

No. 274 R 4074/81

Communicated to the
Consulting Engineer for Railways
for information & guidance
120/ c.p.

The Commr. Engr. for the
Exas. G. S. A. C.

Recd 20 10 Copies to B. A. H. Engrs.
1 to A. R.

4331.
Govt. of Madras.
PUBLIC WORKS.

Dated 10th/1/90
Recd. Encl.

G.O. 19th May 1890 No. 691 R.

Madras Railway.

The proposal was to
the Salangai Bank
Abandoned and the
obstructions of the 16, 17, 18
for raising the line
at the 60th mile S. 1/2 N.
immediately below
the bend of the Bank
Abandoned

REC 22/5/90
22/5/90

Att. 8/5/90

74

dated 7 February 1890, - a
 course which would still
 necessitate the payment
 of considerable compensa-
 tion to land owners, - would
 probably result in its
 being practically useless
 for irrigation purposes in
 many years - It is also
 considered that the estimate
 given by Mr. La Fane
 is insufficient to carry
 out the works proposed
 by him.

3. The decision in para
 1 of this order will be con-
 sidered final. The Govt.
 therefore does not approve
 the proposal made by the
 Agent & Manager Madras
 Railway in his letter No. 6207
 489 of 2 May 1890 for providing
 additional water way, and
 directs that the works pro-
 vided for in the estimate
 submitted with his letter
 No. 6207 dated 14 Oct 1889,
 be carried out.

W
 17/5/90
 17.5.90
 for R

Notes forwarded in reply of 11/5/90
 11/5/90 12.5.90

Mr. Secy. to Govt. P.W.D. C.S.S.
Mr. Secy. to Govt. P.W.D. C.S.S.

A
 No. 691 R of 19 May 190.

The Agt. Secy. to Govt. P.W.D. C.S.S.
Mr. Secy. to Govt. P.W.D. C.S.S.
for favour of
constr. intial.

18 May.

15/5/90

19/5

sup copy despatched to R.
with plans & scales - 19-5-90
to the Commr. for P.W.D. C.S.S.
Ch. S. for P.W.D. C.S.S.

Rev. Dept
17/5/90
14/5. R 19.5.90

the tank reaches the line to
unavoidably be reached also - & the

1691 R 9 19th May/90.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

again
READ the following

Pres. of Port. P.W. Department L^y 594 R 23. 5. 89
do do do 933 R 27. 8. 89

Secy P.W.D. on memo. from the Commr. Engrs. L^y 467 18. 11. 89
do on H.O. Rev. Dept. L^y 177 4 14. 3. 90

Read also-

Secy from the Commr. Engrs. L^y 322 77. 5. 90.

His Secy. the Commr.
in Council is of opinion
that it is inadvisable
to restore the Talangai
Tanks in any way, and
that to secure the safety
of the public, the Tanks
should be abandoned.

2. The reduction of
this small Tanks to the
dimensions suggested by
Mr. Le Fanu in para 8
of his letter L^y 241
9. 8. 1890

Form No. 3.

P.W. C. No. 4331.

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 322

Dated

Received

7th } May 1890
8th }

No. of ENCLOSURES. 13

Subject.

Submitting alternative
proposals from the Agent
and Manager, Madras Rly.
=way, in connection with
raising the line at 60 mile
immediately below the
Talangai Tank, with a
view to the safety of the
railway.

No. 124 D. Dated 12th May 1890.

To

I

For favour of remarks with re-
ference to his office note dated
21st August 1889 and Colonel Smith's
rejoinder of the same date

Queer
12. 5. 90
W

Have nothing to add to the
view expressed in my office note.

12. 5. 90

referred to. With which
Mr. C. J. Smith entirely
agreed. It is not a question
of the railway providing sufficient
water way for surplus of the tank
but of the Tank bank being so
close above the railway that the
tank brackish water is
inevitably brackish also. & the

this portion of the work,
estimated to cost Rs 933,
is solicited.

Sidney Smith
Major R.E.

By Consq. Engrs for R.E.

H.S.P.
ml

the Chief Engineer is prepared to send in a plan and estimate at once, and as the cost of the bridge will be under Rs 25,000 it will be within the power of this Government to sanction.

10. Very early orders are requested on the subject, as it is important to avoid further compensation, should the scheme now proposed be accepted, that the bridge should be put in hand at once, and as in any case a diversion will be necessary (the site for either bridge being the same) early sanction to commence

in opinion the amount of compensation proposed cannot compensate the ryots fully for the loss they would sustain by the conversion of wet into dry lands.

8. The proposal for the larger bridge now put forward by the Chief Engineer is recommended for sanction, as not only will there be a saving to the Company, but the line will be perfectly safeguarded, and valuable land for wet cultivation will not necessarily have to be abandoned.

9. If it is favorably considered by Government

7. The Collector of North
Arcot in para 8 of his

24
1890, dated 7th February

1890, embodied in ^{Revenue} G. O. No

1774, dated 14th March 1890,

states that the permanent
abandonment of the tank

does not seem called for,

due regard being had to

the interests of the Railway

Company, the ryots, and

the government; and

suggests certain im-

provements which, in

his opinion, would ensure

the safety of the Railway.

He states these will amount

to about Rs 500 and the

Chief Engineer has in-

cluded them in the

Estimate. In the Collector's

Government assessment Rs 470

Making up bund
(Collector's estimate) } " 500

Estimate for double

64 ft girder } 23,500

Rs 28,357

But if the tank is to be

abandoned and the

original bridge of 30'

span built the cost

would be:-

Compensation for one year Rs 3,887

Difference in value between
wet and dry cultivation } 8,127

Capitalized assessment. 9,435

Estimate submitted 16,176

Rs 37,615

6. From this it appears that

if the large bridge is built,

and compensation for

one year only paid, there

would be a saving on

the whole of Rs 9,258.

The

there can then be no longer any compensation for the loss of crops, beyond that already incurred. The Chief Engineer proposes two 64 feet girder openings instead of the extra 30 feet opening already estimated for, and states that the cost (utilising the girders of the old Chitravati bridge) would be about Rs 23,000 against Rs 16,176 which is the present estimate; and taking the question of compensation into consideration it would stand thus:—

Compensation for one year. Rs 3,887

In reply the Agent and Manager now submits another proposal, which is to construct a bridge sufficiently large to carry off without damage to the Railway any possible flow of water from the Talangay tank. He states that it can be provided at very considerably less cost than the estimate already submitted plus the compensation for the abandonment of the tank, and adds that it then becomes a matter of indifference to the Railway Company whether the tank be abandoned or maintained, and that there

Construction of a bridge
sufficiently large to render
the line independent of
the tank discharge.

4. The Government in
the Revenue Department
were accordingly address-
ed with a view to the
amount of compensation
being ascertained for
inclusion in the estimate,
and on receipt of G. O.
No 1577 C, dated 24 March
1890, fixing the amount
to be paid to the ryots for
loss during the current
year, the estimate was
returned to the Agent
and Manager in order
that the total cost of
dealing with the question
might be ascertained.

5.

5. At the lowest point
of the valley; and for
revetting the slope of
the bank from $\frac{59}{1}$ to $\frac{60}{6}$,
where the discharge from
the tank flows parallel
to the line to the proposed
bridge. The estimate
amounts to Rs 16,176 -
chargeable in the propor-
tion of Rs 10,068 to Capital
and Rs 6,108 to Revenue.

3. Before approving
these proposals which were
based on the abandon-
ment of the tank, it
was considered advi-
sable to ascertain the
compensation involved,
in order to determine
whether the above course
would prove more
economical than the
Construction

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 7th May 1890.

Letter from the Agent and manager, Madras Railway, No. $\frac{6207}{1143}$, dated 14th October 1889, with enclosures.

Do. No. $\frac{6207}{489}$, dated 2nd May 1890.

No. 322

SUBMITTED to Government with

reference to its Proceedings No. 313 R, dated 22nd March 1889 and No. 1577 C, dated 24th March 1890.

2. In his first letter the Agent and manager, Madras Railway, submitted an estimate for raising the line an average height of 1'6" for about a mile; for constructing a 30 ft bridge in the 60th mile immediately below the bend of the Talangay Tank

REGISTER
No. 716
FILE

P.W. Encl 1
4321/90.

To From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

2nd May 1890

Recd.

No. 489

Regarding the estimate for the construction of the line near the Talangay Tank.

60
1905
6 0-55 66

us and another crop lost. The amount for the work alone is under Rs 25,000 and could I presume be passed by the Local Government. If the plan I propose is adopted I am prepared to send in a plan and estimate at once.

I have the honor to be
Sir,
Yours most Obedt Servt.
W. P. Mitchell
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

188

No.

Dated
Recd.

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

5

P. 34 65

"If however the tank is to be abandoned the cost to the Company would be

Compensation for one year...	Rs. 3,887
Difference in value between wet & dry cultivation...	8,129
Capitalized assessment...	9,425
Raising the line in accordance with plan now before Government...	16,176
	<u>Rs. 37,615</u>

It will be thus seen that if the plan I now propose be adopted a saving of Rs. 9,558 will be effected and the irrigated area of land which the Collector objects to abandoning need not be interfered with.

I may however mention that if the work is not immediately sanctioned there will be further charges against

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer
for Railways.

Dated

188

No.

comparatively small.

"The plans which have gone in were based on the assumption that the tank should be abandoned but I now have to propose that we put in two 64 feet girders openings instead of the extra 30 feet opening provided for. The girders might be taken from the Chitra rati and charged at a nominal value and the cost of doing this work would be about Rs 23,500/- against Rs 16,176 our present estimate.

The question stands thus:-

Compensation for one year	Rs 3,887
Government assessment	470
Making up bund. Collectors Estimate	500
Estimate for putting in a double 64 ft. girder raising and pitching the line.	23,500
	Rs 28,357

MADRAS RAILWAY.

To The Agent and Manager.

The Consulting Engineer for Railways.

