Public Works (1898) Department.

✓

G.O., No. 1965-W

DATED 5 August 98

8/3/98

[Despatch Abstract.]

Contribution: Fixing the amount of —— payable by the Taluk Bd, Kumbakonam, Tanjore Dt, for raising road No 12 on the Veerasholan right bank

120/6 140/6

[P. W. 26. / 1,000—12-2-98.]

Indexed. 6/8

BACK PAPERS.

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

FURTHER PAPERS.

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

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.

PUBLIC WORKS.

Recd.	1898.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 1965 W., 5th August 1898.

AUGUST.

Contribution

Fixing the amount of — payable by the Taluk Board, Kumbakónam, Tanjore district, for raising road No. 12 on the Veerasholan right bank.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From W. B. AYLING, Esq., President, District Board, Tanjore, to the Secretary to Government, Local and Municipal Department, dated Camp Vallam, 31st March 1898, Dis. No. 360/D.B.

In submitting herewith copy of letter, No. 1187/T.B. of 1896, dated 23rd January 1898, from the President, Taluk Board, Kumbakónam, with copies of its enclosures regarding the raising of road No. 12 along the Veerasholan right bank, I have the honour to state that I requested the Executive Engineer, Tanjore, to inform me whether he was in possession of any records showing when and on what terms the upkeep of road No. 12 above referred to was taken up by the Public Works Department, and in reply he stated that there were no records to show that the Public Works Department ever undertook the upkeep of road No. 12 ; as a matter of fact, however, the road is, and has been, maintained by the Public Works Department by means of an allotment provided by the taluk board.

The subject was placed before the last meeting of the district board and I beg to submit a copy of its resolution, No. 29, dated 26th March 1898. The case for the taluk board is set out in the President's letter above alluded to, and in supporting it I would only lay stress on the following facts :—

(1) That this structure serves the double purpose of a road and a river bund ; but the proposed work is undertaken solely to subserve its purpose as a river bund and is unnecessary for its utility as a road.

Note.—In 1896 there was no breach, but simply an overflow.

(2) That, as far as the records show, the terms on which the cost of repairs and improvements to the said structure should be divided between the Local Fund and Public Works departments have never been laid down.

(3) That, even apart from this, the exceptional character of the present work and the fact that it is necessary to only one of the two departments are sufficient to justify Government in apportioning the cost on equitable principles, *i.e.*, looking mainly to the object for which the said work is required.

ENCLOSURES.

From W. B. AYLING, Esq., President, Taluk Board, Kumbakónam, to the President, District Board, Tanjore, dated 23rd January 1898, Cur. No. 1187/B. of 1896.

I have the honour to forward herewith, under rule 34 of the Local Fund rules, copy of this taluk board's resolution, No. 12, dated 15th January 1898, sanctioning a sum of Rupees 2,666–10–8 for raising road No. 12 along the Veerasholan right bank and to submit, for reference, copies of the marginally-noted correspondence on the subject.

1. Executive Engineer's letter, No. 5015, dated 11th December 1896, with the report accompanying the estimate	2
2. This office letter, No. 1187/T.B. of 1896, dated 20th May 1897	1
3. Executive Engineer's letter, No. 2379, dated 3rd June 1897	1
4. This office letter, No. 1187/T.B., dated 11th August 1897	1
5. Executive Engineer's No. 5133, dated 10th Dec. 1897	1
6. Taluk board's resolution, No. 2, dated 30th July 1897.	1
Total ..	7

2. It will be seen that the taluk board has voted the amount subject to a reference to Government as to the ultimate apportionment of the cost of estimate (Rs. 4,000), and I request that the district board, in deciding as to sanctioning the same, will express its opinion on the point at issue (*vide* correspondence above quoted). The position taken up by the taluk board is set forth in this office letter, No. 1187 of 1896, dated 11th August 1897, and I can only repeat that the raising of the road is in no way required for its use as a road, but solely as a river bund. To exemplify this I may point out that the damages caused to the road during the floods of 1896 (the same which led to this estimate being framed) were repaired without any increase in the annual allotment of Rs. 50 per mile. It will be apparent, therefore, that so far as damage to the structure itself is concerned, there is no need whatever to spend Rs. 4,000 on raising its level. This measure is required solely for the protection of the railway line and wet lands, which objects concern the Public Works Department alone as Conservators of the river, and not the taluk board.

3. There is no record in this office of the arrangement under which the Public Works Department undertook the charge of the road for the Local Fund Department, from which it might be seen how far this method of sharing the cost in fixed proportions was intended to extend. But whatever such an agreement, if there ever were one, might have laid down, I submit that this being an exceptional measure proposed solely in the interest of one of the departments, it is for Government to apportion the cost on equitable terms between the two departments. The action of the Superintending Engineer is practically an assertion of the right of the Public Works Department to treat the "road bund" as their sole property only to be used by the Local Fund Department on sufference. In other words, the taluk board is asked as a mere form to vote two-thirds of the cost of a measure which is necessary from the Public Works Department point of view ; if the taluk board is not prepared to do this, the Public Works Department will proceed to deal with the road in such a way as to render it impassable for traffic.

4. In the public interests the taluk board cannot allow an important road to be closed, and has therefore voted the money under protest, leaving the question of the ultimate apportionment of cost to the decision of Government.

COPY of a communication from the Executive Engineer, Tanjore, to the President, Taluk Board, Kumbakónam, dated 11th December 1896, No. 5015.

In forwarding an estimate for raising road No. 12 along Veerasholan right bank in Kumbakónam taluk, I have the honour to request that you will be so good as to arrange for the necessary funds (involving on the Local Fund Board) to contribute as calculated in the abstract sheet of estimate being provided at a very early date and placed at the disposal of this department. The report attached to the estimate explains the necessity for the work.

