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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No. / B.P. No.	678	Press. / Mis.
Dated	15-3-1878.	19 .

Not to be folded or roughly handled

678/1

GOVERNMENT MADRAS.

PUBLIC WORKS PARTMENT.

21st February 18 o. 149 I.

Irriga

Read the following paper :—

No. 58. Endorsement of the Chief En for Irrigation, dated Fort St. George, 9th February No. 35 I.

From Major H. R. MEAD, R.E., District E r, South Arcot, to the Chief Engineer for Irrigation, dated Camp at Cud e, 30th January 1878, No. 277.

With reference to G.O., No. 23 R, dat 8th January 1878, and its enclosures, I have the honor to call your attention to the erious misconceptions that exist regarding the effect of Pooniar floods on the Sou Indian Railroad, and I most earnestly request that you will endeavour to explain the matter clearly to Government. You have personally inspected the river and, I believe, have satisfied yourself as regards the following points.

That in the flood of 1874—

(1.)—That from the Trikalore anicut the Korayaur head there was no spill to speak of, none sufficient to af t the quantity of water at the Korayaur head.

(2.)—That the effect of the Korayau bank breaching was to divide at this head the Pooniar water into two p tions, one portion passed down the Pooniar direct, the other went down he Korayaur; the greatest portion of this returned back again to the ooniar by the Korayaur channel, a lesser portion passed down the South Malataur, the whole of this latter portion went into the Guddelum river, none of it returned to the Pooniar; the quantity however was not sufficient to materially decrease the height of the flood in the Pooniar, although it was sufficient to do great damage in its passage to the Guddelum and also added to the Guddelum water to damage the Guddelum valley.

(3.)—There was no spill to k of ost of Trunk Road No. VIII except from the unsluiced head of the Allungal channel, this water however found its way chiefly to the North Malataur.

(4.)—The damage to the railroad on the south side was caused entirely by the Pooniar bank east of the Walajah head-sluice being breached, and on the north side by the North Malataur being without regulation and there being no bank to speak of.

(5.)—If the Pooniar river on the north side from the Allungal channel head to the railroad (a distance of about 6 miles) and on the south side from the Walajah head-sluice to the railroad (about 3 miles) is properly banked and the channels taken from it head-sluiced, the whole flood of 1874 could without difficulty be passed through the present railway bridge.

(6.)—There are no indications whatever, as asserted by the Railroad Chief Engineer, of any tender of the river leaving its bed and of the railroad bridge being le high d dry.

2. In October and November traordinary floods in the Pooniar, but they were not so high as 18 water on the Pooniar anicut in 1874 was 5·77 feet (the depth t was built had not exceeded brea this lowered the water to

any appreciable extent. On the 30
3rd November 1877 it was 4¾ feet,
bridge near Cuddalore the water w
level of November 1874.

3. The Korayaur bank was r

4. The railroad was damaged
by the North Malataur which, as yo
extraordinary floods must draw mo
Pooniar bank held but a large qua
owing to the shutters not being pu
is unsluiced. Water also passe
line to pass.

SUBMITTED to Government, with
1878.

The views of the Deputy Consr
District Engineer notices, on misconc

The undersigned can add nothi
circumstances given in paragraph 3 of
viz., the Pooniar is "one of those rivers which dispose of their flood waters by several
effluents, and the problem to be solved is the proper division of flood waters among
the several out-fall channels available, and the prevention of inundation generally."

2. The Deputy Consulting Eng
water in the Pooniar below the Koraya
gorge, and there was considerably mo
in the North Malataur, than there wou
in this department.

3. The Deputy Consulting Engi
Indian Railway do not appear to hav
Pooniar cannot, and cannot be made to,
by the river at the Trikalore anicut.
examination was made by the undersigned in the early part of 1876, serves to
demonstrate this fact very clearly.

4. The Irrigation Department is
In Tanjore on a vastly larger scale the
fully carried out, and the very differen
Cauvery from those which followed
exceeded those of last year by only a few inches, indicate that the measures taken
have been based on a proper understanding of the problem.

