

Local & Munl. (1895) Department.

MISCELLANEOUS.

G.O., No. 4629 L.

DATED 6th Sept 1895-

[Despatch Abstract.]

Tirupattur Tank Road.

Referring to the President, District Board, Salem,
with remarks letter from the Chief Engineer for Irrigation
regarding repairs to the ----.

BACK PAPERS.

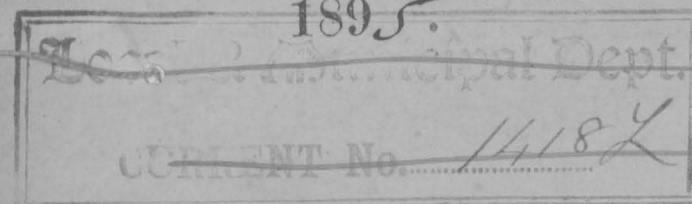
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

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

Local and Municipal Department.

1895.



From,

THE PRESIDENT,
DISTRICT BOARD,
SALEM.

To,

THE CHIEF SECRETARY
TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
MADRAS.

Dated 12th May 1895
Despatched 16th May 1895
Received 18 MAY 95

ENCLOSURE

SUBJECT.

Requesting to pass
Definite orders without
further reference to
the Chief Engineer
Regarding the repairs
of the Trupatur Tank
Bund road.

C.S.

No 796

Transferred to the Public Works
(Irrigation) Department

26/5/95

Godhumbet
Agasht Secretary
30.1.95.

V.R.
27/5/95

Fort Saint George
11th June 1895 } Recd: 12.6.95

D.E.

15.6.95

Under No 10 of the order issued
in G.O. of 3rd September 1891, was
the Chief Engineer for irrigation
of the canal referred in such
matters.

The Public Works (Irrigation) Department -

Water cases.

No 152 of 27/5/95

(with endorsement)

12/5/95
27/5/95
11/11/96

Ref No. 77
Govt.

Salem District Board's Office,

Dated 12th May 1895.

Loc. Dep. 16th May 95

CURRENT No. 1418 L

From

G. MacWATTERS, Esq.,

President, District Board, Salem.

To

The Chief Secretary to Government,
Local and Municipal Department,

Madras.

Sir,

With reference to G.O. No. 795 & No. 795 dated 4th May 1895, I have the honor to state that the assertions contained in para 2 of the Chief Engineer's No. 75 dated 13th April 1895 are not correct.

2. The facts are that the Public Works Department repaired and raised the tank bund on which the Local Fund Board road then existed; though they made the bund full width, they never remade the road. The top of the bund was and is still pure mud which becomes impassable in the rains.

They also so altered the Kodi as to
make it almost impassable for carts. 8
It was then thought more advisable
to make a diversion road via Vengalaz-
puram; but this was found productive
of so much inconvenience that it has
had to be abandoned. Hence my
action in this matter. The Public Works
Department has remade or put the
tank bund road in order since they
destroyed the road when repairing the
tank and the existing condition of the
bund is solely due to the repairs of the
tank carried out 10 years ago. I have
urged this matter since the year 1890
on the attention of the Chief Engineer but
have been constantly met with evasions
and misstatements, like the present. I trust
that Government will now pass definite
orders in the matter without any further
reference to the Chief Engineer.

I have the honor to be
your most obedient servant.

15/5. 1895. *Chennappaiah*

1895.
Local & Municipal Dept.
CURRENT No. 20972

From

THE CHIEF ENGINEER FOR IRRIGATION,

To

THE Chief Secretary
to Government,
Local & Municipal
Department.

No. 21. W

Dated 21st July 1895

Despatched 25th 95

Received

ENCLOSURES. 2.

Subject.

Virupahur Large Tank Road -
Stating that under the cir-
- cumstances explained the
department can only be res-
ponsible for the bad state of
1/3 of the total length of -
for which he is prepared
to sanction a contribution
of 1/3 of the cost of putting -
into reasonable order, and
calls attention to the last
remarks of the President
(President)
I suggest that he should
be required to withdraw
his letter.

(For order)

No. 26.4

OFFICE OF THE CHIEF ENGINEER FOR IRRIGATION,	
Madras,	13th July 1895
CURRENT No. 20494	

From Colonel R.R.E. Drake.brockman R.E.
~~The~~ CHIEF ENGINEER FOR IRRIGATION,
 To
 THE Chief Secretary to Government.
 Local and Municipal Department,
 Fort Saint George.

Enclosures. 2

SIR,

With reference to your endorsement NO 796, dated 11 June 1895 on letter NO 77/Government dated 12th May 1895, from the President, District Board, Salem, I have the honor to inform you that after numerous references it seems certain that the only repairs to the bund of Tirupatur Large Tank were carried out in 1883-5 and that at that time the surface of the roadway was only raised in a few places vide longitudinal section herewith enclosed. It appears to me therefore that the President of the District Board has been misled when he ascribes the bad state of the whole length of road to the repairs carried out by this Department.

2- The total length of the bund according to the longitudinal section is 3885 feet of which a length of 1285 feet or 1/3 of the total length was raised by the Department of Public Works. This department can therefore only be responsible for the bad state of 1/3 of the total length and can only be called upon to put that length of road into the state in which it was before the repairs were carried out. This is now impossible to determine but it will help matters if the President will say how much the Local Fund Board have spent on the length in question since 1885.