REPORT to accompany the estimate for raising road No. 12 along Veerasholan right bank from bridge on roads Nos. 81 and 2 to end of Kumbakónam Taluk, 65/5 to 69/5 miles.

	RS.
Amount of estimate	4,000

The Veerasholan right bank from the bridge on road No. 81 to end of the taluk forms road No. 12. During the recent floods, the water spilled over this bank, cutting it up very much. The overflow caused some damage to the railway line causing the stoppage of communication for a few hours, and it was by great exertions that a small ridge had been run up along the edge of the road which prevented this damage assuming great dimensions. Besides the danger to the railway line, a considerable area of nunjah was submerged.

The estimate is for raising the road to a height of 2 feet above the flood line, and I think the work is of sufficient importance to be carried out as soon as possible.

The estimate provides for everything necessary to complete the road. None of the masonry works require raising. If it is thought right that the Local Fund Board should contribute, their share of the cost should be two-thirds of the amonnt, since the width of the road is three times that usually given to our banks.

COPY of a communication from the President, Taluk Board, Kumbakónam, to the Executive Engineer, Tanjore, dated 20th May 1897, No. C.R. 1187/T.B. of 1896.

In reply to your No. 1558, dated 10th April 1897, I have the honour, after personal inspection of the road referred to, to remark as follows.

2. It is requested that information may be given how often previously damage, similar to that done in the autumn of 1896, has occurred. It is believed that the occurrence was unprecedented. If so, this large expenditure would appear unnecessary. It would be cheaper to repair the damage as it is caused, than to guard against an improbable and rare contingency recurring.

3. The surface of the road appears, so far as can be judged from the sections given in your estimate and from actual inspection, to vary considerably : the necessity for doing more than strengthening the lower and weaker portions of it should be explained.

4. The road is, in my opinion, already unnecessarily broad and two-thirds of the present breadth would be sufficient. I request you to inform me whether you would concur in the reduction of breadth ; should the taluk board also do so, this estimate might be materially reduced.

Copy of a communication from the Executive Engineer, Tanjore, to the President, Taluk Board, Kumbakónam, dated 3rd June 1897, No. 2379.

Referring to your letter, No. 1187, dated 18th ultimo, I have the honour to inform you that the last flood that caused damage similar to that of 1896 was in 1892. Floods of this kind are no doubt of rare occurrence.

2. With reference to paragraph 2, I have to state that the estimate has been framed to give the bank and roadway a regular gradient to tally with the inclination of the river.

3. There is no doubt that the roadway at present is unnecessarily broad, but not throughout. When raising the roadway as proposed this width disappears. I think the estimate provides for a uniform width of 18 feet which cannot be considered too broad for a road with heavy traffic.

4. One important point is to guard against possible breaches in the river. Though slight damage did occur to the roadway, the overflow caused stoppage of railway traffic for nearly 12 hours. It was through the exertions of the maistry and the adjoining villagers that the damage was not greater.

Copy of a communication from the President, Taluk Board, Kumbakónam, to the Executive Engineer, Tanjore, Ref. on Cur. No. 1187/T.B. of 1896, dated 11th August 1897.

With reference to the correspondence ending with your letter, No. 2893, dated 10th July 1897, I have the honour to state that I fully appreciate the advisability of raising the Veerasholan right bank which carries road No. 12, but it is not apparent why the taluk board should be asked to contribute two-thirds of the cost or anything like that amount. The real object of the proposed measure, as stated in the report accompanying the estimate and your letter, dated 3rd June 1897, No. 2397, is to protect the South Indian Railway line from breaches and the nunjah lands from submersion during very heavy floods in future. These are aims with which the taluk board has nothing to do. They concern the bund as a river bund and not as a road. The taluk board has to consider it solely as a road, and there can be no doubt that it will be much cheaper to repair the occasional damages caused to an unmetalled road by flood than to effect a partial insurance against flooding by raising the same. The subject was, however, placed before the taluk board at its meeting held on the 30th ultimo, and it was decided that one-third of the total cost of the work in question might be sanctioned (*vide* copy of resolution No. 2 enclosed).

The estimate is returned herewith.

Proceedings of the President, Taluk Board, Kumbakónam, dated 30th July 1897, No. 2.

Read letter from the Executive Engineer, Tanjore, No. 2379, dated 3rd June 1897, informing the necessity of raising road No. 12 along the Veerasholan right bank in the Kumbakónam taluk, and requesting to contribute two-thirds of the cost, viz., Rs. 4,000, for carrying out the work.

Resolution.—In view of the fact that the raising of the bund is intended mainly for the protection of the nunjah lands and railway line, the taluk board is not prepared to sanction more than one-third of the total cost.

Copy of a communication from the Executive Engineer, Tanjore, to the President, Taluk Board, Kumbakónam, dated 10th December 1897, No. 5133.

Referring to your letter, No. 1187/96 of the 9th instant, I have the honour to inform you that as the taluk board were not prepared to sanction more than a third of the total cost of raising road No. 12 along the Veerasholan right bank, the matter was referred to the Superintending Engineer who has ordered that, unless two-thirds of the cost were contributed by the taluk board, the estimate should be revised so as to provide only for work necessary for the purposes of this department. The estimate has been revised accordingly and sanctioned.

2. To protect the railway line from breaches and the nunjah lands from submersion during floods, it is necessary to raise the bank, and in doing so, the bank has to be raised to its full width as at present it carries a road. This extra width and the gravelling are in the interests of the taluk board and add considerably to the amount of the estimate. The cost of the work to raise the bank to a top width of 6 feet which is all that is wanted by this department is only Rs. 1,580.

Extract from the Proceedings of the Taluk Board of Kumbakónam, dated 15th January 1898, No. 12.