Dated 188

in that aspect... the tank... the girders... the cost... the estimate... the question... the compensation... the government assessment... the bund... the double girder... the pitching the line.

loss of wet seasons crops that in some action should be taken in this matter with a little delay as possible.

The Chief Engineer writes:-

"With reference to your letter of ⁶²⁰⁷/₃₀₆₈ of 26 current giving cover to correspondence from the Consulting Engineer on the subject of Talangai Tank, I beg to state that I think it would be far cheaper and better for us to give sufficient waterway to carry all water from the Talangai Tank even if it bursts.

No greater flood can possibly occur than that of 1st October 1888 when it is stated that all the tanks above the Talangai Tank burst and as will be seen by the correspondence the breaches on the line were

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

188

No.

Dated
Recd.

To

From

Water was sufficient to carry
off without damage to the Railway
the surplus flow of water from the
tanks and as a result the
probability of any overflow
of water from the tanks
is not a matter of
consequence for the
Railway. It is therefore
recommended that the
tanks be allowed to
burst and that the
water be carried off
by the natural drainage
of the country.

(No. 1.)
No. 6207

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 2nd May 1890

From

Thos Agent and Manager.
m.a.c.

To

The Consulting Engineer for Railways.

SIR,

Your letter 298 dated 2nd April 1890

Estimates for alterations at 60th mile
South West Line, Talangai Tank.

Before preparing another
estimate for this work I have the
honour to submit for the sanction
of Government a proposal made
by the Company's Chief Engineer
to construct larger water ways at
the 60th mile than were provided
for in the estimate returned for
revision.

188-90.

P. W. DEPARTMENT.

Current No.

28-8. Enc 2
4331/9

From

The Revenue Dept.

ENCLOS. —

No. 1774.

Dated 14-3-90.

Received 19-3-90

SUBJECT.

Amount of compensation
proposed to be paid to the
ryots under the Talangai
Tank, Wallajah Talug, for
the loss of crop during the
current year — Approving
of the —

DISPOSAL.

No.

Dated

No. 1577. C of 24 March 90
24/3/90
Hes 22/3/90
Referred to the

Consulting Engineer

for Railways for remarks

with reference to his Memo.

No. 267, dated 18th November 1889.

Sidney Smith Major R.E.

for J. Secy. to Govt. P. & S.

By: Branch.

26/3/90
with letter

Please say if this
should not go to A.M. with
letter with reference to estimate
sent with his No. 6207 of 14
Feb 1890.

Hes 28/3/90

No. 416C 2/22-1-90

" 5788C " 10-12-89

" 933R " 27-8-89

" 697R " 16-8-89

" 594R " 23-5-89

" 44R " 12-4-89

" 313R " 22-3-89

" 2313 " 5-3-85

" 1109R " 19-11-84

" 941R " 3-10-78

" 1231R " 4-12-78

" 259R " 16-3-78

" 537R " 16-5-84

" 1231R " 4-12-78

" 941R " 3-10-78

" 259R " 16-3-78

" 721 " 17-3-69 Rev.

" 2 " 4-1-69 Rev.

to the Railway would be a final
expense: The reduction of work
on them would be a continuing
one.

I have the honor to be

Sir,

Yours most obedient servant

W. H. M. M.

Collector

Product
2858/90
4331/90

on too late for cultivation in
next season the ryots will have to
be again compensated for loss
of crops. Again, if the tank be
restored, but reduced from 6 to 3
months capacity the value of the
lands under it will be considerably
lowered, and the ryots, should, I
think, be compensated for this.
I would suggest that they should
receive Rs 30 per acre. The simplest
plan of all would be I think
that ^{the} Railway should provide
water way for the tank outflow
at its fullest & that the tank
should be restored to 6 months
capacity with such arrangements
for escapes & sluices as the
Executive Engineer & Railway
Engineer — may agree upon. It
is very deplorable that the
irrigable ayakat of the District
should from any preventable causes
be reduced. The alteration

effected at a comparatively small
cost of say, Rs 500 at the outside,
which is a trifling sum compared
with the amount of compensation
proposed viz., Rs 8126-15-4 and
the loss the ryots would sustain
by abandoning the tank. I beg
to submit that the amount proposed
cannot compensate the ryots
fully for the loss they would sustain
by the conversion of the wet
into dry lands.

10 Under these circumstances
I beg to recommend that Rs 3887-0-1
may be paid for loss of crops
and that the alterations suggested
in para 8 supra may be ordered
to be made at the cost of the
Railway Company under pro-
fessional agency.

11. I must further observe that,
if the restoration of the tank
to a state of efficiency be determined

Executive Engineer Major Rawson,
and both are of opinion that if
the following improvements are
effected, the safety of the Railway
line would be ensured without
abandoning the tank:—

(1) The tank should be reduced
from 6 to 3 months' supply by
lowering the Calingula. This is
estimated to cost Rs 150—

(2) Instead of the one Calingula
as at present there should be
two Calingulas, i.e., a new one
should be built where the
bund has been recently cut. This
is estimated to cost Rs 100—

(3) That the escape should be
straightened, broadened and dee-
pened. This is estimated to cost Rs
50—

9. Thus all the required alterations
to the tank to ensure the safety
of the Railway line can be

the crops raised on the lands under
the third head were not affected
by the cutting of the bund.

7. As regards the Compensation
for the Conversion of the wet lands
into dry, the market value of
wet lands has been ascertained
to be from Rs 100 to 75 an acre
and that of dry lands to be Rs 20
an acre. The Compensation Calcu-
lated at these rates comes to
Rs 8126-15—

8. Referring to Government
Endorsement^① dated 15th October
last no 6639 on the petition of
the ryots concerned, I have to
state that the permanent aban-
-donment of the tank does not
seem to be called for, due regard
being had to the interests of the
Railway Company, the ryots and
the Government. The Head Asst

Collector inspected the tank in
person in Company with the

① Enclosures
returned.

Refon Gl. Eng No 24
1890

North-West Collector's Office
Camp Handewshi 7th February 1890

From

H. Le Franc Esquire
Collector of North-West

To

The Secretary to
Government
Revenue Department.

Sir,

Referring to G.O. dated
19th August last, I have the
honor to submit the following
report:—

2 As directed by Government
the bund of the Zalangai Tank has
been cut open opposite the 12 feet
opening in the Railway bank,
and a notification issued to the
land owners concerned that they
should not undertake wet culti-
vation in the current fasli.

3 I submit herewith two statements,
marked A & B, the one showing

Will follow

Order thereon 14 March 1890 No 1744

The amount of compensation proposed
to be paid to the ryots for loss of crop during
the current year viz Rs 3884-4-1 is approved.
As this compensation is exclusive of Government
assessment, the Railway Company should, the
Government considers, be charged, in addition to
the amount to be paid to the ryots, the assess-
ment lost to Government viz Rs 470-10-10.

2. The question of future treatment of the
Zalangai Tank will be considered in the Public
Works Department. If the abandonment of the
tank is decided upon the Company will have
to be charged in addition to the compensation
payable to the ryots (Rs 8126-15-2), the capitalised
value of the assessment which will be lost to Govern-
ment about Rs 9425.

3. It is observed that the figures given in
para 5 of the Collector's letter differs slightly from
those given in Statement A. The reason should
be explained.

(True Extract)

Secretary to Government
(Railway Branch)
The Public Works Department (Irrigation Branch)
with enclosures 9 in number

Due 8
2858
4331/90.

Recd 19-3-90
Due 10th 1/2 1/2

8758

28
19-3-90
20 ER

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again G.O. dated 19 August 1889.

5329 requesting the Collector of North Arcot to submit an early report showing the extent of lands irrigated by the Talangai Tank, the assessment thereon as well as the probable ^{amount} of compensation that will have to be paid to the land owners in consequence of the conversion of their lands from wet to dry.

2. Read letter from the Collector of North Arcot dated 7 February 1890, No. 24 submitting in reply to the Govt. Order read above report regarding compensation due to the ryots under the Talangai Tank, Wallajah Taluk.

3. Read also Proceedings of the Board of Revenue (Land Revenue) dated 24 February 1890 No. 1189. Misc. recording copy of the report sent to Government by the Collector of North Arcot, regarding compensation due to the ryots under the Talangai Tank, Wallajah Taluk.

Order

the amount of compensation being ascertained for inclusion in the estimate. Provision for this work will be made in the Budget estimate for 1890-91.

Siechny Smith

Major R. L. for consg. Engr for Rep.

The Joint Secretary to Government,
Public Works Department,
Railway Branch.

No. 5788 C of 10 Decr. 1889

Referred to the Revenue Department for favour of enquiry and report as to the amount of compensation that will be required to be paid.

(Sd) C. J. Smith Col. R. L.
Jt Secy. to Govt. P. W. D. Ry Branch.

1/2 27/12/89

Rev. 1537/90

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 18th November 1889.

No. 467

MEMORANDUM.

The Agent and Manager, Madras Railway, has submitted with his No. $\frac{6207}{1143}$ dated 14th October 1889, an estimate amounting to Rs 16,176 for alterations in the 60th mile South West Line, necessitated by the abandonment of the Falingay tank. The estimate does not include the amount of compensation that will have to be paid to the land owners in consequence of the tank being abandoned, which, it has been decided, is chargeable against the Capital cost of the line, and will certainly raise the estimate beyond the powers of sanction of this Government. (Rs 25,000)

2. It seems desirable that Government in the Revenue Department should be addressed with reference to G.O. No. 5329 dated 19th August 1889, with a view to the

REGISTER
No. 1098
FILE
No.

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

22nd October 1889

Recd.

No.

6207

1109

As per estimate

for work in con-

nection with the

Falingay tank at

60 miles

Ph. 4000
25/10/89
4331/90

Rev. 9664/89

Rev. 1535/90

2/11/89

3/11/89

60
P. 15
as suggested by the Consulting Engineer to alter the proposed new gradient from 1 in 202 to 1 in 176. I am prepared to do so and the saving effected in the Estimate thereby will be Rupees 1595/-.

