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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1748	Press
238-39	Misr
Dated 11-6-1867.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th June 1867.*

No. 238. Read the following Proceedings of the Madras Government in the Revenue Department :—

Observing that the Railway Company have abandoned the project of making embankments on the North-West Line of Railway beyond Gooty to serve as small tanks for the storage of water. (Here enter 5th June 1867, No. 1,267.)

No. 239. ORDER THEREON, 11th June 1867, No. 1,748.

RAILWAY, No. 15.

Communicated to the Consulting Engineer for Railways.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

... advantage, however, is gained by storing water, even in small quantities, as it would facilitate the planting of trees along the line, furnish some pasture, and improve dry crops planted in the vicinity.

4. When the branch line from Guntacul to Bellary is formed, it will cross several large nullahs, of which those passing Hunchinhal and Donacul are the largest. There is also some drainage on the western bank of the Huggry towards Bellary which might be intercepted.

5. As regards the division of profits, it would depend on the amount of water stored, whether it could yield any return in the way of irrigation; this again depends on the height of the embankment, and on the rain-fall. I may mention, however, that in the very heavy rain of October last, the Gooty tank (which only holds water for six months) with its long feeder and surrounding hilly country, did not receive a very excessive supply, and that the Yerratimaroy in the same locality, a wide-spreading, though not very deep, tank, received the whole of the Patacotta-cheroo (which burst at the sluice) supply without drainage to itself. I do not think that the supply of these tanks should be intercepted by the Railway embankment, as there is much valuable land below them; and any accident to the embankments of the Railway, would, in case of a flood, aggravate the effects of the same in regard to these reservoirs.

6. In the event of small tanks being formed, insufficient for the purpose of irrigation, but serving temporarily as ponds for drinking water, and subserving other purposes, I doubt whether any profits could be realized. But in the case (as between Guntacul and Bellary) where there is more prospect of storage, the royalty for the use of such water employed in irrigation might be collected by Government and credited to the Railway. Many irrigation projects connected

*Proceedings of the Madras Government, Revenue Department,
5th June 1867.*

with local drainage in this district, are, at best, experiments, as the results depend on a precarious rain-fall; but should profits be realized, they could be made over to the Railway Company, in the form of an extra cess for water on acreage of irrigation, in return for their increased outlay on embankments and masonry work, and risk of success.

1. Submitted to Government, with reference to their Order, dated 3rd November 1866, No. 2,987.

2. The Board conceive that there can be no question as to the advantage which will be derived from the proposal to construct the Railway through the Bellary District in such a manner as to permit of its performing the double office of carrying the line and storing water. It must, of course, be assumed that this plan will in no case be adopted when it would be likely to interfere with the supply of water to any existing irrigation work.

3. As to the arrangements under which the plan could most conveniently be carried into effect, the Board are strongly of opinion that it would be very advisable that the proposed works should be entirely under Government control, and that the additional expenditure necessary for their construction, and the outlay needed for their repair should be borne by Government. In this case, of course, the Railway would have no concern with the profits derived from the works, and the Government would merely take an indirect advantage of the Railway embankments already erected, or to be constructed, to which they may be considered fairly entitled in consideration of the favourable terms granted to Railway Companies in this country.

4. If the Railway Company will not agree to this condition, then, rather than that the project should not be carried out, the Board would recommend that the Company should be permitted to execute the works at their own expense, the distribution of the water, and the levy of water-rate being left to the Officers of Government, and a royalty in the form of a share (say a moiety) in the net profits of each work beyond a certain per-centage (say twelve per cent.) being paid to Government in all cases where the water stored is not mere surface-drainage. Where the works merely collect and store surface drainage, the Board would seek no royalty, as any ryot can now do the same without charge on his own lands. But the area of which the surface-drainage is thus left to the Company should be specified, and be of reasonable dimension, so as to prevent them claiming that large areas should be left waste in all time to come for this object.

5. This course, however, the Board apprehend will involve a reference to the Home Government, in order that sanction may be accorded for employing the funds of the Railway Company in an undertaking not perhaps within the strict scope of their functions, and in order to the execution (as in the case of the Irrigation Company) of an agreement between the Secretary of State and the Railway Directors enabling the Government to control the distribution of the water, the fixing of the rates of water-cess, &c. The Board, however, very much fear that the delay which this would occasion would, in fact, prevent the scheme being carried out at all in this Presidency.

*Proceedings of the Madras Government, Revenue Department,
5th June 1867.*

No. 64.

Miscellaneous.

ORDER THEREON, 5th June 1867, No. 1,267.

The Government observe that the Railway Company have abandoned the project.

(True Extract.)

Secretary to Government.

To the Public Works Department.
.. the Board of Revenue.

Exd. S. T. Augustin.

P. H.
Arch

1918-1918

Commodore & Mrs.
Consulting Engineer for
Railways —

St. George's
in June 1918

(11)

Let's for Paul

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Observing that the Railway
Company have abandoned
the project of making the
embankments on the North
West Line of Railway beyond
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Wm. A. R. R.

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