Read letter from the Executive Engineer, Tanjore, No. 5133, dated 10th December 1897, regarding the raising of road No. 12 along the Veerasholan right bank in the Kumbakónam taluk, and other papers on the subject.

Resolution.—The taluk board sanctions the amount required (Rs. 2,666-10-8) subject to a reference to Government as to the ultimate apportionment of the cost.

* * * * *

Extract from the Proceedings of the District Board of Tanjore, dated 26th March 1898, No. 29.

Read application for allotment of funds, No. 1187, dated 23rd January 1898, submitted by the President, Taluk Board, Kumbakónam, for Rs. 2,666-10-8, for the raising of road No. 12 along the Veerasholan right bank in the Kumbakónam taluk; District board's resolution, No. 13, dated 22nd February 1898; this office letter No. 165/D.B., dated 9th March 1898, to the Executive Engineer, Tanjore; and his reply thereto, No. 1094, dated 15th March 1898.

Resolution.—The board agrees with the views expressed in the letter of the President, Taluk Board, Kumbakónam, C. R. 1187 of 1896, dated 23rd January 1898, and requests that Government will either direct the work to be executed at the cost of the Public Works Department or at least equitably distribute the cost between Local and Provincial Funds.

* * * * *

No. 517, Local and Municipal.

Transferred to the Public Works Department.

29th April 1898.

(Signed) H. TREMENHEERE,
Ag. Secretary to Government.

No. 2483 C.

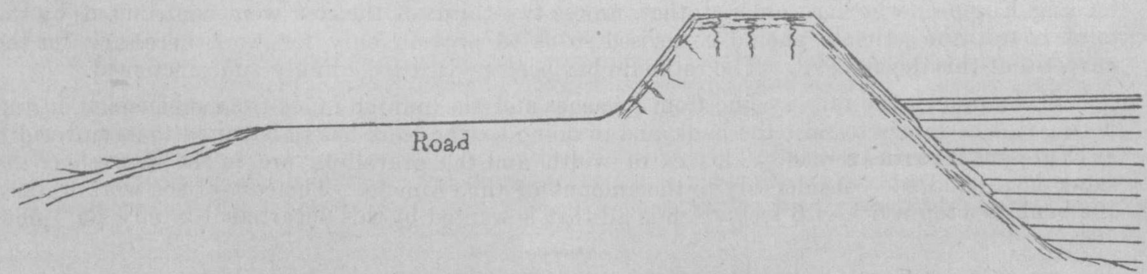
Referred to the Superintending Engineer, V Circle, for favour of opinion as to whether one-third the cost of the estimate would be a fair proportion to charge to the taluk board.

10th May 1898.

(Signed) A. S. RUSSELL,
Deputy Chief Engineer.

No. 349 W.

I am of opinion that half would be a fair proportion because the flood was not exceptional, and the river should be made to carry as much as it did in 1896, if not more, every year. It is a mistake to suppose that the raising is required solely in the interests of the Public Works Department, because if the road were made on a lower level to bank, it would, in ordinary years, be subject to percolation through front bund, if made as in sketch:



It is, however, a convenience to the Public Works Department and makes a better job to have bank of full width of road; so I consider that the two-thirds originally proposed was too high a charge against Local Funds.

18th May 1898.

(Signed) A. W. SMART, Col., R.E.,
Offg. Suptg. Engineer, V Circle.

ORDER—No. 1965 W., dated 5th August 1898.

With his letter, No. 360/D.B., dated 31st March 1898, the President, District Board, Tanjore, submits for the orders of Government the correspondence that passed between the Executive Engineer, Tanjore division, and the Taluk Board, Kumbakónam, in regard to the apportionment of the cost of raising road No. 12 on the Veerasholan right bank between Provincial and Local Funds.

2. As the raising of the road in question appears to have been intended not only to prevent future damages to the road but also to protect the South Indian Railway line from breaches and the nunjah lands from submersion during future floods, His Excellency the Governor in Council considers that one-third of the cost of the work should be charged to the taluk board.

(True Extract.)

(Signed) W. B. deWINTON,
Secretary to Government.

To the Superintending Engineer, V Circle.
" Examiner, Public Works Accounts.
" Local and Municipal Department.
" Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

A [illegible]

P. W. DEPARTMENT.

Papers to be read in Proceedings :—

[illegible] 178

Again G.O., dated Print with rules. 189 , No.
Again G.O., dated 189 , No.
Current No. 3857 of 1898, dated 3 May, from the L. & M. Department.
" " 4424 " 1898, " 23 May, " the S. E. V Circle.
" " " 189 , " ,

ORDER. No 1965 W d/ 5-8-98

With his letter No 360/D.B. dated 31st March 1898, the President, District Board, Tanjore, submits for the orders of Government the correspondence that passed between the Executive Engineer Tanjore Division and the Taluk Board Kumbakonam in regard to the apportionment of the cost of raising road No 12 on the Veerasholam right bank between Provincial and Local Funds.

2. As the raising of the road in question appears to have been intended not only to prevent future damages to the road but also to protect

the South Indian Railway line from breaches and the nunjah lands from submission during future floods, His Excellency the Governor in Council considers that $\frac{1}{3}$ of the cost of the work should be charged to the Taluk Board.

W 2.8.98

T/B RPS

The Supdtg. Engr. V Circle
" Exar. P.W. Accounts
" Local & Municipal Deptt.
" Consg. Engr. for Rys.

9/9 98

AE 29 July 98

360

2

1965 W/1

Public Works DEPARTMENT.

C. No. 4424

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE SIR HENRY BLISS, K.C.I.E.
~~THE HON'BLE MR. GROSE, C.I.E.~~
The Hon Mr A. J. Arundel

SUBJECT.