As regards the second question I would point out that we have no guarantee as to how the old tank bund is going to be breached either now or in future by the Revenue Authorities. Already two cuts have been made one opposite to the new bridge about to be constructed on the line, and the other (apparently a deeper one) at the site of the weir. Further it is possible that the earthwork in the

(No. 1)

No. *6207*
1209

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, *31st October* 1889

From

The Agent and Manager. *M.R.B.*

To

The Consulting Engineer for Railways.

SIR,

I have the honor to state that the Chief Engineer replies as follows to the questions asked in your letter of 18th instant.

In reply to the first question, I beg to explain that although 1 in 176 is the ruling gradient between Chiknam and Vellore and occurs in one place only, it was considered advisable not to introduce any gradient over 1 in 200, keeping in view the heavy loads in goods trains now drawn by our Engines but if you think it desirable



From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Recd.

Dated

14th Oct 1889

No.

6207

1143

*Outstanding Estimate
and plans for
Raising line to at
least 1 in 200.*

Letter to A.M. No. 867 of 18/10/89

1577/20

2/11/89

Rev. 9664/89
Rev. 1535790

MADRAS RAILWAY.

new bridge, and may possibly injure the slope on that side. It will therefore be necessary to protect this slope by reclamation from 59 to 60 miles, and the cost of this work has been included in the estimate.

The cost of the additional items such as the raising of the line, and the temporary diversion of the road during the construction of the new bridge, brings the estimate up to a total of Rs. 16,764 for which the early sanction of Government is requested.

There is no provision for this work in the current year's Budget; but as the work is an emergency one and is to be carried out in order to avoid all risk to the line, I have the honour to request the special sanction of Government for the estimated expenditure.

I have the honour to be,
Sir,

Your most Obedient Servant
Francis A. Ramsay
Agent & Manager.

E

MADRAS RAILWAY.

From

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

* (p. 313 R.) for the catchment area which drains into
* the tank under reference. This area is given at $8\frac{1}{2}$
* square miles, and the theoretical discharge com-
* puted as 2500 cubic feet per second; and it is con-
* cluded that in order to ensure the safety of the line,
* a free outlet for this volume must be provided. For
* this purpose we require a waterway of $416\frac{2}{3}$ square
* feet, and with a headway of 10 feet which can be
* secured by raising the line three feet for a short
* length, an aggregate span of 42 feet becomes ne-
* cessary. Omitting as inappreciable the outlet afford-
* ed by the several small culverts which accom-
* modate irrigation channels, we have at present
* a single 12 feet opening, which therefore leaves
* a balance of 30 feet to be added. It is accord-
* ingly proposed to construct a new bridge of 30
* feet span, for which girders are available, and
* to locate it two chains eastwards of the existing
* 12 feet opening, as this is found to be the lowest
* point in the valley.

"Owing to the close proximity of the Railway
to the head of the tank, the discharge through the
several openings, which it is presumed will be made
in the head, will be more or less arrested by the
Railway embankment, and so directed that it
must flow parallel to the line down to the proposed

(No. 1)

No. 6207
1143

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th October 1889.

From

The Agent and Manager. M. R. Co.

To

The Consulting Engineer for Railways.

SIR,

With reference to your letter, No. 465, dated 28th May 1889, I have the honour to forward herewith, in duplicate, an estimate (with two plans No. 1052 & 1053) for raising the line & co. at 60th mile, South West Line, immediately below the bend of the Talangai Tank which it has been decided to abandon, and to request that you will be so good as to communicate to me the sanction of Government for the required outlay Rs. 16,776, chargeable in the proportion of Rs. 10,068 to Capital and Rs. 6,708 to Revenue.

When submitting the estimate, the Chief Engineer writes:-

"In dealing with the question of the water way the calculation has been based on the figures furnished by the Acting Chief Engineer for Irrigation (vide his note No. 43 H. in G.O. 22nd March 1889)

B. No. 933 R. 27th Aug 1889.

Communicated to

the Consulting Engineer for Railways with reference to his endorsement

No. 317, dated 10th August 1889.

C. L. I.

R.

For 22/8/89

Rept 20.8.89
Rept 30/8/89

B.

No. 933 R. 27th Aug 1889.

No. 313 R. 22-3-9

" 594 R. 23-5-9

" 697 R. 16-10-89

The Consulting Engineer for Railways

Chief Engineer for Irrigation

except by my office 23-8-9

At 22-8-9

R 23-8-9

of the present state of things during the coming monsoon will expose the Railway to great risk and His Excellency the Governor in Council is therefore pleased to direct that the bund of the tank shall be cut opposite the 12 ft opening in the Railway bank and notification issued to the landowners concerned that they should not undertake wet cultivation this year. The Collector will take immediate steps to settle the amount of compensation payable to them for loss of crop for the current Fasli.

(True Extract)

To
The Col^l of N. arcot
P. W. D (Railway Bt.)
Commsⁿ of L. R.

Secretary to Government

Endorsement : - Reference to G. 6 no

Submitted to Government with reference to G. 6 no: 594 R, dated May 23, 1889.

2. The amount of compensation payable to landowners in consequence of the abandonment of the Talangai tank, is required in order that it may be embodied in the estimate now under preparation by the Chief Engineer, Madras Railway.

3. The tank bund in its present unsafe condition is an element of danger to the Railway and it is recommended that the bund be cut opposite the 12 feet opening in the Railway bank to prevent an accumulation of water in the tank.

Order thereon 19th August 1889, no: 5329.

With reference to para 2 of the letter from the Consulting Engineer for Railways read above, the Collector of North Arcot will be requested to submit an early report showing the extent of lands irrigated by the tank, the assessment thereon as well as the probable amount of compensation that will have to be paid to the landowners in consequence of the conversion of their lands from wet to dry. The estimate of Rs 12,000 made in General Mullins' memorandum of the 8th May last appears to be low and possibly it may be found on receipt of the report called for above from the Collector that it will be more economical for the Railway Company to enlarge their waterways and otherwise strengthen their line. But whatever decision may be finally arrived at on this point it is clear that the continuance of

Revenue Department

Proceedings of the Madras Government
Read again mis. G. 2404, dated 15th April 1889

Read Endorsement of the Public
Works Department, dated 16th August 1889, no = 697 D
transferring to the Revenue Department with reference
to the notes by the Honorable members, Endorsement
of the Consulting Engineer for Railways, dated 10th
August 1889, no = 317 or letter from the Agent and
Managers, Madras Railway, dated 8th August 1889,
No 6267:—

In continuation of my letter, No 6207/613
of 31st May last and with reference to your No 465 dated
28th Idem, regarding the Telangai tank, I have the honor
to state that the Company's Chief Engineer is preparing
a plan and estimate of the cost of the extra water-
way required in the Railway tank, in accordance
with the orders of the Board conveyed in their letter
no: 814, dated 31st May 1889, based upon a memorandum
by Lieutenant General Mullins, a Director of the Company,
copies of which accompany this letter.

It will be seen from paragraph 5 of
the Board's letter that the Directors concur in the
suggestion of the Chief Engineer for Irrigation that
the tank should be abandoned and the owners of
the land hitherto irrigated by the tank, compensated.
I therefore request that you will be so good as to —
recommend that Government will at once have
the tank bund cut opposite our twelve feet open-
ing in order to prevent an accumulation of water
in the tank as we fear that the present bund
will be liable to breach at the place at which it
was recently repaired.

It is also requested that you will
kindly ascertain through the Revenue authorities
the amount which should be paid to the ryots
on account of the tank being abandoned.

Endorsement

the relative positions of the Railway and the tank. Some of the culverts drain from South to North, which drainage has afterwards to recross to the South by the other openings. The latter alone have to be considered, and they are:—

Culverts No		Feet. Inches.	Height.
		Span	
252		12 0	
254		" 1 6	" 3 0
255		" 2 0	" 4 0
256	(Not given, probably about 3 feet.)		
258		" 3 0	" 5 6
259		" 6 0	"
260		" 3 0	" 5 6
261		" 3 0	" 3 0
264		" 3 0	" 5 6
Total		33 6	

The Chief Engineer for Irrigation notices that the surplus works of the tank are 216 feet long, and that they would suffice with 3 feet of water going over to dispose of the (theoretical or calculated) maximum discharge* from the drainage area. The data for an exact estimate of the capacity of the Railway waterways are far from complete, but assuming that a water level higher on the North side by 2 feet than on the South might be permitted with safety, the waterway required under ordinary circumstances, and apart from the localization of discharge by breaches, &c., would be 315 square feet, or an average height of the above culverts of 9.4 feet. Many of the culverts, however, are evidently for the passage of irrigation channels, and probably only two out of the eight, measuring 18 feet in length together, have any appreciable effect on the disposal of drainage. Culverts 254 and 255 would have no appreciable effect in averting damage, and probably 256 is of the same class. No. 257 seems inadequate, even if it does on occasion discharge from North to South, and 252 would probably be much too small were the tank secure from breaching. So far as the information given in the papers indicates, the waterway of the latter culvert would in that case require to be some 230 square feet, and perhaps at least 30 feet lineal instead of 12. Of course the present 12 feet culvert may not have been overworked, seeing that the tank has breached whenever the rainfall has been very heavy.

8th May, 1889.

* 2,500 C.Ft.
a second.

may be considered equitable for the transfer of their lands from wet to dry cultivation would follow, and would merely represent one form of outlay for the protection of the line. It appears that the ayacut under the tank is only 120 acres, and the difference between the wet and dry assessment of the lands, which would be a rough indication of the difference of value to the landholders, would probably be about 3 rupees an acre. Taking it, however, at 4 rupees, and the value of the interest of the owners at 25 years' purchase, the sum to be paid might amount to $120 \times 4 \times 25 = 12,000$ rupees. It may be taken as certain that this sum would go but a very small way towards rendering the line secure by means of additional waterway and other protective works. Moreover, with the line of Railway so very close to the tank bund, no reasonable amount of waterway under the former would be a complete safeguard. Breaches might occur at points remote from those where the waterways were placed, and this even if the bund were in good repair, because storms might drive the waves against any point of the bund, and the latter could not withstand such action for long. There is no room for the water, on escaping through a breach, to spread and expend its force: it would destroy the Railway embankment, either by going over it, or by erosion in rushing alongside to the nearest waterway opening. It seems advisable, therefore, to adopt the suggestion of the Chief Engineer for Irrigation for the abandonment of the tank, in the bund of which ample openings should then be left, or made, opposite each of the Railway waterways.