5. In the case of the Pooniar it has to be determined with reasonable accuracy—

1*st*.—What share of the total discharge of the river near the Trikalore anicut is to be passed down each principal effluent and down the river itself and what works are necessary to secure this distribution;

2*nd*.—the river itself has to be
3*rd*.—flood waters have to be confined to the several channels of discharge by means of embankments;
4*th*.—all small channels by which water is taken off from the river for irrigation should be provided with head sluices.

6. The data for dealing with th
complete, and it may be some time
they can be made so; but the under-
entertains no doubt whatever as
priety of the measures he has
for adoption in connection
of

Memorandum No. 3 S.A., paragraph
ings, Madras Government, N
21st February 1877.

tober 1877 the depth wa
ut 1 foot less than 1874.
e 4th November half foot
hed, there was no spill
sides of Pooniar river.
are, has a wide sandy head unsluiced that i
than it can carry. On the south sid
water passed down the Wal
and through the Accadavelly chan
e cut made in the bank for the temporary

ce to G.O., No. 23 R, dated 8th January

Engineer for Railways are based, as the
us as to the circumstances of the Pooniar.
value to the brief description of those
Order of the 19th October 1877, No. 429 I,

r deprecates the increase of the volume of
In 1877 all the waters went through the
water therefore at the railway bridge, and
ave been under the arrangements proposed

r and the Chief Engineer of the South
alised the fact that the lower part of the
rry the whole of the flood water discharged

levels there shown to be necessary. It m
deal fully and completely with the distrib
do the enlargement and embankment of m
but that a regulated discharge by the K
South Malataur and to the Guddelum is in
the present entire closure of the Korayaur
question, seeing that the alternative is
Korayaur head bund may fail as it did in
the Pooniar lower down and on the Nort
to the extent represented by the relief w
afford.

7. In the letter of the Chief Engin
made to the greater height of the water
November than on the 25th September,
over it was 6 inches higher in September
deductions being made the actual flood lev
indeed along the whole length of the rail
flood extended to the Pooniar bridge, shou
be seen on referring to the distances fron
how far the different levels were normal o

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Chief Engineer for Irrigation.

To the Joint Secretary to Government, Public Work Department, Irrigation Branch.

be found economically desirable to
flood waters, involving as this will
ents as well as of the Pooniar itself,
ack to the Pooniar and down the
highly desirable in supersession of
head is not, it is thought, open to
gulated discharge whenever the
ile if it does not fail the strain on
ur and other effluents is increased
harge into the Guddelum would

e South Indian Railway allusion is
ac of the Pooniar on the 3rd
the river at the railway bridge
November. To allow of any useful
e North Malataur and beyond, and
the northern point to which the
ed for each fresh, and it will then
er and fall of the several effluents
d.

No. 59. ORDER THEREON, 21st Fe 1878, No. 149 I.

COMMUNICATED to the Railway Departmen reference to G.O., No. 23 R, dated 8th January 1878, and to the Revenue Depa t in connection with paragraph 4 of G.O., No. 429 I, of the 19th October 1877, and No. 23 R of the 8th January 1878.

2. The District Engineer will push on with the investigations necessary for determining the details of the arrangements requisite for the regulation of the Pooniar and its effluents, and submit a report thereon as soon as possible.

(True E[illegible])

Lt.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Consulting Engineer for Railways.
" Revenue Department.
" Chief Engineer for Irrigation.
" District Engineer, South Arcot.

Revenue 1878 Dept
No 960

IRRIGATION.

Govt. of [1878] Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.
&c., &c., &c.

Dated February 21st.

Issued

Recd. 2 March

Encl.

G. O., 21st February 1878, No. 149 I.

FEBRUARY.

Nos. 58-59.

No 678

Communicated,
with copy of P.W.Dks. Go.
8 January 1878 No 23 R.
to the Board of Revenue
with reference to G.O.
7 November 1877 No 875
Revenue (Famine) Dept

15 March/78.

No 678 · 15 March 1878

Proposed Embankment of the Poonier River,
th Arcot District.—Papers furnishing
information regarding the