Contribution payable by the Taluk Board, Kumbakonam, for raising road No. 12 on the Veerasholam right bank.

FOR ORDERS.

Submitted to Govt. L & M Dept. for favour of remarks.

Seen 30/6/98.

Please see reply within 7/7/98

The question for decision, in the correspondence herewith submitted, is as to the rate of contribution to be recovered from the Taluk Board, Kumbakonam, Tanjore Dt., for raising road No. 12 on the Veerasholam right bank to a height of 2 feet above the flood line.

It would appear that during the floods of 1896, water spilled over this bank and cut it up very much, that the overflow caused some damage to the Railway line, causing stoppage of communication for a few hours, and that it was by great exertions with [illegible]

P. W. 43.
500—27-1-98.

L & M Dept. for C i 28.6.98 Again 20/7/98 AE 25.6.98 27.7.98

that a small ridge had been run up along the edge of the road which prevented this damage assuming greater dimensions. A considerable area of Nunjah land had, besides, been submerged.

To avoid a recurrence of such flooding, it was considered necessary to raise the road to a height of 2 feet above the flood line, and an estimate amounting to Rs. 4000, was accordingly framed. The width of the road being 3 times that usually allowed to river banks by the P. W. Department, the Kumbakonam Taluk Board was asked to contribute 2/3rd of the amount of the estimate.

The Taluk Board replied that, the floods in the Autumn of 1886 being an unprecedented one, it would be cheaper to repair the damage actually caused than to provide against

3 the recurrence of an improbable and rare contingency, that the necessity for doing anything more than strengthening the lower and weaker portions of the road should be explained, and that the estimate could be materially reduced by lessening the width of the road to 2/3rd of its present width.

The Taluk Board was told in reply that, although floods were of rare occurrence, the important point was to guard against possible breaches in the river bank, that during the late floods, although there was only a slight damage to the roadway, the overflow caused a stoppage of Railway traffic for nearly 12 hours, and that it was through the exertion of the ryots & adjoining villagers ~~that~~ the damage was not greater than it actually was ~~but for the exertions of the ryots and the adjoining villagers~~. The estimate had been framed to give the bank and roadway a regular gradient to tally with the inclination of the river; and the roadway as it then was although unnecessarily broad, was not so throughout, and the width would disappear when it is raised to the proposed height. The estimate provided for a uniform width of 18 feet which, for a road with heavy traffic, could ~~ought~~ not ~~to~~ be considered too broad.

The Taluk Board thereupon enquired why it should be asked to contribute 2/3rds of the cost or any thing like that amount. The advisability of raising the bank was appreciated. The object of the proposed measure was however to protect the South Indian Railway line from breaches and the Nunjah lands from submersion during very heavy floods in future, and concerned the bank as a river bund and not as a road. The Taluk Board had any thing t do with it only as a road; rom their point of view, it was much cheaper to repair he occasional damages caused floods than to effect a partial insurance against looding by raising the bank.

The

The Taluk Board was however prepared to contribute 1/3rd of the total cost of the work.

The Executive Engineer thereupon replied, under orders of the S.E., that if the Taluk Board did not contribute 2/3rds of the cost, so much only of the work necessary for the purposes of the P.W.D., would be provided for, and that the extra width of the bank to be raised for carrying the road and the travelling, being in the interests of the Taluk Board, would be omitted as the cost of such work added considerably to the estimate. Thus cut short, the estimate would, the Ex. Engineer reported, amount to Rs. 1580 only.

The Taluk Board then sanctioned the amount required (Rs. 2666-10-8) in their Proceedings of 15. Jany. 1898. The sanction however was "subject to a reference to Govt. as to the ultimate apportionment of the cost."

In making the reference to Government, the President of the Tanjore District Board lays stress on the following facts:-

(1) That the bank serves the double purpose of a road and a river bund; but that

the proposed work is undertaken solely to subserve its purpose as a river bund and is unnecessary for its utility as a road'

(2) That the terms on which the cost of repairs and improvements to the said river bank should be divided between the Local Fund and Public Works Departments seems nowhere to have been laid down.

(3) That even apart from this circumstance, the fact that the work itself is of an exceptional nature and is necessary to only one of the two departments concerned, is enough to justify Government in apportioning the cost of the work on equitable principles i.e. looking mainly to the object for which the said work is required.

In reply to an enquiry whether one-third the cost of the estimate would be a fair proportion to charge to the Taluk Board, the Supdg. Engineer Trichy, Col. Smart, reports that the 2/3rds originally proposed was too high a charge against Local Funds and that 1/2 would be a fair proportion. The flood of 1886 was not an exceptional one and the river should be made

Yes. ~~[illegible]~~ it has been laid down. In 1890 or a few years later rules were made in the Irrigation Dept. on a similar subject from Salem defining the responsibility in the case of tank bunds which is a case quite analogous to this. The principle of the rules as I remember was that the D.P.W. should do all the work of raising the bund and that the L.F. Bd. should share the cost of remaking the road only - i.e. restoring the status quo ante. Please put up these rules & orders.

3/7/98.

Please see the notes & orders in G.O. No 2772 d/10-2-91 and also the rules in G.O. No 3297/W d/2-12-92 conn'd with G.O. No 3018 L d/22-12-92

V.R.
7/7/98

7

to carry as much every year, as it did in 1886, if not more. It is a mistake again, Col Smart says, to suppose that the raising of the road is required solely in the interests of the P.W. Department, because if the road be made on a lower level to the bank, it would in ordinary years be subject to percolation through front bund. It was however a convenience to the P.W.D. to have the bank, of the full width of road and he accordingly was of opinion that half the cost would be a fair proportion for the Taluk Board to pay.

