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MADRAS RECORD OFFICE.

Government of Madras.

Public Relations DEPARTMENT.

G.O. No. / 4715	Press
75-576	~~Mis.~~
Dated 27-6-	1867.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
27th June 1867.*

No. 575. Read the following letter from the Consulting Engineer for Irrigation and Canal Company, to the Secretary to Government, Department Public Works, dated Madras, 21st June 1867, No. 26 —

1. In checking recently the plans received from the Chief Engineer, through the Agent, of land required for the Main Canal in the 9th Section, it was found that the widths laid down on those plans were in many cases considerably greater than those which the arrangements shown in the cross sections of the canal indicated as necessary. To avoid delay, and to enable the Executive Engineer in charge of the Dhoor Division to begin work, I passed a few of the land plans, and

informed the Agent that the remainder could not be passed until explanations were received regarding the apparent incorrectness of the land plans of this section.

Extract from letter to Agent, No 51 of the 21st ultimo
from Agent No 130, 19th instant.

2. With his letter of the 19th instant the Agent forwards correspondence, from which it appears that the Engineer, who five years ago designed the works of the section, intended that the canal should carry six feet of water, but that the then Chief Engineer altered the depth to five feet. The ground was marked out for the greater depth, and the land plans were prepared accordingly, and the Chief Engineer points out that to alter the demarcation now, and to prepare fresh plans, would occasion delay and expense and, though it is perhaps not altogether right that lands should be unnecessarily purchased by the State, and withdrawn from cultivation, in order to save the Company from the inconvenience which the proceedings of their own Officers would otherwise entail, still the Government may consider the transfer of an excessive quantity of land a less evil than the postponement of the works during the time required for a revised demarcation and preparation of corrected plans, and I would, therefore, request instructions as to whether the plans, as submitted, may be passed. The Chief Engineer promises to return all surplus land, and it will be proper that this should be done, but it must not be overlooked that, where both class A and B lands are required, any surplus of the former will generally be a narrow strip between the embankment and the pits excavated in the class B land, and will thus be of comparatively little value for cultivation. It may, however, be practicable to make use of such strips hereafter for distribution channels, instead of taking up fresh class A land.

3. As far as I can judge without a detailed investigation of the excessive widths at every station, the additional areas beyond those actually required for the works are

Class A	Acres	67 $\frac{3}{4}$
„ B	„	39 $\frac{1}{2}$
the whole areas asked for are		
Class A	„	481.92
„ B	„	264.37

These figures refer only to the plans which have not as yet been passed and sent to the Collector.

*Proceedings of the Madras Government, Public Works Department,
27th June 1867.*

No. 576. ORDER THEREON, 27th June 1867, No. 1,915.

IRRIGATION, No. 32.

The Government request the
Consulting Engineer to ascertain and
report the probable cost of the land

taken up in excess of the actual requirements of the Irrigation Company's Canal
on its reduced scale.

(True Extract)

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

To the Consulting Engineer for Irrigation and Canal Company.

„ Manager for do. do.

Erd. S. T. Augustin.

Memo

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*The Original Enclosures Submitted with the
Consulting Engineer's Letter No. 36 of the 21st
Ultimo, not having been returned with the Pro.
of Government thereon, the undersigned requests
the Chief Assistant and Registrar Government
Office G. P. W. will be good enough to order their
return for record in this Office.*

*Cons Engg. Office
J & C
Madras 12 July 1867*

*(Signed) G. Mathamapaul
Manager*

*To The Chief Asst. & Reg.
Govt. Office G. P. W.
H. St. George*

Extract of a letter from the Consulting Engineer
 M & C C to the General Manager
 M & C C dated 21st May 1867 No. 51.

X X X X X
 4. I request, that you will be good
 enough to ask the Chief Engineer how it
 is that the figures denoting widths of
 land shown on the land plans, do not
 correspond with the widths obtainable
 or deducible from the longitudinal
 and cross sections, although in the latter
 the widths required for specified depths
 of cutting and heights of embankments
 are clearly laid down, and a margin
 is provided also between the toes of
 banks and the boundary of Class B
 land. Thus, at the station immedi-
 ately above the 147th mile the proper
 width of Class A land is 2x69 feet,
 that on the land plan is 2x79 feet,
 also the cross section allows 8 feet
 of Class B land on either side, and
 the land plan 28 feet on each side.
 This is only one instance out of a
 great many I have noticed, and, as
 in a length of many miles of Canal,
 the increase, even to a trifling extent,
 of the width of land would make
 up a considerable area, I shall be
 obliged for such explanations as
 will

will tend to show that the land
plans provide only for actual wants -
as already mentioned I have trans-
mitted to the collector a few plans
without waiting to hear Mr. Latham's
reasons for asking for more land than
the sanctioned arrangements require,
but the rest of the plans cannot be
passed until the information now
called for has been received.