4. It may make the view taken above still clearer if it be considered that, when the Railway was about to be constructed in the first instance, the Company might have proposed the abandonment of the tank, and the compensation of the landholders for the loss of their interest under it, instead of spending money on adequate works for securing the line from damage, liability to which the tank made inevitable. The works then necessary would have been confined to those proper for disposing of the drainage of a definite area of country. It can hardly be doubted that the propriety of charging such compensation against construction would have been accepted, without demur, in that case.

5. It is necessary to add that, should the Talangai tank be abandoned, it is possible that some protective works or measures will be necessary to prevent damage from the breaching of the smaller tanks of the group, over which the Government have practically little or no control, of a kind which could ensure their safety. The owners are liable no doubt for accidents and damage due to the tanks not being maintained in the state of repair considered necessary, according to the custom of the country, at the time the Railway was constructed; but it is difficult, and costly as well, to bring their responsibility home to them, and it would be of little use to the Railway to succeed, for, from the point of view of railway safety, the tanks would remain a source of constant danger.

6. It may be noticed that the waterways under the Railway, as noted on the tracing, do not seem to be adequate for the extent of drainage, apart from

MEMORANDUM BY LIEUT.-GENERAL MULLINS.

Letter from Agent and Manager, M.R., No. 1,875, 17th April, 1889,

Re The Talangai Tank in 61st Mile of the M.R. S.W. Line.

The question raised in the papers is a simple one. The points to be considered are—

1st. Is a different treatment of this tank rendered necessary by the fact that the Madras Railway runs immediately below the larger part of the tank, and is liable to serious injury by accidents to it, from any that would have been deemed right and necessary had the Railway not been constructed?

2nd. What is the best and most economical course to take under the circumstances?

2. It seems to be evident that, but for the construction of the Railway, the Government would have been free to decide, upon financial or other grounds, what degree of safety should be ensured to the tank and the cultivation under it. In other words, having regard to its value as a revenue yielding work, it might have been decided either to make it perfectly safe by providing adequate weirs for the discharge of surplus, and revetment for the protection of the bund from storm waves, or to merely make it safe in ordinary seasons, allowing the risk to remain of breaches in seasons of heavy rainfall or storms.

The safety of the Railway, however, demands either that a special treatment of the tank should be adopted, or that the Railway should be made secure by such means as are deemed requisite, taking into account the liability of the tank to breach in any but seasons of ordinary rainfall. The option in some measure lies with the Railway to decide which course is most to its advantage; but if special treatment of the tank be adopted, the cost of such treatment, over and above that of ordinary treatment, such as would, but for the presence of the Railway, be deemed sufficient and reasonable, would be debitable to the Railway; while if the measures are to be applied to the Railway itself, their cost is equally chargeable to the latter.

3. With regard to the second point, the authorities best acquainted with the circumstances think that the abandonment of the tank is the proper course to adopt, and the charge to the Railway of such compensation to the landholders as

For information

C. Smiths Colonel R.E.

J. Secy. to Govt. P.W.D. Ry. Manager

With regard to Mr. Mullins estimate of the cost of abandonment of the tank, his data are wrong. The measure of cost is the difference of the value of the land as wet & dry, and not the difference between wet & dry cultivation. The former difference will be considerably more than 3 or 4 Rs an acre — much more like Rs 250 per acre, if correct. The amount can only be ascertained by enquiry through the Collector.

L.E.

6 July.

His estimate gives 100 Rs an acre or Rs 12000. I should say the estimate is at least 30000 Rs. — Rs 300 per acre being a low value for irrigated land, & Rs 50 per acre a high value for dry.

Cir 24/7/9.
R 7/7/9
This may
be the
part 1
22-5



3.5.C

R 3.7.89

APC

No. 814

MADRAS RAILWAY COMPANY,

61, NEW BROAD STREET,

LONDON, 31st May, 1889.

Sir,

I have laid before the Board your letter No. 1,875, together with the Order of Government, 313R, of the 22nd March, 1889, calling upon you to submit plan and estimate of the cost of such measures as you propose to take for the safety of the Railway at the 61st mile S.W. line, which is liable to serious injury by accidents to the Talangai tank, below the larger portion of which the line immediately runs.

2. In respect to the question, whether, to insure protection to the line of Railway for the future, the bund of the tank shall be strengthened, or the tank altogether abandoned, the Consulting Engineer and the Government appear to agree with the Acting Chief Engineer for Irrigation, that the latter course should be adopted.

3. Should it be eventually decided to abandon the tank, steps must be taken to provide such additional protective works as may be required to prevent damage from the breaching of the smaller tanks of the group. Meanwhile it is assumed that, in compliance with the Order of Government above referred to, the plan and estimate called for have been submitted, in view to the necessary repairs being at once undertaken for the safety of the line.

4. Before considering the matter at the Meeting of the Board on the 17th inst., the whole of the papers were forwarded to General Mullins, who, as you are aware, has a special knowledge of the subject, and I am now directed to enclose a copy of a Memorandum by him, dated 8th inst.

5. From this it will be seen that, in his opinion, it is advisable to adopt the suggestion of the Acting Chief Engineer for Irrigation, for the abandonment of the tank, and in this view the Board also concur. The sum of Rs. 12,000 is estimated as sufficient to compensate the owners of the land hitherto irrigated by the tank, whilst it is admitted, from a financial point of view, to be out of the question to restore the tank in such a manner as to withstand a storm such as occurred in October, 1872.

6. The capacity of the Railway waterways, discussed in the concluding paragraph of General Mullins' Memorandum, deserve special consideration.

7. I am to add that the Board, after a careful review of all the circumstances of the case, concur in the opinion expressed by Government that, whatever expense is incurred, whether for compensation or otherwise, should be debited to the capital cost of the line.

I am, Sir,

Your obedient Servant,

Sd. Julian Pryor
Secretary.

To the Agent and Manager,
Madras Railway,
Madras.

313R-14-2-89
313R-3-10-89
313R-4-12-89
313R-16-8-89
313R-17-11-89
313R-22-3-89

Received as per D of 12.4.89.

B. 594 R of 23 May 1889.

Communicated to the
Consulting Engineer for Railways
who will request the Agent
of the Madras Railway to
expedite the submission
of the estimate called for
in Prov. of Govt. No. 313 R
dated 22 March 1889.

What was the notification referred to?
Bringing in from the Madras R. Protection
Act?

U.S.
is may

To the Consulting Engineer.

17/5/89
R 20/5/89
R 21/5/89

P.W.C. 4430

B. 594 R of 23 May 1889.

14.5.89

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I am, Sir,

Your obedient Servant,

J. J. Byrne
Secretary.

To the Agent and Manager,
Madras Railway,
Madras.

PWC 4430

PAC 6106

REGISTER
No 347
FILE
No

For information

C. Smiths Colonel R.

J. Secy. to Govt. Prov. Ry. Manager

3.5.C

R 3.7.89

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L.E.

6 July.

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W.S.

Cir 24/7/9
R 7/7/9
This may
be a mistake
in the
first 1
C.S.
27.5

594 R. 16-2-89
941 R. 3-10-89
1231 R. 4-12-89
527 R. 16-8-89
594 R. 3-12-89

as 4.8 of 12.4.89.

594 R 23 May 1889.

Communicated to the
Sulking Engineer for Railways
with request the Regt

the Madras Railway to
pedite the submission
the estimate called for

Prov. of Govt. No. 313 R
dated 22 March 1889.

C.S.

16.5.89

R

What was the notification referred to?
Bringing in from the Madras R. Port
Act?

W.S.
18 May

594 R
17/5/89

to the Comptroller of
18/5/89

Cir 17/5/9
R 20/5/9
R 20/5/9
R 21/5/9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again *Mis. G.O.*

Dated 15th April 1889, No. 2404 communicating to the Commissioners of Land Revenue, Proceedings of the Public Works Department, Dated 22nd March 1889, No. 313 A.

Read also endorsement of the Public Works Department, dated 12th April 1889, No. 44 D on Proceedings of the Board of Revenue (Land Revenue) dated 23rd March 1889, No. 1848 *Mis.*

Order Meron, 4th May 1889, No. 2825.

The Board will be informed that the issue of the notification should await the submission of the estimates by the Madras Railway Company — called for by the Public Works Department.