The main contention of the Taluk Board is that the floods of 1886 were exceptional, and that ordinary repairs would do for the road. Col Smart whose opinion in regard to the flood capacity of rivers in the Tanjore delta is entitled to weight, considers that the ~~river should be made to~~ floods were not exceptional and that the river should be made to carry as much as it did in 1886 f not twice, every year. In the face of this opinion, the contention of the Taluk Board seems to lose much of its force; and it seems not on the whole inequitable if, as proposed by Col Smart the share of contribution to be paid by the Taluk Board be fixed at one-half the cost of the work.

AHR
20-6-98

Cm

W

There is one thing which Indian rivers may always be depended upon to do, & that is beat their record. The flood of 1896 may have been an exceptional one, but it was evidently within an ace of doing very serious damage to the road, & there is no guarantee that it will not be considerably exceeded in the near future, & the Board have to spend a great deal more than the present estimate in repairing it. The interests in the maintenance of the road are great & it should certainly pay at least half of the cost of making it safer.

CCG

Ht

W H
27. 6. 98

9

Returned with the following remarks.

The existence of this road along the river embankment must have been sanctioned either by old usage or by the written authority of the Supt Engineer (Rule 1 of Rules in G.O. $\frac{3297.W}{2\ Dec.\ 92}$ Flag H.)

2. By Rule 2 the DPW is responsible for fixing the proper height of such a road above M.F.L.

3. In the present case, too low a height was fixed or existed; in other words, the DPW found that their bank had been made too low. We are told of no change of physical conditions, hence it must be presumed that the bank was too low owing to miscalculation or an error of judgment on the part of the DPW.

4. It does not seem just that the Taluk Bd. &c. have to pay for remedying this.

5. An analogy may be found in the case of Roads over Tanks. If the bank has to be raised, the DPW has to re-make the road. See Rule 4 of G.O. $\frac{2130.L.LWM}{3.\ Sept.\ 91.}$ Flag K.

Flag K.

P.T.O.

H.T. 18.7.98

I cannot agree with the memo given overleaf.

(1) The surface of the road has probably made originally to the full height usually given to river banks – viz 6 feet above max^m flood level.

(2) Owing partly to wear & tear, & partly to the occurrence of an exceptional flood, which evidently greatly exceeded any previous one, the surface level is now too low & has to be raised, quite as much to protect the road itself as for any other purpose. It is absurd to attribute this to miscalculation on the part of P.W.D.

(3) Rule 9 of the rules published at Flag H shows that the maintenance charges of river embankment roads are borne by Local Funds.

(4) G.O 2770 W of 20 Oct 1880, herewith, implies that funds for the construction of such roads are provided from the same sources. Vide also G.O 2075 W of 31 Aug 1880 (Flag G) which leaves no doubt about the matter.

10

Apparently then the whole of the cost of this road might be debited to Local Funds. P.W.D. in offering to pay half is very generous. I certainly think this proportion should be accepted by Govt.

19.7.98

H.M.

This is a question of principle. A river embankment, raised to protect the adjoining country from floods, is found to be too low, & has to be raised two feet, as a flood spilled over it & damaged the Railway & a considerable area of rice land. The question is whether the Taluk Board which had been allowed to run a road ~~over~~ along the embankment, sh^d be charged, & if so how much. The reason alleged for charging it is that the road is made safer. I suggest that the embankment was too low, & that therefore the T.B. sh^d not pay. Anyhow $\frac{1}{3}$ seems fairer than $\frac{1}{2}$, considering the Railway & the rice land saved from damage. H.T. 21.7.98.

JWS 23/7/98

A.H. 25.7.98

Returned to P.W.
H.T. 26.7.98

2[illegible]. 8. 98

Public Works (1898) Department.

CURRENT No. 4424

Order

From The Supdg Engineer
5th Circle

No. 349 I

Dated $\frac{18}{20}$ May 1898.
Received 23.5.98
Enclosures 11
Spare copies

SUBJECT.

Raising Road No 12 along the Veerasholan right bank.

—

Stating that $\frac{1}{2}$ of the Cost would be a fair proportion for the Local Fund Deptt to pay.

O.L.S. 189

R 14/7

BACK PAPERS.

No.	Date.
2483C	10-5-98
3297W	2-12-92

FURTHER PAPERS.

No.	Date.

P.W. ~~Local & Munl.~~ (1898) Department.

CURRENT No. ~~943 L~~ ~~3857~~ 1424

SUPERINTENDING ENG. No. 460 W 13 MAY 1898 V. CIRCLE

UNDER SECY TO GOVT 6 APR 98 PUBLIC

To S.E. for favr of orders.

Pard 14 P

From The President District Board Tanjore

~~Order~~ No. 517 d/ 29-4-98

Transferred to the Public Works Department.

H Tremenheere
Ag. Secretary to Government.

V.R. 25/4/98

Disposal No. 360

Dated 31st March 1898

Received }
Registered } 3. 5. 98

Pard 15 P

Enclosures 11 ~~10~~

Spare copies

No. 2483C dated 10th May 1898

Referred to the Supdg Engineer V Circle for favour of opinion as to whether one-third the cost of the estimate would be a fair proportion to charge to the Taluk Board

A E Russell
Dy chief Engr

13.5.98 AD

SUBJECT.