(True Extract)

Wm Mullins Captain P.E.

Consulting Engineer M. & C.B.

Compd.

1/1/1887

N^o 36

Consulting Engineer's Office,
Irrigation and Canals B:
Madras 21st June 1887.

From,

Captain John Mullins P.E.

Consulting Engineer M. & C.B.

To,

The Secretary to Government
Department of Public Works

Sir,

In checking recently the Plans
received from the Chief Engineer, through
the Agent of land required for the Grand
Canal in the 9th Section, it was found
that the width of land shown on these
plans were in many cases consider-
ably greater than those, which the
arrangements shown in the cross
sections of the Canal indicated as
necessary. To avoid delay, and to enable
the Executive Engineer in charge of
the Bhoor Division to begin work
I passed a few of the Land Plans,
and informed the Agent that the
remainder could not be passed
until explanations were received
regarding the apparent incorrectness
of the Land Plans of this Section.

With

Extract from letter
to Agent N^o 51 of the
21st ultimo.
From Agent N^o 130-19
Instant.

2. With his letter of the 19th August, the Agent forwards correspondence, from which it appears that the Engineer, who five years ago designed the works of the Section, intended that the Canal should carry 6 feet of water, but that the then Chief Engineer altered the depth to 5 feet. The ground was marked out for the greater depth, and the Land Plans were prepared accordingly, and the Chief Engineer points out, that to alter the demarcation now, and to prepare fresh plans, would occasion delay and expense and, though it is perhaps not altogether right, that lands should be unnecessarily purchased by the State, and withdrawn from cultivation, in order to save the Company from the inconvenience which the proceedings of their own officers would otherwise entail, still the Government may consider the transfer of an excessive quantity of land a less evil than the postponement of the works during the time required for a revised demarcation and preparation of corrected Plans, and I would therefore request instructions as to whether the Plans as submitted may

may be passed. The Chief Engineer promises to return all surplus land, and it will be proper that this should be done; but it must not be overlooked that, where both Class A and B lands are required, any surplus of the former will generally be a narrow strip between the embankment and the pits excavated in the Class B land, and will thus be of comparatively little value for cultivation. It may however be practicable to make use of such strips hereafter for distribution of channels instead of taking up fresh Class A land.

3. As far as I can judge without a detailed investigation of the excessive widths at every station, the additional areas beyond those actually required for the works, are

Class A - - - Acres 67 $\frac{3}{4}$

" - B - - - " 39 $\frac{1}{2}$

the whole areas asked for are

Class A - - - Acres 481.92

" - B - - - " 264.37

These figures refer only to the Plans as submitted, and not as yet been passed and sent for the Collector. I have the honor to be, Sir,

Your most obedient servant

Whitcomb Captain R.E.

Consulting Engineer &c

Compd

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Public Works Department.

1915

1915

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 27th June 1867

Read the following

from the (Eng: Engineer) S. R. Comp. (Here enter No. 36 dated 21 June 67.)

The Government request the Consulting Engineer to ascertain and report the probable cost of the land taken up in excess of the actual requirements of the Irrigation Company's Canal on its reduced scale.

The Consulting Engineer S. R. Comp.

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[Signature]

1915-32 June 1867
The Secretary to Government
C. 21

1915-32 June 1867

1915-32 June 1867

Report that the use of land asked for in certain places is in excess of the actual requirements for various districts in the island. Report orders for their being paid any not by the Office.

1915-32

1915-32 June 1867

1915-32 June 1867

1915-32

The Consulting Engineer is authorised, under the circumstances, to have the land plans referred to in this letter. Before submitting the same to him it is suggested that the land be first surveyed and the results of the survey be submitted to the Government for their consideration.

595-596
P. W. 1867. Department.
Proc. of Govt. for June
No. 1915

PROCEEDINGS OF GOVERNMENT.

Madras

Dated

27th June 1867

Requesting the
Consulting Engineer to
report the probable cost
of the Land taken up
in excess of the actual
requirements of the Irriga-
tion Company's Canals on
its reduced scale.

595-596
A. 595-596