P.W.

~~Marine~~ (1899) Department.

G.O., No. 352

DATED 17 April 99

27/4/99

[Despatch Abstract.]

Road over the Cauvery left bank between Srirangam & the Grand Anicut

Observing that a retaining wall on the lower side of the ____ would cost more than can be expended on the road & that the claims for compensation prohibit the construction of a road dam; and stating, Government that for the present, the Superintending Engineer should arrange to close the breaches & put the bank in order, and that, thereafter, the road must be reformed to its old level by the Dt. Board.

120/6

Recd & 22/4/99

M. S.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
65 L. 24.1.98 4-file							

FURTHER PAPERS.

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

IRRIGATION.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 352 I., 17th April 1899.

APRIL.

Road over the Cauvery left bank between Srirangam and the Grand Anicut

Observing that a retaining wall on the lower side of the — would cost more than can be expended on the road and that the claims for compensation prohibit the construction of a road dam; and stating, with remark, that, for the present, the Superintending Engineer should arrange to close the breaches and put the bank in order, and that, thereafter, the road must be re-formed to its old level by the district board.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—the following paper :—

No. 53 I.

Note by the Chief Engineer for Irrigation.

In paragraphs 7 and 9 of letter, No. 2720, Revenue, dated 18th August 1897, from the Collector of Trichinopoly dealt with in Proceedings of the Revenue Department, Mis. No. 4669, dated 6th September 1897, read in Proceedings of the Madras Government, No. 65 I., dated 24th January 1898, it was stated that the district board could not do more than temporary repairs to the road over the Cauvery left bank between Srírangam and the Grand Anicut, as the Public Works Department had not definitely decided as to the height the bank should be made; the Collector urged a definite decision being come to. He also suggested the advisability of providing an escape in the bank to allow water to flow into the Coleroon just above the old Vennár head.

The undersigned in his note embodied in Proceedings of the Madras Government, No. 65 I., dated 24th January 1898, stated that the breaching of the road could be prevented by building a retaining wall on the lower side of the road wherever spill takes place and promised to advise what should be done.

With the view of deciding this, the Superintending Engineer on special duty, Tanjore, was addressed on the subject. The result of the correspondence with Colonel Smart was the abandonment of the idea of forming a retaining wall below the road as it was estimated that this would cost about a lakh of rupees.

Attention was then directed to the idea of forming an escape or dam. Colonel Smart submitted an estimate of Rs. 12,000 for a dam, and the Superintending Engineer, VI Circle, was asked to consult the Collector as to whether the dam could be built without compensation being paid for the lands between the dam and the Coleroon. In his letter, No. 1866/T.C., dated 14th November 1898, the Superintending Engineer replied that compensation would have to be paid at the rate of about Rs. 500 per acre. From the reports of the Tahsildar and the Deputy Collector on the subject it would appear that the ryots objected to the proposal to make a dam and urged the raising of the Cauvery bank. In these circumstances the dam cannot be constructed and we must trust to the improvement of the Upper Coleroon anicut which will reduce Cauvery floods one foot. If the Bhaváni project is sanctioned, there will be a further reduction of one foot probably.

In G.O., No. 65 I., dated 24th January 1898, the Superintending Engineer was directed to put the bank in order before the district board re-formed its road on the top. He has partly closed the breaches with earth, but not carried out properly the orders of Government, and the district board has done nothing, gravel brought in 1896 being still (December 1898) in heaps by the road side.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

4th March 1899.

Order—No. 352 I., dated 17th April 1899.

The Government observes that a retaining wall would cost more than can be expended on the road and that the claims for compensation prohibit the construction of a road dam. For the present the Superintending Engineer should arrange to close the breaches and, as already ordered, put the bank in order; when this is done the road must be re-formed to its old level by the district board. The question of raising the road will be deferred until after the re-modelling of the Upper Coleroon anicut is completed.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, VI Circle.
" Examiner, Public Works Accounts.
" Revenue Department.
" Local and Municipal Department.

Exd. C. M. Thumbusawmy.

