter which line is selected.

(2) The estimate called for ~~in this~~ in para 2 of this office No $\frac{10}{57 WA}$ dated 10/7/95 should be submitted the undertunnel being of sufficient length to pass both the supply from Asanalakuppam Tank to Kolathur & the surplus from Kolathur to Nelvoy

Rues
24/8

(3) The

[illegible]
24/8

0356
30th/96

No. 347/S.E.

North Arcot Division Office
23rd September 1895

From
H. E. Clerk Esq.
Executive Engineer

To
The Superintending Engineer
IV Circle

Sir,

With reference to your No. 381/N.A dated 4th September 1895 on memo: No. IV/82-N.A of 24th August 1895 from Chief Engineer for Irrigation, I have the honor to report that, the facts of the case do not appear to have been clearly explained to the Chief Engineer for Irrigation.

2. The surplus of Asnalli Kuppam does naturally enter Kalathur Tank and I believe always has done so notwithstanding the wording of the report alluded to in the memo: above quoted. It has been customary after Kalathur Tank is full to divert the surplus water from its natural course to Nelvoy Tank. Any attempt to divert permanently any portion of the surplus of Asnelli Kuppam Tank to Nelvoy Tank would be strenuously

resisted

restricted to the ryots of Kalathur

3. I do not understand the remarks of the Chief Engineer for Irrigation in the last part of para 1 of his memo. in question. No surplus from Kalathur Tank will have to cross the channel as any surplus water which came near the channel could be carried in it. As a matter of fact however no surplus water from Kalathur Tank passes any where near the line of our proposed channel. The surplus escape of Kalathur Tank is near the village at the right flank of the Tank, and I do not think (in fact I am almost sure of it) that any surplus water from Kalathur Tank goes to Nelvay Tank at all. The Chief Engineer for Irrigation appears to be under the impression that Kalathur Tank surpluses at its left flank but this is not the case.

4. The whole state of affairs is correctly shown on the Wallajah Taluk map of which a tracing is enclosed for reference

5. Under these circumstances, I regret not to be able to carry out the orders of the Chief Engineer for Irrigation without some modification of the instructions given in para 2 of the above quoted memo:

6. I hope it will not be considered presumptuous if I reiterate my opinion that the proposals originally made by me are the best and cheapest.

I have the honour to be &c
(Signed) H. E. Clerk
Executive Engineer
N. A. Dn

No $\frac{361}{W}$ $\frac{208}{9}$

Copy forwarded to the Chief Engineer for Irrigation for favour of orders with reference to his Memorandum No $\frac{W}{82. N.W.}$ dated 24th August 1895.

Supg. Engineer 4th Circle
26: Sept '95.

Enclo: 16.
5. Revised estimates
2. Original do
6. Plans
1. Report
1. sketch map
1. Tracing
16

Sent by packet Post separately -

CHIEF ENGINEER FOR IRRIGATION.
30 SEP 95
No 7742

From,

The Supg. Engineer,
IV Circle,
&c.

Dated 26:
Desp.d 26: } September 1895.

No. 361/IV 208/I

Enclosures 16

Channel from Tennel to Neloor Tank.

Resubmits the estimates for a —— with required explanation

Encl. 16

IV
No 9084 d/4.10-95

To the SE IVth circle

With reference to letter No 208 I dated 26th September 1895 the undersigned has the honour to request the SE to report whether the Executive Engineer has personally inspected the Arasanallikuppam & Kolattur Tanks and the surplus channel ~~for~~ to Neloor tank.

(2) Even if surplus of Arasanallikuppam tank does naturally enter Kolattur Tank it ~~only does so~~ is believed that it only ~~does so~~ is allowed to do so to the extent required to fill the Tank ~~therefore~~ the villagers being better habit of including or surplussing the water they do not require into Neloor Tank through the channel shown in dotted red lines on the sketch map. There is therefore no necessity for a cross under-tunnel in the proposed channel ~~through~~ from Tennel to Neloor if it follows the line selected

by the Prince of Arcot. who is not likely to make any strong resistance if a line selected by himself is accepted.

(3) With reference to para 3 of the S E's letter the Chief Engineer would remark that the bunds of Asanallikuppam & Kolathur tanks are not continuous & it is believed that as a few years ago it was the invariable custom for surplus water from Asanallikuppam & ~~Nelvoy~~ Kolathur Tanks to be discharged into Nelvoy Tank ~~[illegible]~~ by the channel shown in red dotted lines on the sketch map.

(4) The S.E. is requested to submit plans and estimates for taking the channel along the ~~[illegible]~~ line proposed by the Prince of Arcot. (shown in pencil on the sketch map) & then the Chief Engineer for Irrigation will be in a position to judge for himself whether that line is feasible or not.