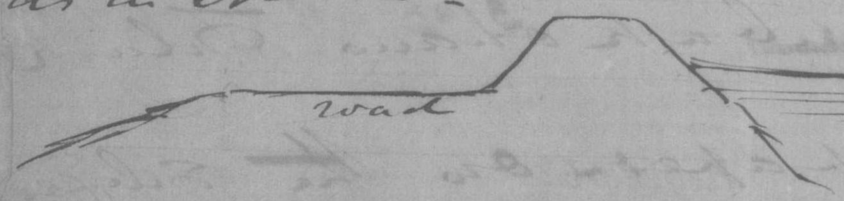
Submitting for orders copy of letter No. 1187 T.B. 23-4-98 from the President Taluk Board Kumbakonam regarding the raising of Road No 12 along the Virasholan right bank and requesting to direct the work to be executed at the cost of the P.W.D. or equitably distribute the cost between Local + Provl. Funds

A 23/4/98

O.L.S. 87 R 9/5

16 P No. 349 W. Print

I am of opinion that ½ would be a fair proportion because the flood was not exceptional and the river should be made to carry as much as it did in 1896, if not more, every ~~year~~. It is a mistake to suppose that the raising is required solely in the interests of the P.W.D., because if the road were made in a lower level to bank it would in ordinary years be subject to percolation through front bund, if ~~[illegible]~~ made as in sketch –



It is however a convenience to the D.P.W. and makes a better job to have bank of full width of road so I consider that the ⅔ originally proposed was too high a charge against Local Funds.

19/5/98
Offg: S.E. F Circle.

BACK PAPERS.

G.O.	No.	Department.	Date.
	3297 W	P.W.	2-12-92

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Enclosure No 1 to disposal No 360
31-3-98

No. 2/460 W
13 MAY 1898

Extract from the Proceedings of the ~~District~~ Taluk Board of ~~Tanjore~~ Kumbakonam

Dated 15-1-1898

2½ S.P.

* * *

12 READ letter from the Executive Engineer Tanjore No. 5133 dated 10th December 1897 regarding the raising of road No 12 along the Veerasholan right bank in the Kumbakonam Taluk. and other papers on the subject.

The Taluk Board sanctions the amount required (Rs 2666-10-8) subject to a reference to Government as to the ultimate apportionment of the cost.

× × ×

(Signed) W. B. Ayling.
President

(True extract)

M. Vinayagam Pillai
For President 2-4-98

Sd.

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Enclosure No 2 to Disposal No 360
31. 3-98

Copy of a Communication from the S. Executive Engineer Tanjore to the President Taluk Board Kumbakonam No 5015 dated 11th December 1896.

SUPERINTENDING ENGINEER
No. 2/4605
13 MAY 1898
CIRCLE, P. W.

In forwarding an estimate for raising Road no 12 along Veerasholan Right bank in Kumbakonam Taluk, I have the honor to request that you will be so good as to arrange for the necessary funds (involving on the Local Fund Board) to contribute as calculated in the abstract Sheet of estimate) being provided at a very early date and placed at the disposal of this Department. The report attached to the estimate explains the necessity for the work.

Print

(Signed) W. B. Ayling
President

(True copy)

M. Sivagnanam Pillai
2-4-98.
for President

S/.

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943 h/98

Enclosure No. 3 to disposal No. $\frac{360}{31-3-98}$

Report to accompany the estimate for raising Road No. 12 along Veerasholan Right bank from bridge on Road No. 81 and 2 to end of Kumbakonam Taluk $\frac{65}{5}$ to $\frac{69}{5}$ miles.

4 S.P

SUPERINTENDING ENGINEER
No. 1/460W
13 MAY 1898
CIRCLE, P.W.

Amount of estimate Rs 4000.

The Veerasholan right bank from the bridge on Road No. 81 to end of the Taluk forms Road No. 12. During the recent floods, the water spilled over this bank cutting it up very much. The overflow caused some damage to the Railway line causing the stoppage of communication for a few hours and it was by great exertions that a small ridge had been run up along the edge of the road which prevented this damage assuming great dimensions. Besides the danger to the Railway line, a considerable area of nunjah was submerged.

The estimate is for raising the road to a height of 2 ft above the flood line and I think the work is sufficient importance to be carried out as soon as possible.

$\frac{8}{943}$ 758

The estimate provides for everything necessary to complete the road. None of the masonry works require raising. If it is thought right that the L. F. Board should contribute their share of the cost should be 2/3 of the amount, since the width of the road is 3 times that usually given to our banks.

(Signed) C. H. J. Norfar.
Executive Engineer

(True copy)

M Sivagnanam Pillai
7.4.98
for President

S/

Enclosure No 4 to 31-3-98.

Copy of a Communication from the President Taluk Board Kumbakonam to the Executive Engineer Tanjore No C.R. $\frac{1187}{TB}$ of 1896 dated 20th May 1897

S.

Engineer
3/46 ow
13 MAY 1898
Circle, P.W.

In reply to your No 1558 dated 10th April 1897, I have the honor, after personal inspection, of the road referred to, to remark as follows:—

2. It is requested that information may be given how often previously damage, similar to that done in the autumn of 1896 has occurred. It is believed that the occurrence was unprecedented. If so this large expenditure would appear unnecessary. It would be cheaper to repair the damage, as it is caused than to guard against an improbable and rare contingency recurring.

3. The ~~most~~ surface? of the road appears, so far as can be judged from the sections given in your estimate and from actual inspection to vary considerably: the necessity for doing more than strengthening the lower and weaker portions of it should be explained.

4. The road is, in my opinion, already unnecessarily broad and 2/3 of the present breadth would be sufficient. I request you to inform me whether you would concur in the reduction of breadth should the Taluk Board also do so this estimate might be materially reduced

7/943 h/98

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reduced.

(Signed) W. B. Ayling
President

(True copy)

M. Sivagnanam Pillai
2-4-98
For President

S/-

C No. 3
~~380~~ 7/98
4424

Enclosure No. 5 to disposal $\frac{380}{31.3.98}$

Copy of a communication from the Executive Engineer Tanjore to the President Taluk Board Kumbakonam No. 2379 dated 3rd June 1897.

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...G ENGINEER'S OFFICE
No. 4/480W
13 MAY 1898
V. CIRCLE, P.W.