A

~~H 8~~

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Note regarding the repair of flood damages to the L.F. road along the Cauvery left bank between Srirangam and the Grand Anicut.

22 MAR. 1899

UNDER date the

READ the following

MAR 99
REC

18

Note by the Chief Engr for Irrigation.
No 532 14.3.99

In paras 7 & 9 of letter, No. 2720/Rev, of 18 Aug /97, from the Collector of Trichinopoly dealt with in Procs: of the Rev Dept, No. 4669 Mis, of 6 Sept /97, read in P.W.D. No. 65 I of 24 Jan /98, it was stated that the District Board could not do more than temporary repairs to the road over the Cauvery left bank between Srirangam & the Grand Anicut, as the P.W.D. had not definitely decided as to the height the bank should be made; the Collector

Flag L

To
The Secretary to Govt,
Rev Dept, for
favour of counter initials.

urged a definite decision being come to. He also suggested the advisability of providing an escape in the bank to allow water to flow into the Coleroon just above the old Vennar head.

The undersigned in his note embodied in P.W.G. No. 65 I, of 24 Jan/98, stated that the breaching of the road could be prevented by building a retaining wall on the lower side of the road wherever spill takes place & promised to advise what should be done. Flag A

With the view of deciding this, the Supg. Eng., on special duty, Tanjore, was addressed

on the subject. The result of the correspondence with Colonel Smart was the abandonment of the idea of forming a retaining wall below the road as it was estimated that this would cost about a lakh of rupees.

Attention was then directed to the idea of forming an escape or dam. Col Smart submitted an estimate of Rs 12000 for a dam & the Supg. Eng., S Circle, was asked to consult the Collector as to whether the dam could be built without compensation being paid for the lands between the dam & the Coleroon. In his letter, No. 1866 T.C., of 14 Nov/98, the Supg Eng replied that compensation would have to be paid at the rate of about Rs 500 per acre. From the reports of the Tasildar & the Dy. Collector on the subject it would appear that the ryots objected to the proposal to make a dam & urged the raising of the Cauvery bank. In these circumstances the dam cannot be constructed & we must trust to the improvement of the upper Coleroon Anicut which will reduce Cauvery floods one foot. If the Bhavani project is sanctioned, there will be a further reduction of one foot probably.

In G.O. No 65 I, d/ Jan /98, the Supdg Engr

A

, Form No. 1 (a)—500—21-4-98.

This must be accepted.
A.G.H.

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

30

The Supdg. Engineer must carry out this part of the arrangement, as already ordered, – before the Dist Board can carry out its share of the work in making the road on the embankment. The G.O. should contain ~~[illegible]~~ a direction to the Supdg. Engineer in this sense. In other respects, I accept the Draft G.O.

A.G.H.
9.4.99

was directed to put the bank in order before the Dt. Board reformed its road on the top. He has partly closed the breaches with earth, but not carried out properly the orders of Govt & the Dt. Board has done nothing, gravel brought in 1896 being still (Dec/98) in heaps by the road side.

No: 352 I 9/17.4.99

Order thereon

The Govt. observes that the retaining ~~revetment~~ wall would cost more than can be expended on the

retaining

road & that the claims for compensation prohibit the construction of a road dam. For the present the road must be reformed by the Dt Board to its old level ~~&~~ the question of raising the road ~~being~~ will be ~~is~~ deferred until after the remodelling of the Upper Coleroon Anicut is completed.

WH
4.3.99

the Supdg Engineer should arrange to close the breaches ~~and the~~ & as already ordered put the banks in order. When this is done & ~~the~~

WH

Issue

WH
10.4.99

I

ICVS
10/4/99

To
The Chief Eng for I.
Supg Eng. VI Circle
Ex P.W.
Rev Dept
L. & Mu Dept

ICVS
2/3/99

9/3/99

E. I. Form No. 1 (a)—500—21-4-98.

Road on the Cauvery left bank

Public Works (1899) Department.

CURRENT No. 3093

From The Chief Engr for Irrign

Order

No. 532.