True Extract

*Chetty Govt.
Secretary to Govt.*

*To the Comrs of Land Rev.
Ld. D. (by branch). ✓*



Chinn
Collector

Let 812615
No 754210

55	11	44	61	14	16	14	45	
148	12	13	35	12	59	8	11	4
37	8	10	27	8	45		8	7
36	9							
112	8	30	82	8	125	10	25	5
100	5							
267	6	53	6	213	10	266	4	65
200	10							
92	4	24	10	67	10			
112	8	27	3	85	5			
4								
96	19	76						
151	14	40	5	111	9			
46	8	12	6	34	2			
768	8	174	3	584	5	822	10	195
627	10							
6336	1267	4	5068	12	4756	14	1314	6
3442	8							
3373	8	899	10	2473	14	2867	18	678
12	2189	1						
9709	8	2166	14	7542	10	7624	11	1993
2	5631	9						
121	84	3	336	13	822	10	195	0
627	10							
337	8	90	247	8				
768	8	174	3	584	5	822	10	195
627	10							

2	228	8	11	65	8	12	8	10
3	229	8	11	50	2	2	8	8
4	233	8	11	92	9	10	7	2
5	236	8	11	50	6	6	8	1
6	238	8	11	50	3	7		1
7	242	8	11	95	4	12	9	1
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61	253	8	11	62	2	10	8	10
62	253	8	11	62	2	10	8	10
63	253	8	11	62	2	10	8	10
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88	253	8	11	62	2	10	8	10
89	253	8	11	62	2	10	8	10
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93	253	8	11	62	2	10	8	10
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97	253	8	11	62	2	10	8	10
98	253	8	11	62	2	10	8	10
99	253	8	11	62	2	10	8	10
100	253	8	11	62	2	10	8	10

8261	12	1862	5	6499	7	6563	7	1717	8	14845	15
126	"	75	3	100	13	94	11	26	4	68	7
63	"	12	10	50	6	46	14	13	9	33	12
203	4	54	3	149	1	172	8	40	5	132	3
37	8	10	"	27	8	31	14	7	8	24	6
115	"	28	"	92	"	86	4	23	7	62	13
128	4	34	5	94	1	108	12	25	5	83	7
69	-	18	6	50	10	58	2	14	1	14	1
28	"	5	10	22	6	20	10	5	10	15	"
19	8	5	3	14	5	16	14	3	12	13	2
10	"	2	"	8	"	7	8	2	13	4	11
20	4	5	6	14	14	16	14	3	12	13	2
184	"	20	18	83	3	77	13	21	9	56	4
40	8	10	13	29	11	34	11	8	7	26	4
126	"	27	3	108	13	101	4	28	2	73	2
39	"	7	13	81	3	29	1	8	7	20	10
31	"	6	3	24	13	23	7	6	9	16	14
30	"	6	"	24	"	22	8	6	9	15	15
91	"	18	3	72	13	68	7	18	12	49	11
20	"	4	"	16	"	15	"	3	12	11	4
7	8	7	"	5	8	6	9	1	14	4	11
29	"	5	13	23	3	21	9	5	10	15	15
9709	8	2166	14	7542	10	7624	11	1993	2	5631	9
55	"	11	"	44	"	61	14	16	14	45	"

1	Alaoum's	VII-3	368	B	11	25	1	8	4	14
6	Strammann's	VII-3	277	C	11	25	1	8	4	14
			281	C						
			366	D						
			373	A						
			375	C						
			247	A						
			275	A						
			286	C						
			288	C						
			364	B						
7	Mithan and others	VII-3	243	B	11	30	1	4	8	5
			279							
			282	A						
			210	K	8	11	9	7	2	2
			221	C						
			222	B						
			226	A						
			246							
			248	A						
			257							
			286	B						
			364	C						
8	San Pedro's	VII-2	364	A	8	47	2	6	7	10
9	Mungoon's	VII-3	371	A	11	40	5	15	8	16
			205	C	8	17	14	4	4	4
			210	C						
			214	B						
			225	B						
			274	B						
			288	B						
			357	B						
			409	23						
			20	97						

100	8	149	8	11	250	5	11	11	11	11	
105	"	28	"	77	"	89	1	20	10	68	7
147	"	9	6	37	10	35	10	9	6	26	4
671	"	114	3	456	13	427	8	116	4	311	4
275	4	73	6	201	14	233	7	55	5	179	2
194	0	38	13	155	3	147	3	41	4	105	15
220	8	58	13	161	11	188	7	144	1	144	6
18	12	5	"	13	12	15	15	6	12	12	3
100	8	149	8	11	250	5	11	11	11	11	11

Print

Name of ryot
and number of
puttah.

Description of soil

Survey Number

Letter

Saram or Clap

Extent

Assessment

Saram

Assessment

Market value
of land

Wet 2 Rs 100
VII 3 Rs 75

Dry VII 2 - 20
VII 3 - 20

Compensation

Value of Land
by the Board
Standing Order

Wet

Dry

Compensation

Remarks.

GOVERNMENT OF MAHARASHTRA
REVENUE DEPARTMENT
10 FEB 90

History
Collector

Compensation nos 285 & 376 }
 referred to in para 7 of letter }
 No 285 " 38 1 14
 No 376 " 67 2 14

94 48 443 4 4997 76 456 - 10467 10 1002 7 10 3474 5 8
- 30 1 8 270.00 16 5 10 18 - 3 6 5 4 14 5 11 7 5

83 31 392 12 4441 1 11 405 8 - 929 47 1334 127 3106 54
1 40 5 15
1 31 5 9 2100.25 127 4 7 11 8 - 27 14 38 94 88 113
2 71 11 8

- 50 2 2 387.50 23 7 9 22 - 5 - 72 - 16 5 9
1 15 5 12 1035.00 62 11 8 5 12 - 13 - 8 18 12 8 43 15

1 71 7 4 1025.25 80 5 7 74 - 17 1 5 24 5 5 55 15 8
- 38 1 10

- 54 2 4 713.00 43 3 5 3 14 - 9 3 - 13 1 - 30 2 5
- 92 3 14

- 28 1 6 252.00 15 4 4 1 6 - 3 2 9 4 8 9 10 11 7
- 26 1 2 201.50 12 3 5 1 2 - 2 9 7 3 11 7 8 7 10

- 8 - 6
- 2 - 2 90.00 5 7 3 - 8 - 1 2 2 1 10 2 3 13 1
- 10 - 8

- 13 - 9 100.75 6 1 8 - 9 - 1 4 9 1 13 9 4 3 11
- - - -

- 68 3 6
- 10 - 8 702.00 42 8 9 2 14 - 8 13 6 12 11 6 2 9 13 3

- 78 3 14
- 54 2 5 418.50 25 5 10 2 5 - 5 6 4 7 11 4 17 10 6

- 19 - 15
- 68 3 6
- 49 2 7 1224.00 74 2 11 6 12 - 15 6 9 22 2 9 52 - 2

1 36 6 12
- 39 1 15 351.00 21 4 4 1 5 - 4 6 9 6 5 9 14 14 7

- 31 1 9 279.00 16 14 7 1 9 - 3 8 3 5 1 3 11 13 4

94 45 443 4 4997 76 456 - 10467 10 1002 7 10 3474 5 8
4 5 7 6 6 6 6 6

88
86

35 Bought from 92 16 434 4 8 85 41 8
90 Tallathandi (Continued) VII 3 11 252 - 1 40 5 15 -
255 - 1 31 5 9 -
2 71 11 8 -

92 Kada Muniam VII 3 11 66 - 50 2 2 -
94 Tallathandi VII 2 8 256 - 1 15 5 12 -

96 P. Chinappa VII 3 11 68 - 1 71 7 4 -
97 Kantham VII 3 11 184 A - 38 1 10 -

- 54 2 4 -
98 Pera Muniam VII 2 8 24 - 92 3 14 -

VII 2 8 210 E - 28 1 6 -
VII 3 11 271 B - 26 1 2 -

111 Kudimi Kutu VII 2 8 364 H - 8 - 6 -
m - 2 - 2 -
- 10 - 8 -

112 A. Pera Muniam VII 3 11 281 C - 27 1 2 - 14 - 9
113 Pennal Chetty VII 2 8 214 D - 26 1 5 - 26 1 5

210 A - 68 3 6 -
235 D - 10 - 8 -
1 4 5 3 - 26 1 5

119 Parasuraman VII 3 11 184 C - 54 2 5 -

123 Saringan VII 2 8 211 B - 19 - 15 -
224 C - 68 3 6 -

225 C - 49 2 7 -
1 36 6 12 -

125 Multappa Reddy VII 2 8 276 A - 39 1 15 -
127 Kunnar VII 2 8 258 A - 31 1 9 -

10 3 70 486 10 9 25 43 6
5 2 3 3 4 5 4 5

74 48 443 4 477 76 456 - 1046 7 10 1002 2 10 2074 15 8
 - 30 1 8 270.00 16 5/10 18 - 3 6 5 4 14 5 11 7 5