3. I would also point out that when the bund was repaired the width of roadway was increased to 15 feet and not reduced

4. I would call attention to the somewhat hasty remarks in

the concluding sentences of the President's letter and would suggest that as the misstatements appear to be on the part of the President himself he should be required to withdraw his letter.

5. In order to bring this correspondence to a close I am prepared to sanction a contribution of 1/3rd of the cost of putting the length of road over the tank bund into reasonable order but the estimate must be approved by this department.

I have the honor to be

Sir

Your most obedient servant

R. E. Buchanan

Colonel R.E.

Chief Engineer for Irrigation.

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated 4th May 1895, No. 795 L
Current No. 1418 L of 1895, dated 12th May from the P. D. Bd., Salem
Current No. 2097 L of 1895, dated 21st July from the Chief Engineer for Irrigation.

FOR ORDERS.

In October 1894, the President of the District Board, Salem, reported that the portion of the road from Tirupattur to Alangayam on the bund of the Tirupattur big tank was reduced from ^{fifteen} ^{twelve} feet in width and otherwise rendered impassable, owing to the repairs carried out to the tank by the Public Works Department in 1884-85, that as the public abandoned this portion of the road to a certain extent in favour of a more circuitous one by Vengalapuram the District Board resolved to bridge the channel carrying the surplus water of the tank at an outlay of Rs 6000 so as to remove the difficulty, and that the Chief Engineer for Irrigation, was requested by the President of the Taluk Board to restore the

to its original condition, stated that no repairs were required to the tank bund in the interests of Irrigation. Mr. Stokes therefore requested that the Public Works Department, which was liable to restore the road to its original condition under the rules sanctioned in G.O. dt 5th Augt. 1891 No. 6093, communicated with G.O. dt 3rd September 1891 No. 21304, should be asked to do so or to contribute the necessary funds to the District Board for the purpose.

2. The Public Works Department (Irrigation Branch) was then asked to state the grounds on which it declined to restore the road to its original condition, and in reply to this reference, the Chief Engineer for Irrigation said that, when the tank was repaired in 1884-85, the bund was made up to the full width (15 ft) required for the road, and that there were no grounds for the statement that the existing condition of the road was due to the tank repairs executed ten years ago.

3. The President, District Board, to whom the report of the Chief Engineer above

above referred to was communicated stated that, though the Public Works Department made up the bund to its full width at the repairs to the tank in 1884-85, it did not restore the road to its original condition, and that it so altered the channel carrying the surplus water of the tank as to make it almost impassable for carts. He maintained that the existing condition of the road was solely due to the repairs of the tank carried out ten years ago, and ^{that} added, though he urged this matter since the year 1890 on the attention of the Chief Engineer, he had been "constantly met with evasions and misstatements like the present." As under No 10 of the rules referred to in para. 1 above, the Chief Engineer for Irrigation was the final referee in such matters, the President's letter was transferred to the Public

Public Works (Irrigation) Department.

The Chief Engineer for Irrigation however now states (C. No. 2097 L) that only a third of the total length of the bund was raised by the Public Works Department when the tank was repaired and that this Department can be called upon to restore only this portion of the road to the condition in which it was before the repairs were carried out. He is therefore prepared to contribute one-third of the cost of putting the length of the road over the tank bund into reasonable order, provided the estimate is approved by the Public Works Department. He further asserts that when the tank bund was repaired the width of the road way was increased to fifteen feet and not reduced as stated by the President. He would therefore

therefore call attention to the hasty remarks in the concluding sentences of the President's letter, and suggest that, as the mis-statements appear to be on the part of the President himself, he should be required to withdraw his letter.

K.B.
20/8/95 The Chief Eng. for Irrigation at first denied that there were any grounds for the statement that the repairs were responsible for the condition of the road, but now offers to repair a third of the road. This goes far to justify Mr. Stokes' warmth. It seems difficult to now decide how much of the road was affected by the repairs, but it is submitted that the compromise now suggested be recommended to the Dist. Bd. It will seem that the C.E. for Irrigation is apt to endeavour to use his powers under No. 10 of the rules in G.O. 2130-L. in an arbitrary manner.

Mrs. S. 95
H.M. The suggestion may be made to the D. Bd. after 10 p.m. it is probably difficult to get

at the facts accurately so as to decide clearly between the two depts.

Mr. Stokes had been told that the language at the end of his letter of the 12th May is improper & should be used

21/87

BN

21/87

G.S. Forbes Esq. ICS.

order. 6-9-95. No 4629
The letter of the Chief Engineer for Irrigation read above will be referred to the District Board which will be requested to report whether it is preferred to accept the offer made therein in para 3. thereof. Having regard to the length of time that has elapsed since the work complained of was carried out, & to the differences that have arisen regarding the responsibility for attaching to the M.D. in the matter, the case it seems to the Govt. may be appropriately settled by compromise.

2. The Govt. considers that the remarks in the penultimate sentence of the letter of the Pres. D. B. were uncalled for, & should not have been made.

(from order)

11/3/95

To Pres. D. B. Salen.

11/9/5

Re. repairs to the Turbines.
Five tanks & one Salen

FOR ORDERS.

2097 L

Hum

When given for copying
When copied
When examined
When signed

189.

READ AGAIN G.O., No.
189

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B. -

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