Referring to your letter No. 1187 dated 18th ultimo, I have the honor to inform you that the last flood that caused damage similar to that of 1896 was in 1892. Floods of this kind are no doubt of rare occurrence.

2. With reference to para 2 I have to state that the estimate has been framed to give the bank and roadway a regular gradient to tally with the inclination of the river.

Print

3. There is no doubt that the roadway at present is unnecessarily broad but not throughout. When raising ~~the~~ road way as proposed this width disappears. I think the estimate provides for a uniform width of 18 feet which cannot be considered too broad for a road with heavy traffic.

4. One important point is to guard against possible breaches in the river - Though slight damage did occur to the road way the overflow caused stoppage of Railway traffic for nearly 12 hours. It was through the exertions of the maistry and the adjoining villagers that the damage was not greater.

$\frac{6}{943/98}$

(Signed) W. B. Ayling
President

(True copy)

M. Sivagnanam Pillai
2-4-98
for President

S/-

Re.s.e / 2887/98
4/4024

Enclosure No 8 to disposal No 360
31.3.98

S.P

No. 5/46 ow
13 MAY 1898
CIRCLE, P.W.

Proceedings of the President Taluk Board Kumbakonam dated 30. July 1897 No 2.

2. Read letter from the Executive Engineer Tanjore No 2379 dated 3rd June 1897 informing the necessity of raising road No 12 along the Veerasholan Right bank in the Kumbakonam Taluk and requesting to contribute two thirds of the cost viz Rs 4000 for carrying out the work.

In view of the fact that the raising of the bund is intended mainly for the protection of the nunjah lands and Railway line, the Taluk Board is not prepared to sanction more than 1/3 of the total cost.

(Signed) W. B. Ayling
President

(True copy)

Print

for President

3
943 L/98

Enclosure No 6 to Disposal $\frac{360}{31.3.98}$

Copy of a Communication from the President Taluk Board Kumbakonam to the Executive Engineer Tanjore

Reference on Current. No $\frac{1187}{TB}$ of 1896 dated 11.8.97.

J. S. P.

...G ENGINEER'S ... 13 MAY 1898 ... CIRCLE, P.W.

With reference to the correspondence ending with your letter No 2893 dated 10th July 1897, I have the honor to State that I fully appreciate the advisability of raising the Veerasholan Right bank which carries Road No 12 but it is not apparent why the Taluk Board should be asked to contribute 2/3 of the cost or anything like that amount. The real object of the proposed measure as stated in the report accompanying the estimate and your letter dated 3.6.97 No 2397 is to protect the South Indian Railway line from breaches and the nunjah lands from Submersion during very heavy floods in future. These are aims with which the Taluk Board has nothing to do. They concern the bund as a river bund and not as a road. The Taluk Board has to consider it Solely as a road and there can be no doubt that it will be much cheaper to repair the occasional damages caused to an unmetalled road by flood than to effect a partial insurance against flooding by raising the Same. The Subject was however placed before the Taluk Board at its meeting held on the 30th ultimo and it was decided that

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1/3 of the total cost of the work in question might be Sanctioned. Vide copy of resolution No. 2 enclosed.

The estimate is returned herewith.

(Signed) W. B. Ayling
President

(True copy)

T. K. Sivagnanam Pillai
2.4.98
for President

Outsd
~~3857~~/22
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Enclosure No. 7 to Disposal $\frac{360}{31.3.98}$

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Copy of a communication from the Executive Engineer Tanjore, to the President Taluk Board Kumbakonam dated 10th December 1897 No. 5133.

ENGINEER'S ... CIRCLE, P. W. D., MADRAS
7/460W
13 MAY 1898

Referring to your letter No. $\frac{1187}{96}$ of the 9th instant I have the honor to inform you that as the Taluk Board were not prepared to Sanction more than a third of the total cost of Raising Road No. 12 along the Veerasholan Right bank the matter was referred to the Superintending Engineer who has ordered that unless 2/3 of the cost were contributed by the Taluk Board, the estimate should be revised So as to provide only for work necessary for the purposes of this Department. The estimate has been revised accordingly and Sanctioned.

Print

2. To protect the Railway line from breaches and the nunjah lands from Submersion during floods, it is necessary to raise the bank and in doing So, the bank has to be raised to its full width as at present it carries a road. This extra width and the gravelling are in the interests of the Taluk Board and add Considerably to the amount of the estimate. The cost of the work to raise the bank to a top width of 6 ft which is all

$\frac{4}{943 L/98}$

all that it wanted by this Department is only Rs 1580.

(Signed) W. B. Ayling
President

(True copy)

Pillai
24/8
for President

&c

O.O.S.7
~~3857~~/98
4424

Enclosure No 9 to disposal 360/31-3-98

Local Fund Department

Tanjore District Board's Office.
Kumbakonam
Camp, 23rd January 1898.

Current No. 1187/~~D.~~ B. of 96.

10 S.P

SUPERINTENDING ENGIN... OFFICE
No. 9/46ow
13 MAY 1898
CIRCLE P.W.

From
W. B. Ayling ESQUIRE, Taluk
PRESIDENT ~~DISTRICT~~ BOARD
~~TANJORE.~~
Kumbakonam

To
THE ~~HONORABLE MR.~~ President
~~CHIEF SECRETARY TO GOVERNMENT,~~ District Board
~~LOCAL AND MUNICIPAL DEPARTMENT,~~
~~MADRAS.~~ Tanjore

Print

Sir,

I have the honor to forward herewith under rule 34 of the Local Fund rules copy of the Taluk Board's resolution No 12 dated 15th January 1898 sanctioning a sum of Rs 2666-10-8 for raising road No 12 along the Veerasholan right bank and to submit for reference copies of the marginally

2/9434/98

marginally noted correspondence on the subject.