68 25 321 15 355 71 6 324 14 - 744 6 3 1069 4 3 2497 13 3

1782.50 108 - 6 9 13 - 22 15/10 32 12/10 75-3 8

46 1 15

65 2 72 860.25 52 2 2 4 11 - 9 1 6 15 12 6 31 5 8

1 11 4 11

11 - 9 77.00 6 - - 9 - 13 11 1 12 11 4 3 1

50 2 2 387.50 23 7 9 22 - 5 - - 7 2 - 16 5 9

14 - 11 126.00 7 10 2 - 11 - 19 5 2 4 5 5 5 9

48 2 1 372.00 22 8 9 21 - 4 12 9 6 13 9 15 11 -

1 40 5 15 1085.00 65 12 1 5 15 - 13 15 11 17 14 11 45 13 2

50 6 6 1062.50 70 7 3 6 6 - 14 15 11 21 5 11 49 14

66 3 5 594.00 36 - - 3 5 - 7 7 9 10 12 9 25 3 3

78 3 5 604.50 36 10 2 3 5 - 7 - - 10 5 - 26 5 2

1 81 9 1

40 2 - 1989.00 120 8 9 11 1 - 25 - 11 36 1 11 84 6 10

2 21 11 1

2 21 11 1

87 4 6 2772.00 168 - - 15 7 - 34 14 9 50 5 9 11 7 10 3

3 8 15 7

68 3 6

11 - 9 711.00 43 1 5 3 15 - 8 15 4 12 14 4 30 3 1

79 3 15

23 1 - 178.25 10 12 10 1 - - 2 4 9 3 4 9 7 8 1

18 - 14 162.00 7 13 1 - 14 - 2 - 8 2 14 8 6 14 5

4 26 6 5 134.00 68 11 8 6 5 - 14 4 7 20 9 7 48 2 1

63 8 2 567.00 34 5 10 3 2 - 7 2 4 10 4 4 24 1 6

83 31 392 12 444 1 11 405 8 - 929 4 7 133 4 12 7 31 10 5 4

4 5 7 6 6 6 6 6

38

34

38

Brought forward

66 Narasimha Chetty (continued) VII 3 11 365 13 - 46 1 15 - - -

67 Guruswara Chetty VII 3 11 365 13 - 46 1 15 - - -

1 11 4 11 - - - -

68 Para Muttan VII 2 8 289 - - 11 - 9 - - -

71 Seervan VII 3 11 184 13 - 50 2 2 - - -

VII 2 8 234 13 - 28 1 6 - 14 - 11

72 Kosa Pichan VII 3 11 244 4 - 48 2 1 - - -

74 S. Munian VII 3 11 368 4 - 1 40 5 15 - - -

75 Narayana Chetty VII 3 11 376 - 2 17 9 4 6 7 2 14

76 M. Nallathambi VII 2 8 278 4 - 66 3 5 - - -

78 P. Man VII 3 11 378 - 78 3 5 - - -

81 M. Muttan VII 2 8 209 - 1 81 9 1 - - -

288 4 - 40 2 - - -

2 21 11 1 - - -

82 Krishnaappa Chetty VII 2 8 287 13 - 75 3 12 - 75 3 12

207 - 2 21 11 1 - - -

293 13 - 87 4 6 - - -

3 83 19 3 - 75 3 12

83 Venkataswamy VII 2 8 225 4 - 68 3 6 - - -

221 13 - 11 - 9 - - -

79 3 15 - - -

84 K. Aronappa Chetty VII 3 11 277 8 - 23 1 - - -

VII 2 8 288 8 - 18 - 14 - - -

89 M. Rayan VII 2 8 223 4 - 1 26 6 5 - - -

90 M. Nallathambi VII 2 8 235 4 - 63 3 2 - - -

92 16 434 4 8 85 41 8

5 2 3 3 4 5 4 5

13

94 48 443 4 477 76 456 - - 1067 10 1000 2 10 2474 15 8
 - 30 1 8 270.00 16 510 18 - 3 6 5 2 14 5 11 7 5

58 71 278 4 3077 2 11 280 15 - 643 14 4 924 13 4 2152 5 7

" 7 " 6

" 26 1 5

" 62 3 2

" 65 3 4

1 60 8 1 3240.00 196 510 18 2 - 40 131 58 15 1137 6 9

" 66 3 5 394.00 36 " 3 5 - 7 7 9 10 12 9 25 3 3

" 24 1 " 186.00 11 44 1 " 2 6 5 3 6 5 7 13 11

" 2 " 2

" 70 3 8

" " "

" 72 3 10 648.00 39 44 3 10 - 8 2 7 11 12 7 27 7 9

" 66 2 13 511.50 31 " 2 13 - 6 9 6 9 6 6 21 9 6

" 60 2 9 465.00 28 2 11 2 9 - 5 15 11 8 8 11 19 10 "

" 45 2 4 405.00 24 8 9 2 4 - 5 1 8 7 5 8 17 3 1

" 20 " 14

" 74 3 2

" 74 3 2

1 68 7 2 1302.00 78 14 7 7 2 - 16 12 8 23 14 8 54 15 11

" 20 1 "

" 11 " 9

" 19 " 15

" 13 " 10

" " " 567.00 34 5 10 3 2 - 7 2 4 10 4 4 24 1 6

" 63 3 2

" 90 3 13

" 57 2 7

" 73 3 2

" 10 " 7

68 25 321 15

3557 1 6 324 14 - 744 6 3 1069 4 3 2487 3 3

88

82

31 92 Brought forward

53 Muttugan Continued

64 29 304 2 5 58 25 14
 221 H " 7 " 6 " " "
 221 C " 26 1 5 " " "
 224 B " 12 3 2 " " "
 247 B " 65 3 4 " " "
 1 60 8 1 " " "

54 C. Venkatachallam vii 2 8 219

55 K. Arumugam vii 3 11 244

56 Para Samigam vii 2 8 210

" " 66 3 5 " " "
 " 24 1 " " "
 224 A " 2 " 2 " " "
 224 A " 70 3 8 " " "
 223 A " 82 4 2 " 82 4 2
 1 54 7 12 " 82 4 2

59 Sunasami Muthali vii 3 11 370

62 Yeda Pambam vii 3 11 280

65 V. Ramaswamy vii 3 11 373

" 66 2 13 " " "
 " 60 2 9 " " "
 " 45 2 4 " " "
 " 49 2 1 " 29 1 3
 374 " " 74 3 2 " " "
 375 A " 74 3 2 " " "
 1 97 8 5 " 29 1 3

66 Narasimha Chetty vii 2 8 223

226 B " 11 " 9 " " "
 C " 19 " 15 " " "
 D " 13 " 10 " " "
 286 A " 60 3 " " 60 3 "
 1 23 6 2 " 60 3 "

vii 3

11 243 D " 90 3 13 " " "
 254 " " 57 2 7 " " "
 280 B " 73 3 2 " " "
 282 B/2 " 10 " 7 " " "

75 54 75 54 356 2 7 29 34 3

74	48	443	4	497	76	456	-	1066	7	1002	2	10	3474	15	8				
-	30	1	8	270.00	16	5/10	18	-	3	6	5	4	14	5	11	7	5		
4	5	57	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
45	11	214	15	2383	-	4	27	11	-	498	2	5	715	13	5	1667	2	11	
"	38	1	14																
"	31	1	9																
"	23	1	2	2628.00	159	44	14	9	-	33	1	9	47	10	9	111	9	7	
"	92	4	9																
"	69	2	15																
"	1	6	4	8															
"	2	29	1	2															
"	22	-	15	1736.00	105	35	9	8	-	22	6	3	31	14	3	73	5	2	
"	2	24	9	8															
"	38	1	10																
"	12	"	8																
"	13	"	9																
"	29	1	4																
"	9	"	6	702.75	47	7	-	4	5	-	10	16	14	6	6	33	-	6	
"	1	01	4	5															
"	2	"	2																
"	11	"	9																
"	8	"	6																
"	3	"	2	216.00	13	1	6	1	3	-	2	11	6	3	14	6	9	3	
"	24	1	3																
"	25	1	1	193.75	11	11	10	1	1	-	2	8	-	3	9	-	8	2	10
"	69	3	7																
"	2	"	2																
"	12	"	10																
"	53	2	10																
"	8	"	6																
51	21	242	12	2719	12	5	248	5	-	56	8	15	5	8	17	4	5	1702	8

27	Brought forward.				49	83	237	3	4	72	22	4	5
41	Ramawmy (Continued)	231	B	"	38	1	14	"	"	"	"	"	"
		275	B	"	31	1	9	"	"	"	"	"	"
		276	B	"	23	1	2	"	"	"	"	"	"
				"	92	4	9	"	"	"	"	"	"
	Vii 3 11	241	"	"	69	2	15	"	"	"	"	"	"
		271	A	"	1	6	4	8	"	"	"	"	"
		277	A	"	27	1	2	"	"	"	"	"	"
			C	"	22	"	15	"	"	"	"	"	"
					2	24	9	8	"	"	"	"	"
43	Bukkai Kullau	Vii 3 11	366	B	"	38	1	10	"	"	"	"	"
		275	B	"	12	"	8	"	"	"	"	"	"
			E	"	13	"	9	"	"	"	"	"	"
		281	D	"	29	1	4	"	"	"	"	"	"
		282	C	"	9	"	6	"	"	"	"	"	"
					1	01	4	5	"	"	"	"	"
	Vii 2 8	210	F	"	2	"	2	"	"	"	"	"	"
		223	C	"	11	"	9	"	"	"	"	"	"
		364	D	"	8	"	6	"	"	"	"	"	"
			J	"	3	"	2	"	"	"	"	"	"
				"	24	1	3	"	"	"	"	"	"
44	Kullau	Vii 3 11	375	D	"	25	1	1	"	"	"	"	"
45	Chiina Kullau	Vii 2 8	208	"	"	69	3	7	"	"	"	"	"
		210	C	"	2	"	2	"	"	"	"	"	"
		221	F	"	12	"	10	"	"	"	"	"	"
		278	B	"	53	2	10	"	"	"	"	"	"
		364	F	"	8	"	6	"	"	"	"	"	"
					55	93	265	"	4	72	22	4	
					5	2	3	3	5	15	25	25	

34 23 162 2 1653 48 151 2 - 346 10 10 497 12 10 1156 1 10 26

" 10 " 8

2 16 10 13

1 3 5 2 4932.00 298 47 27 7 - 62 22 89 9 2 209 55

3 29 16 7

" 67 3 6

" 61 3 1 1152.00 69 131 67 - 14 8 3 20 15 3 48 13 10

1 28 6 7

1 24 5 4 961.00 58 3 11 5 4 - 12 6 4 17 10 4 40 9 7

" 32 1 10 289.00 17 7 3 1 10 - 3 6 1 5 4 1 12 3 2

" 61 3 1 549.00 33 4 4 3 1 - 6 1 4 8 9 15 8 23 4 8

" 43 1 13 333.25 20 3 2 1 13 - 3 4 9 5 1 9 15 1 5

" 24 1 " 166.00 11 4 4 1 " - 2 6 5 3 6 5 7 13 11

" 50 2 8

" 25 1 4

" 53 2 10

" 10 " 8

" 51 2 9 1701.00 103 1 5 9 7 - 21 6 11 30 13 11 72 3 6

1 89 9 7

" 42 2 " 378.00 22 14 7 2 - 4 1 2 2 6 1 2 2 16 2 5

" 2 " 8 8 1550.00 93 1 5 " 88 - 17 15 10 28 7 10 65 7 2

" 20 1 "

49 2 7

" " " "

" 41 2 1

" 90 4 8

Brought forward

38 78 183 8 4 58 21 6

17 (Chengam Continued) 235 C " 10 " 8 " " " "

237 " 2 16 10 13 " " " "

293 A 1 3 5 2 " " " "

3 29 16 7 " " " "

18 Parazuraman VII 2 8 211 A " 67 3 6 " " " "

284 B " 61 3 1 " " " "

1 28 6 7 " " " "

