

GOVERNMENT OF MADRAS.

POLITICAL DEPARTMENT.

READ—the following papers :—

From H. P. GORDON, Esq., Special Agent, South Arcot, to the Chief Secretary to Government, dated Cuddalore, 9th December 1886, No. 521.

I have the honor to forward, for the orders of Government, copy of a letter received from His Excellency the Governor of Pondicherry, dated the 6th October last, No. 173.

2. His Excellency inquires whether the English Government is disposed to consent to the formation of a road by the French Government along the southern bank of the Bangar vaikal in British territory, for giving communication between the village of Bahour and certain French outlying villages.

3. It is pointed out that the proposed road would be of great advantage to certain English villages, and the following concessions are asked for. I have had the proposal examined on the spot by my temporary Deputy Collector, who has submitted a very careful report, copy of which is furnished for reference.

- (1) Permission to widen the southern bank to a breadth of five or six metres ;
- (2) Permission to cut down the trees now standing on the bank where necessary ;
- (3) Permission to plant and maintain, with right to the usufruct thereof, an avenue along the proposed road.

4. The Bangar vaikal is a channel deriving its supply from the Ponniar river. It feeds principally the Bahour (French) tank, but also supplies some minor English works. It runs for the most part through British territory. The duty of clearance is in the hands of the French authorities, the English Government paying one-sixth of the charges incurred by the French annually for this purpose. The proposed road would undoubtedly be of advantage as a communication to several English villages.

I proceed to remark upon the concessions sought for seriatim.

I.—*The widening of the Southern Bank.*—The breadth reserved in the peimash for this channel is 32 feet (including banks), and this extent is now almost everywhere available. The width intended originally for the *water-way* is not known. At present the southern bank varies greatly in breadth from 3 to 20 yards. The bank is situated in the villages of Malaiperumalagaram (Cuddalore taluk) and Kristnapuram (Villupuram taluk). In the former village the width of bank averages about $31\frac{1}{2}$ feet ; in the latter nearly 25 feet.

This aggrandisement of the southern bank has probably resulted from the practice, which I understand the French officials have adopted, of throwing the silt cleared from the channel exclusively upon the southern bank, so as to strengthen that bank and thus protect the French lands from inundation by the channel during heavy freshes. There are no French villages on the northern bank at this point.

The raising and strengthening of the southern bank by forming it into a road will necessitate the raising of a bank of nearly similar height by us on the northern bank, unless we are willing to allow our lands to receive the full force of freshes in the channel. At present, the Deputy Collector informs me there is hardly any bank on the northern side. This consideration, however, does not appear to me a sufficient reason for rejecting the French proposals.

The length of the bank over which the proposed road would run in the villages above mentioned is 1,550 yards. In the village of Malaiperumalagaram, which contains about half the length, the ryots expressed themselves as willing to give land for the road, if wanted, without compensation.

I would recommend that the concession under notice be granted, the English Government agreeing to provide the land up to six metres where available, and in other cases to a maximum of 5 metres. It should, I think, be provided that where if there be such cases the original alignment of the canal has been altered so as to leave no portion of the original reserve of 32 feet available for the formation of a bank on the northern side, it should be restored to its original channel, or at their option, the French Government should engage to bear the cost of supplying sufficient land for the formation of a bank on the north.

II.—*Felling of trees existing on the bank.*—These are 259 in number, of which 217 are palmyrahs. They are said to be self-sown, but probably have been surreptitiously planted by the owners of the adjoining lands. I see no objection to the grant of permission to cut them down where such felling is necessary. To avoid unnecessary or premature destruction of trees, I would provide that no felling take place (except, where necessary, for marking out the road) until the construction of the road is actually commenced at such point, and that the felled trees be sold by auction and their proceeds carried to the credit of Government.

III.—I see no objection to giving the French Government the usufruct of trees which they may plant along the road; but it will be necessary to provide that the trees, unless they be coconuts, be not planted on the southern side of the road, so near the adjoining cultivation as to injure the same by the shade cast by them. As the road would run east to west, the distance to be thus left would not be excessive.

The Temporary Deputy Collector inquired of the ryots if they had any objections to the construction of the road. The result is embodied in his report. The only points which appear to require comment, the danger of floods spreading over one bank instead of two, and the possible injury to crops by the shadow of the avenues, have been noted above.

It is possible that the district board might be prepared to bear the cost of providing land required to supplement the existing channel bank; but until the road is laid out and the cost known, I am not in a position to lay the matter before the board.

It would appear that the cost of such land would not be considerable. The construction of a bank on the northern side of the channel would probably be a more costly arrangement. As, however, the ryots are anxious to have a protection against flood, they would probably consent to give any land required for the bund without compensation or at a very moderate rate.

From Colonel W. H. BURTON, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Bangalore, 29th January 1887, No. 5353.

In returning your endorsement No. 7 C., dated 6th January 1887, I have the honor to report that there is no objection to the formation of the proposed road along the right (south) bank of the Bungaroo channel.

2. The bank is already pretty substantial, and in most places at a sufficiently high level, so to form the road much work will not be necessary.

3. Most of the palmyrah trees detailed in the Deputy Collector's letter, No. B, dated 24th October 1886, will have to be removed.

4. With reference to that letter, it may be mentioned that the question of raising the north bank of the channel is in no way affected by the raising of the south bank, by the formation of a road or otherwise.

5. The north bank may require some repairs, but there is no necessity to raise its general level. The country to the north drains into the channel.

No. 392-C.

Transferred to the Political Department, and the referred papers returned. The undersigned concurs in Colonel Burton's remarks.

4th February 1887.

(Signed) J. O. HASTED, Col., R.E.,
Secy. to Govt. and Chief Engineer, P.W.D.

ORDER—dated 24th February 1887, No. 126, Political.

The Superintending Engineer's letter will be communicated to the Special Agent, South Arcot, who is authorised to inform the French authorities that the Government see no objection to the proposals made. The details can be settled by the Special Agent on the lines indicated in his letter.

(True Extract.)

W. H. Burton
Ag. Chief Secretary.

To the Special Agent, South Arcot.
„ Public Works Department.

Exd. F. R. Dantleman.

Govt. of (1887) Madras.

POLITICAL.

*Communicated to
Cmndr to the
the Suptg. Engr, V circle,
with reference
to his No. 5353 dated
29th January 1887
dtd 29th Jan'y 87.*

*Wm
7.3.87*

*Ju
4/3/87*

Issued

Recd.

Encl.

G.O., 24th February 1887, No. 126.

FEBRUARY.

French Government.

Communicating to the Special Agent, South Arcot, letter from the Superintending Engineer, stating that there is no objection to the formation by the — of a road along the bank of the Bungalow channel.

*S. & V. circle
copy to
S. I. for information
13*

with order

B5

A4