Dated 4-3-99.

Received
Registered } 13.4.99

Enclosures

Spare copies

SUBJECT.

Note regarding the repair of ~~the~~ flood damages to the Local Fund Road on the Cauvery Left bank between Srirangam and the Grand Anicut.

Recd A r B

15/4/99

CS

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Road on the Cauvery left bank between Srirangam and the Grand Anicut.

urt to P.W.

Local & Munl. Department.

Note for the Secretary.

The history of the case is fully set forth in the note of this Department, flagged P. It was then decided "that the badly damaged left bank of the Cauvery between Srirangam and the Grand Anicut should first be put in order by the Public Works Department before the road on the top of the bank is reformed by the District Board", and the Superintending Engineer was directed to arrange for the restoration of the bund at an early date.

2. As the draft order does not clearly indicate which officer or Department should undertake the work of reforming the road, it is submitted that it may be made clear that the Superintending Engineer should restore the breaches without delay and that the District Board should thereafter reform the road.

To P.W. Dept. G.O. No. $\frac{360}{24/3/99}$ V.R.

24/3/99

$\frac{W. 1}{24}$ 3 99

ion ~~was then~~ appears to have been made by the ryots concerned for raising and strengthening the road itself.

Flag G.

The P.W.D. now proposes to order for the present the restoration of the road to its old level and the postponement of the question of raising it, until after the completion of the remodelling of the Upper Coleroon anicut which is expected to have the effect of reducing the Cauvery floods.

There appears to be no objection to the draft order being countersigned in the Rev. Dept.

10/3/99

d
8.3.99
RS
9-3-99

H.M.

No objection in this Dept., which may accept the draft.

S.K. 11/3/99

yes print
15-3-99

To. R.S

Submitted, for the draft order being countersigned by the Secretary.

To P.W.D.

20/3/99

RS
13-3-99
16-3-99

c 13/3/99.
Recd 16/3/99

---

not Print

Public Works (1898) Department.

CURRENT No. 24 I.C.

Order

From The Supdg Engineer VI Circle.

No. 1866 I.C.

Dated 14 November 1898

Received } 16th do

Registered }

Enclosures

Spare copies

SUBJECT.

Dam on the L.B. of Cauvery between Trichinopoly and Grand Anicut – Informs with remarks that compensation will have to be paid for the land between the proposed – and the Coleroon at Rs 500 an acre.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

R. Dis No: $\frac{614}{Rev}$ of 98

not to print

Dd. 5 September 1898.

CHIE... FO... ON.
16 NOV 1898
No. $\frac{1}{24}$ T.C.

From

R. Kandaswami Pillai,

Tahsildar of Trichinopoly.

To

The Deputy Collector

Trichinopoly.

Sir,

With reference to your order Ref on Current No: $\frac{795}{R.S.}$ of 1898 of the 10 July last, I beg respectfully to submit that I went to Panayapuram, collected the ryots, explained to them the proposal to pass some of the surplus water of the Cauvery during high floods into the Coleroon by means of a road dam on its left bank which is also the Kumbakonam Road and asked them about allowing water to flow on the lands lying between the dam and the Coleroon without claiming any compensation. They are not willing to allow the land to be so used without compensation. On the other hand they take exception to the proposal itself on the ground that it is not calculated to minimize the flood damages to them village. They say that when the flood in the Cauvery is so high as to necessitate the discharge of a portion of it through the dam, the Coleroon will also be in high floods and consequently the water which may escape through the dam, will, instead of flowing directly northward into the Coleroon, flow eastwards on their wet lands in Panayapuram and in the marginally noted villages to the east and cause immense damage not only to the crops which may be on the ground at the time but also to the lands themselves by cutting them up and rendering them unfit for cultivation. They also say that the Coleroon water does, at present, as much mischief to their lands as the Cauvery water and that, when the Upper anicut is improved and more flood water is allowed to flow into the Coleroon, a larger quantity of Coleroon water will find its way through the opening, which will have to be made in the Coleroon right bank in front of the dam, to these lands and cause considerable damage. I also explained to them that if standing crops are destroyed, they will be given remission but they say that this will not compensate all their loss. They further allege that the Cauvery & Coleroon water while thus flowing eastward to the end of the island, will also flood their Nattams especially those of Tiruppalatorai and Ettamasiri which are on a comparatively low level and cause considerable damage to house and other property.