23 Ramasami Vii 3 11 77 " 1 24 5 4 " " " "

25 P. Govindan Vii 2 8 231 A " 32 1 10 " " " "

29 Thatayyan Vii 2 8 239 B " 61 3 1 " " " "

31 Gomintha Sappattu Vii 3 11 243 A " 43 1 13 " " " "

32 Kidmayyan Vii 3 11 244 " " 24 1 " " " "

2 244 2

34 Varathappa Naicken Vii 2 8 220 A " 50 2 8 " " " "

222 A " 25 1 4 " " " "

248 B " 53 2 10 " " " "

C " 10 " 8 " " " "

283 B " 51 2 9 " " " "

1 89 9 7 " " " "

38 A. Nagan Vii 2 8 239 A " 42 2 " " " " "

39 K. Munirathnam Pillai Vii 3 11 370 A " 2 " 8 8 " " " "

41 Ramisami Chetti Vii 2 8 295 B " 20 1 " " " " "

214 A " 49 2 7 " " " "

71 " 17 " 14 " 17 " 14

220 C " 41 2 1 " " " "

221 A " 90 4 8 " " " "

38 78 183 8 4 55 21

74 48 442 1 4997 76 456 - 1000 7 1002 7 100 31 41 101

25 1 1 193 75 11 410 11 28 39 8 210

2 2
11 9
71 3 9
32 1 10
17 14
8 6

2 2 1297.00 78 74 16 35 23 75 54 87

1 43 7 4

25 1 1
36 1 9
36 1 9

1 12 4 11
15 10 1936.00 105 3 4 98 22 63 31 43 73 51

2 24 9 8

11 9
10 8
20 1
89 4 7
65 3 4
68 3 6

2 1 10 1

10 6

38 1 14 4518.00 273 131 25 1 56 14 9 81 15 9 191 134

5 02 25 1

30 1 4

9 24 44 2

468 123 42 14 99 5 140 14 5 327 13 10

20

19 *St. Balasani* VII. 3 11 368 B 25 1 1

6 *Pria* VII. 2 8 210 J. 2 2
223 D 11 9
247 A 71 3 9
275 A 32 1 10
288 C 17 14
344 S 8 6
286 C 51 2 9 51 2 9
L 2 2
1 94 9 13 51 2 9

VII. 3 11 277 E 25 1 1
281 9 36 1 9
284 D 36 1 9
378 A 182 7 12 70 3 1
375 C 15 10
2 94 12 9 70 3 1

7 *Muthan* VII. 2 8 210 R 11 9
221 E 10 8
223 B 20 1
226 A 89 4 7
246 65 3 4
248 A 68 3 6
257 2 9 10 1
286 B 69 3 7 69 3 7
364 C 38 1 14
5 71 28 8 69 3 7

VII 3 X1 243 B 30 1 4
11 14 53 3 1 90 9 1

The proposal to restore the Talangai tank abandoned and the estimate of Rs. 16,176 for raising the line at the 60th mile, South-West Line, immediately below the bund of the tank, sanctioned.

The proposal to restore the Talangai tank abandoned and the estimate of Rs. 16,176 for raising the line at the 60th mile, South-West Line, immediately below the bund of the tank, sanctioned.

A.

Name of ryot and number of patta.	Description of land.	Taram.	Survey number.	Letter.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		12	13	14	15	16	17	18
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.							
1. M. Balasami Aiyer. 6. Peria Munian, &c.	IRRIGATED. VII-3 VII-2	11 8	368 210 223 247 275 288 364 286 ..	B J D A A C G C L	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	19375	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
					0 25	1 1 0	0 25	1 1 0	0 25	1 1 0	..	11 11 10	1 1 0	2 8 0	3 9 0	8 2 10	..
					0 2	0 2 0	..	..	0 2	0 2 0	..	..	..	..	..	..	..
					0 11	0 9 0	..	..	0 11	0 9 0	..	..	..	..	..	..	..
					0 71	3 9 0	..	..	0 71	3 9 0	..	..	..	..	..	..	..
					0 32	1 10 0	..	..	0 32	1 10 0	..	..	..	..	..	..	..
					0 17	0 14 0	..	..	0 17	0 14 0	..	..	..	..	..	..	..
					0 8	0 6 0	..	..	0 8	0 6 0	..	..	..	..	..	..	..
					0 51	2 9 0	0 51	2 9 0	0 2	0 2 0	1,287-00	78 0 0	7 4 0	16 3 5	23 7 5	54 8 7	..
					1 94	9 13 0	0 51	2 9 0	1 43	7 4 0	..	..	..	..	..	..	..
7. Muthan, &c.	VII-3 VII-2	11 8	277 281 286 366 373 375	E E D A C	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	1,736-00	105 3 4	9 8 0	22 6 3	31 14 3	73 5 1	..
					0 25	1 1 0	..	..	0 25	1 1 0	..	..	..	..	..	..	..
					0 36	1 9 0	..	..	0 36	1 9 0	..	..	..	..	..	..	..
					0 36	1 9 0	..	..	0 36	1 9 0	..	..	..	..	..	..	..
					1 82	7 12 0	0 70	3 1 0	1 12	4 11 0	..	..	..	..	..	..	..
					0 15	0 10 0	..	..	0 15	0 10 0	1,736-00	105 3 4	9 8 0	22 6 3	31 14 3	73 5 1	..
					2 94	12 9 0	0 70	3 1 0	2 24	9 8 0	..	..	..	..	..	..	..
					0 11	0 9 0	..	..	0 11	0 9 0	..	..	..	..	..	..	..
					0 10	0 8 0	..	..	0 10	0 8 0	..	..	..	..	..	..	..
					0 20	1 0 0	..	..	0 20	1 0 0	..	..	..	..	..	..	..
7. Muthan, &c.	VII-2	8	210 221 223 226 246 248 257 286 364	K E B A A A B C	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	ACS. CTS.	RS. A. P.	4,518-00	273 13 1	25 1 0	56 14 9	81 15 9	191 13 4	..
					0 11	0 9 0	..	..	0 11	0 9 0	..	..	..	..	..	..	..
					0 10	0 8 0	..	..	0 10	0 8 0	..	..	..	..	..	..	..
					0 20	1 0 0	..	..	0 20	1 0 0	..	..	..	..	..	..	..
					0 89	4 7 0	..	..	0 89	4 7 0	..	..	..	..	..	..	..
					0 65	3 4 0	..	..	0 65	3 4 0	..	..	..	..	..	..	..
					0 68	3 6 0	..	..	0 68	3 6 0	..	..	..	..	..	..	..
					2 1	10 1 0	..	..	2 1	10 1 0	..	..	..	..	..	..	..
					0 69	3 7 0	0 69	3 7 0	0 38	1 14 0	4,518-00	273 13 1	25 1 0	56 14 9	81 15 9	191 13 4	..
					0 38	1 14 0	..	..	0 38	1 14 0	..	..	..	..	..	..	..

A—cont.

Name of ryot and number of patta.	Description of land.	Taram.	Survey number.	Letter.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		Estimated grain produce of land left waste according to scale given in settlement report in VII-3, 778 measures } per acre.	Money value of produce in column 12 at market rate which is 16-5 measures a rupee.	DEDUCT.		Compensation.	Remarks.
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.			Assessment or quit-rent.	Cultivation expenses at following rates— VII-2, Rs. 11-5-5. VII-3, " 9-15-11.	Total of columns 14 and 15.	
7. Muthan ..	IRRIGATED. VII-3	XI	243 279 282	B .. A	ACS. CTS. 0 30 2 49 0 88	RS. A. P. 1 4 0 10 9 0 3 12 0	ACS. CTS.	RS. A. P.	ACS. CTS. 0 30 2 49 0 88	RS. A. P. 1 4 0 10 9 0 3 12 0	.. 2,844-25 ..	RS. A. P. .. 172 6 1 ..	RS. A. P. .. 15 9 0 ..	RS. A. P. .. 36 10 11 ..	.. 52 3 11 ..	.. 120 2 2 ..
8. Sami Reddy, &c. ..	VII-2	8	364	A	0 47	2 6 0	..	..	0 47	2 6 0	423-00	25 10 2	2 6 0	5 5 4	7 11 4	17 14 10
9. Murugesam, &c. ..	VII-3	11	371	A	1 40	5 15 0	1 40	5 15 0	..	..	..	..	..	..	..	..
	VII-2	8	205 210 214 225 274 288 357 ..	C C B B B A B ..	0 17 0 29 0 41 0 76 1 56 0 56 0 36 0 48	0 14 0 1 7 0 2 1 0 3 13 0 7 13 0 2 13 0 1 13 0 2 6 0			0 17 0 29 0 41 0 76 1 56 0 56 0 36 0 48	0 14 0 1 7 0 2 1 0 3 13 0 7 13 0 2 13 0 1 13 0 2 6 0						
10. Peruma Mudali ..	VII-2	8	205 210 214 221 222 239	A D C B G B A-1	0 60 0 32 0 47 0 42 0 7 0 23 0 71	3 0 0 1 10 0 2 6 0 2 2 0 0 6 0 1 2 0 3 10 0	0 30	1 8 0	0 30 0 32 0 47 0 42 0 7 0 23 0 71	3 0 0 1 10 0 2 6 0 2 2 0 0 6 0 1 2 0 3 10 0						
12. K. Anugan ..	VII-3 VII-3	11 11	251 244-1	A ..	0 64 0 25	2 12 0 1 1 0			0 64 0 25	2 12 0 1 1 0	496-00 193-75	30 1 0 11 11 10	2 12 0 1 1 0	6 6 4 2 8 0	9 2 4 3 9 0	20 14 8 8 2 10

13. K. Ramasamy ..	VII-2	8	206 210 212 215-1 216 221 222 284 287	B A D D A A	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0 2 0 0	0 48 0 41 0 12 0 10 0 16 0 4 0 62 0 27 1 21	2 6 0 2 1 0 0 10 0 0 8 0 0 13 0 0 3 0 3 2 0 1 6 0 6 1 0		2 0 0
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A-cont.