1 Executive Engineer's letter No 5015 dated 11.12.96 with the report accompanying the estimate	2
2 This office letter No $\frac{487}{T.B}$ of 1896 dated 20.5.97	1
3 Executive Engineer's letter 2379 dated 3-6-97	1
4 This office letter No $\frac{487}{T.B}$ dated 11-6-97	1
5 Executive Engineer's No 5133 dated 10.12.97	1
6 Taluk Board resolution No 2 dated 30-7-97 - - - -	1
	7

2. It will be seen that the Taluk Board has voted the amount subject to a reference to Government as to the ultimate apportionment of the cost of estimate (Rs 4000) and I request that the District Board in deciding as to sanctioning the same will express its opinion on the point at issue (Vide correspondence above quoted). The position taken up by the Taluk Board is set forth in this office letter No 487 of 1896 dated 11th August 1897 and I can only repeat that the raising of the road is in no way required for its use as a road but solely as a river bund. To exemplify this I may point out that the damages caused to the road during the floods of 1896 (the same which led to this estimate being framed) were repaired without any increase in the annual allotment of Rs 50 per mile. It will be apparent therefore that so far as damage to the structure itself is concerned there is no need whatever to spend Rs 4000 on raising its level. This measure is required solely for the protection of the Railway line

and wet lands which objects concern the Public Works Department alone as conservators of the river and not the Taluk Board.

3. There is no record in this office of the arrangement under which the Public Works Department undertook the charge of the road for the Local Fund Department from which it might be seen how far this method of sharing the cost in fixed proportions was intended to extend. But whatever such an agreement if there ever were one, might have laid down, I submit that this being an exceptional measure proposed solely in the interest of one of the

Departments

Departments, it is for Government to apportion the cost on equitable terms between the two Departments. The action of the Superintending Engineer is practically an assertion of the right of the Public Works Department to treat the "road bund" as their sole property only to be used by the Local Fund Department on sufferance. In other words, the Taluk Board is asked as a mere form to vote two thirds of the cost of a measure which is necessary from the Public Works Department point of view; if the Taluk Board is not prepared to do this the Public Works Department will proceed to deal with the road in such a way as to render it impassable for traffic

4. In the public interests the Taluk Board cannot allow an important road to be closed and has therefore voted the money under protest leaving the question of the ultimate apportionment of cost to the decision of Government.

I have the honor to be
Sir
Your most obedient Servt
(Signed) W. B. Ayling
President

(True copy)

M. Sivagnanam Pillai
2-4-98
For President

Class 9
~~38~~ 44/58

Enclosure No 10 to Disposal 880/31-3-98

ENGINEER'S OFFICE
No. 1014 bom
13 MAY 1898
CIRCLE, P.W.D.

Extract from the Proceedings of the District Board of Tanjore

Dated 26. 3. 1898.

* * *

29 **READ** application for allotment of funds No 1167 dated 23rd January 1898 submitted by the President Taluk Board Kumbakonam for Rs 2666-10-8 for the raising of road No 12 along the Veerasholan right bank in the Kumbakonam Taluk; District Board resolution No 13 dated 22nd February 1898 this office letter No 165/D.B. dated 9th March 1898 to the executive Engineer Tanjore and his reply thereto No 1094 dated

1/943 1/98

15th March 1898.

The Board agrees with the views expressed in the letter of the President Taluk Board Kumbakonam C.R. 1187 of 1896 dated 23rd January 1898 and requests that Government will either direct the work to be executed at the cost of the Public Works Department or at least equitably distribute the cost between Local and Provincial Funds.

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(Signed) W. B. Ayling.
President

(True extract)

2.4.98
For President

Print 18

Local Fund Department

Tanjore District Board's Office.

Camp, Vallam 31st March 1898.

Disposal No. No. 360/D.B. of 98

DESPATCHED
4 APR. 98

No. 11/46 ow
13 MAY 1898

From

W. B. Ayling, ESQUIRE,
PRESIDENT DISTRICT BOARD,
TANJORE.

To

~~THE HONORABLE MR.~~
The ~~Chief~~ SECRETARY TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
MADRAS.

LOCAL & MUNICIPAL DEPT.
CURRENT No. 943

Sir,

In submitting herewith copy of letter No. 1187/T.B. of 1896 dated 23rd January 1898 from the President Taluk Board Kumbakonam with copies of its enclosures regarding the raising of road No. 12 along the Veerasholan right bank, I have the honor to state that I requested the Executive Engineer Tanjore to inform me whether he was

15th March 1898

in possession of any records showing when and on what terms the upkeep of road No 12 above referred to was taken up by the Public Works department and in reply he stated that there were no records to show that the Public Works department ever undertook the upkeep of road No 12; as a matter of fact, however, the road is and has been maintained by the Public Works department by means of an allotment provided by the Taluk Board.

The subject was placed before the last meeting of the District Board and I beg to submit a copy of its resolution No 29 dated 26th March 1898. The case for the Taluk Board is set out in the President's letter above alluded to and in supporting it I would only lay stress on the following facts

(1) That this structure serves the double purpose of a road and a river bund; but the proposed work is undertaken solely to subserve its purpose as a river bund and is unnecessary for its utility as a road.

Note. In 1896 there was no breach but simply an overflow ——

(2) That as far as the records show, the terms on which the cost of repairs and improvements to the said structure should be divided between the Local Fund and Public Works Departments have never been

laid down

(3) That, even apart from this, the exceptional character of the present work and the fact that it is necessary to only one of the two departments are sufficient to justify Government in apportioning the cost on equitable principles i.e. looking mainly to the object for which the said work is required.

I have the honor to be
Sir
Your most obedient Servt

M. Kuvagnanam Pillai
2.4.08
For President

S.

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