Tiruppalatorai
Ettamasiri

In the absence of statement showing the exact fields on which the flood water may flow in passing from the proposed dam to the Coleroon, it has not been possible to give the probable amount of compensation that will have to be paid for these lands. The price of wet lands in the village ranges from 400 to 600 Rupees an acre and the average price of an acre may, therefore, be taken as Rs 500.

In conclusion I beg to add that it has not been possible either to convince the ryots that the proposed dam will minimize the flood damages, or to induce them to waive their claim to compensation for the lands lying between the dam and the Coleroon and on which the surplus water may flow. The order under reply with its enclosure and the statement of the villagers are herewith submitted.

I am &c.

Sgd/. R. Kandaswami

Tahsildar 5.9.98.

D. Dis No: $\frac{865}{Rev}$ of 98. Ex: 4. Df. 8 September 1898.

Submitted to the Collector with reference to Roc No: $\frac{1371. Rev.}{22.6.98}$ of 1898.

2. Myself and the Tahsildar inspected the site of the proposed dam and explained to the ryots concerned the object of the scheme. The ryots object to the proposal and say that from their past experience they are sure that the flood water escaping through the dam will instead of finding its way into the Coleroon through any defined course, spread itself and inundate not only a large extent of their wet fields but also the nattams of Tiruplaturai and Ettamaseri Villages which are on a comparatively low level.

3. The objections raised by the ryots do not seem to be entirely unfounded. The island is gradually sloping towards the east and the flood water of the Cauvery, instead of flowing into the Coleroon which will also be in high floods at the time, is likely to flow eastwards on their wet lands in Panayapuram, Tiruplaturai and Ettamaseri villages, and thus not only damage the standing crops but also render the lands unfit for cultivation. The nattams of Tiruplaturai and Ettamaseri villages which are on a low level will also be flooded.

Quite so
this may
[illegible]

4. Under the above circumstances I request that the Public Works Department may be addressed on the subject. If it is decided to carry out the proposal, I request that the proposed water course from the dam to the Coleroon may be ordered to be marked so that a statement of the lands required may be prepared.

5. The ryots think that flood damage

may be better minimised by raising and strengthening the road which as it were forms the embankment of the Causeway in this part than by the construction of the proposed road dam.

(Signed) M. Srinivasa Row
Deputy Collector.

D. Dis: 1787/Rev of 98. Desp. 23 September 98.

(True copy)

Forwarded with a copy of the Tahsildar's report to the Supg Engineer, 6 Circle, Trichinopoly, with reference to his letter No: 932 T.C. dated 15 June 1898 for information.

2. The enclosures are returned.

(Signed) T. Sundara Row
for Collector

(True copy)

O. T. Boddy Lt Col. R.E.
Supg Engineer, VI Circle

14-11-98

Draft put

No. 1866.T.C.

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE,
Trichinopoly, 14th November 1898.
D/15

From
Lt Col. O. T. Boddy R.E.
Superintending Engineer,
6th Circle.

To
The Chief Engineer,
for Irrigation

SIR,

1 ENCLOSURES.

With reference to your No. VI/6 T.C. dated 20 May 1898, I have the honor to forward herewith copy of Endorsement from the Collector of Trichinopoly Dis: 1787 of 23 September 1898. From this it will be seen that compensation will have to be paid for the land between the proposed dam and the Coleroon and that the amount of the compensation will be about Rs 500 an acre.

CHIEF ENGINEER FOR IRRIGATION
16 NOV. 1898
No. 24 T.C.

I have the honor to be
Sir,
Your most obedient Servant

O. T. Boddy Lt Col. R.E.
Supg Engineer, VI Circle

48