Wh.
3/10

Russell
4/10

O.55-61
3065/56

D.9

No. $\frac{640}{S.E}$

North Arcot Division office
7th February 1896

From
H. E. Clerk Esq
Executive Engineer

To
The Superintending Engineer
IVth Circle

Sir,

With reference to your endorsement No. $\frac{441}{N.A}$ dated 12th October 1895 on memo No. $\frac{IV}{90 N.A}$ dated 4th October 1895 from Chief Engineer for Irrigation, I have the honor to retransmit the Estimate for the Supply channel to Nelvoy Tank revised in accordance with the directions of the Chief Engineer for Irrigation.

2. I have not made the undertunnel any shorter as it is in my opinion necessary to allow for the whole of the flood water of Asanallikuppam being passed to Kolathur Tank.

3. If however the Chief Engineer for Irrigation thinks otherwise the necessary

Correction

Correction in the Estimates may be made in his office.

It is to be noted that the expense of this line is considerably greater than if my plan had been adopted, but as it is considered necessary to avoid taking up 1/3 of an acre of land belonging to the Prince of Arcot this extra expense
inevitable?
is I suppose insertable.

I have &c &c

(Signed) H. E. Clerk
Executive Engineer
N. A. Dn

No. 31 dated 15th February 1896

Copy submitted to the Chief Engineer for Irrigation for favor of sanction with reference to his Memorandum No. IV/90 N.A d/4th October 1895.

Superintending Engineer 4th Circle

Enclosures = 18

5. Revised Estimates amounting to Rs 4090.
2 - Original Estimates
√1 - Report
√2 - Tracings
7 - Plans
√1 - Data sheet
18.

From,
The Supg Engineer
4th Circle

CHIEF ENGINEER
FOR IRRIGATION.
17 FEB. 96
No. 19ha

Dated 15th.
Rd. } Feb: 1896.

No. 31/I.

Enc: 18.

Rs 5·3 / 20 Feb/96

Supply Channel to Nelvoy Tank – Forwards revised Estimate for the – for Sanction.

No 12 AA 10/14 27-2-96

10.D

Memo

With reference to endorsement No. 31. I dated 15th February/96 of the Supg Engr IV Circle the undersigned has the honor to request that he will be so good as to state concisely reasons for the opinion expressed by the Ex: Engr North Arcot div that it is necessary to allow the whole of the flood water of the upper tank (Asanallekuppam) being passed to Kolathur tank. It is understood that surplus from the Asanallekuppam tank can spill over ground at the right flank

26/2

Ansd
27/2

To, The S. E. IV Circle
BR 25-2-96

215 NL/96

Pw.I.2
3065/56

No. 707/S.E.

D. P. W. North Arcot Division office
7th March 1896

From
H. E. Clerk Esq.
Executive Engineer

To
The Superintending Engineer
IVth Circle

Sir,

With reference to your endorsement No. 112 N.A. dt. 3rd March 1896 on memo No. 12 IV/N.A. dt. 27th February 1896, I have the honor to give the following reasons for considering that it is necessary to allow the whole of the flood waters of Asanallikupam Tank to pass to Kolattur Tank.

Construction?

1. The ryots of Kolattur claim the whole of their surplus water when their Tank is not full and will resist any construction of the waterway of the supply to their Tank.

2. The bund of Kolattur Tank extends some distance beyond the site of the proposed undertunnel and the Tank cannot surplus there unless the bund is cut down. The ryots of Kolattur will not do this until their

their Tank is full. If the water way into the Tank is insufficient water will back up on the upper side of the Supply channel to Kleoy Tank and will breach it.

3. The original surplus work (or what I believe to be the original surplus work) at the right flank being blocked as it generally is there will be no outlet for the floodwater of Kolathur Tank itself. This difficulty could be got over if the Escape at the right flank were ordered to be kept open but I doubt our power to do this.

of Arsanadikuppam Tank?

4. What is wanted is

(a) a proper escape at right flank of Kolathur Tank

(b) a bywash of left flank of the tank at F. T. L. If these works can be got out of the Kolathur people the water of trough may be reduced but not otherwise.

I have &c. &c.

(Signed) H. E. Clerk

Executive Engineer N. A. D.

No. 51/I dated 12th March 1896

Copy forwarded to the the Chief Engineer for Irrigation with reference to his Memorandum No. 1V/12 N.A. dated 27th February 1896—

Enclos: 18.

7 Estimates.
1 Data
2 Surveys
7 Plans
1 Report.
18

12

Supg: Engineer 4th Circle

CHIEF ENGINEER
FOR IRRIGATION
16 MAR 96
No. 23 Ka

From

The Supg. Engineer
4th Circle.

3039

Dated 12th }
Despd. 13th } March 1896.

No. 51/8.

Enclosures: 18.

OLE·1
3065/76

Isarvalli Kuppam tank.

Submits copy of North Arcot Dn. Offr's letter giving reasons for considering that it is necessary to allow the whole of the flood waters of — to pass to Kolathur tank.