Name of ryot and number of patta.	Description of land.	Taram.	Survey number.	Letter.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		Estimated grain produce of land given in settlement report in Madras measures— VII-2, 900 measures VII-3, 775 " per acre.	Money value of produce in column 12 at market rate which is 16-6 measures a rupee.	DEDUCT.		Compensation.	Remarks.
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.			Assessment or quit-rent.	Cultivation expenses at following rates— VII-2, Rs. 11-5-5. VII-3, " 9-15-11.	Total of columns 14 and 15.	
38. A. Nagan .. 39. K. Munirathnam Pillai. 41. Ramisami Chetti ..	IRRIGATED. VII-2 VII-3 VII-2	8 11 8	239 370 205	A-2 A-1 B	AC. CTS. 0 42 2 0 0 20	RS. A. P. 2 0 0 8 8 0 2 0 0	AC. CTS. 0 42 2 0 0 20	RS. A. P. 2 0 0 8 8 0 2 0 0	AC. CTS. 0 42 2 0 0 20	RS. A. P. 2 0 0 8 8 0 2 0 0	378-00 1,550-00 ..	22 14 7 33 15 0 ..	RS. A. P. 2 0 0 8 8 0 2 0 0	RS. A. P. 4 12 2 19 15 10 ..	RS. A. P. 6 12 2 28 7 10 ..	RS. A. P. 6 12 2 28 7 10 ..
42. Bukkal Kulan, &c.	VII-3	11	241 271 277	A A O	0 92 0 69 0 27	4 9 0 2 15 0 1 6 4	0 92 0 69 0 27	4 9 0 2 15 0 1 6 4	0 92 0 69 0 27	4 9 0 2 15 0 1 6 4	..	..	..	..	..	..
43. Bukkal Kulan, &c.	VII-3	11	366 275 281 282	B B E D	0 38 0 12 0 13 0 29	1 10 0 0 8 0 0 9 0 1 4 0	0 38 0 12 0 13 0 29	1 10 0 0 8 0 0 9 0 1 4 0	0 38 0 12 0 13 0 29	1 10 0 0 8 0 0 9 0 1 4 0	..	..	..	..	..	..
44. Kulan, &c.	VII-2	8	210 223 364	F C D	0 2 0 11 0 3	0 2 0 0 9 0 0 2 0	0 2 0 11 0 3	0 2 0 0 9 0 0 2 0	0 2 0 11 0 3	0 2 0 0 9 0 0 2 0	..	..	..	..	..	..
45. China Kulan	VII-3	11	375	D	0 25	1 1 0	0 25	1 1 0	0 25	1 1 0	193-75	11 11 10	1 1 0	2 8 0	3 9 0	8 2 10
46. Tarusan	VII-2	8	364	E	0 9	0 7 0	0 9	0 7 0	0 9	0 7 0	..	..	..	..	..	..
47. Venkatasubbayyar..	VII-3	11	282	B-1	0 34	1 7 0	0 34	1 7 0	0 34	1 7 0	263-5	15 15 6	1 7 0	3 6 4	4 13 4	11 2 2
48. Mattam	VII-2	8	235	B	0 89	4 7 0	0 89	4 7 0	0 89	4 7 0	..	..	..	..	..	..
53. Murgan	VII-3	11	251	B	0 71	3 9 0	0 71	3 9 0	0 71	3 9 0	..	..	..	..	..	..
54. C. Venkateshchalam.	VII-2	8	215-2	B-2	0 7	0 6 0	0 7	0 6 0	0 7	0 6 0	..	..	..	..	..	..
55. K. Aronogiri, &c.	VII-3	11	244-3	B	0 65	3 5 0	0 65	3 5 0	0 65	3 5 0	..	..	..	..	..	..

44. Kulan, &c.	VII-3	11	375	D	0 25	1 1 0	0 25	1 1 0	0 25	1 1 0	193-75	11 11 10	1 1 0	2 8 0	3 9 0	8 2 10
45. China Kulan	VII-2	8	364	E	0 9	0 7 0	0 9	0 7 0	0 9	0 7 0	..	..	..	..	..	..
46. Tarusan	VII-2	8	235	B	0 89	4 7 0	0 89	4 7 0	0 89	4 7 0	..	..	..	..	..	..
47. Venkatasubbayyar..	VII-3	11	282	B-1	0 34	1 7 0	0 34	1 7 0	0 34	1 7 0	263-5	15 15 6	1 7 0	3 6 4	4 13 4	11 2 2
48. Mattam	VII-2	8	235	B	0 89	4 7 0	0 89	4 7 0	0 89	4 7 0	..	..	..	..	..	..
53. Murgan	VII-3	11	251	B	0 71	3 9 0	0 71	3 9 0	0 71	3 9 0	..	..	..	..	..	..
54. C. Venkateshchalam.	VII-2	8	215-2	B-2	0 7	0 6 0	0 7	0 6 0	0 7	0 6 0	..	..	..	..	..	..
55. K. Aronogiri, &c.	VII-3	11	244-3	B	0 65	3 5 0	0 65	3 5 0	0 65	3 5 0	..	..	..	..	..	..

A-cont.

Name of ryot and number of patta.	Description of land.	Tamm.	Survey number.	Letter.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		Estimated grain produce of land left waste according to report in Madras measures— VII-2, 900 measures— VII-3, 775 "	Money value of produce in column 12 at market rate which is 16 3 measures a rupee.	Deduct.		Compensation.	Remarks.
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.			Assessment or quit-rent.	Cultivation expenses at following rates— VII-2, Rs. 11-5-5. VII-3, " 9-15-11.		
66. Parasamigan, &c. ..	VII-2	8	210 224 223	C A A	AC. CTS. 0 2 0 3 0 8	RS. A. P. 0 2 0 0 3 0 0 8 0	ACS. CTS. 0 2 0 3 0 8	RS. A. P. 0 2 0 0 3 0 0 8 0	Extent.	Assessment.	..	..	RS. A. P.	RS. A. P.	..	..
69. Annasami Mudali ..	VII-3	11	370	A-2	0 66	2 13 0	0 82	4 2 0	0 72	3 10 0	648-00	39 4 4	8 2 7	11 12 7	27 7 9	
62. Yeda Paruba Mutha.	VII-3	11	280	A	0 60	2 9 0	..	..	0 66	2 13 0	511-50	31 0 0	6 9 6	9 6 6	21 9 6	
	VII-2	8	283	C	0 45	2 4 0	..	..	0 60	2 9 0	465-00	28 2 11	5 15 11	8 8 11	19 10 0	
65. V. Ramasawmy ..	VII-3	11	373 374 375	B A A	0 49 0 74 0 74	2 1 0 3 2 0 3 2 0	0 29	1 3 0	0 45 0 20 0 20	2 4 0 0 14 0 0 14 0	405-00	24 8 9	5 1 8	7 5 8	17 3 1	
66. Narasimha Chetty..	VII-2	8	223 226 .. 286	E B C D A	1 97 0 20 0 11 0 19 0 13 0 60	8 5 0 1 0 0 0 9 0 0 15 0 0 10 0 3 0 0	0 29 0 60	1 3 0 3 0 0	1 68 0 20 0 11 0 19 0 13 ..	7 2 0 1 0 0 0 9 0 0 15 0 0 10 0 ..	1,302-00	78 14 7	16 12 8	23 14 8	54 15 11	
67. Guruswamy Chetty.	VII-3	11	243 254 280 282 365	D B B-2 B C	0 90 0 57 0 73 0 10 0 46	3 13 0 2 7 0 3 2 0 0 7 0 1 15 0	0 60	3 0 0	0 63 0 90 0 73 0 10 0 46	3 2 0 3 13 0 2 7 0 0 7 0 1 15 0	567-00	34 5 10	7 2 4	10 4 4	24 1 6	
	VII-3	11	365	C	0 65	2 12 0	..	..	0 65	2 12 0	850-25	62 2 2	4 11 0	11 1 6	15 12 6	36 5 8

68. Para Muthan ..	VII-2	8	289	..	1 11	4 11 0	..	..	1 11	4 11 0	..	..	..	..	..	..
71. Sevvan ..	VII-3	11	184	B	0 11	0 9 0	..	..	0 11	0 9 0	99-00	6 0 0	0 9 0	1 3 11	1 12 11	4 3 1
	VII-2	8	234	B	0 50	2 2 0	..	..	0 50	2 2 0	387-50	23 7 9	2 2 0	5 0 0	7 2 0	16 5 9
72. Kosa Pichan, &c. ..	VII-3	11	244-4	..	0 28	1 6 0	0 14	0 11 0	0 14	0 11 0	126-00	7 10 2	0 11 0	1 9 5	2 4 5	5 5 9
74. N. Munian ..	VII-3	11	368	A	0 48	2 1 0	..	..	0 48	2 1 0	372-00	22 8 9	2 1 0	4 12 9	6 13 9	15 11 0
75. Narayana Chetty ..	VII-3	11	376	..	1 40	5 15 0	..	..	1 40	5 15 0	1,085-00	65 12 1	5 15 0	13 15 11	19 14 11	45 13 2
76. M. Nallathambi ..	VII-2	8	278	A	0 66	3 5 0	..	..	0 66	3 5 0	594-00	70 7 3	6 6 0	14 15 11	21 5 11	49 1 4
78. P. Mari ..	VII-3	11	378	..	0 78	3 5 0	..	..	0 78	3 5 0	604-50	36 0 0	3 5 0	7 7 9	10 12 9	25 3 3
81. M. Muthan, &c. ..	VII-2	8	209 288	A-1	1 81 0 40	9 1 0 2 0 0	..	..	1 81 0 40	9 1 0 2 0 0	1,889-00	120 8 9	11 1 0	25 0 11	36 1 11	84 6 10
82. Krishnappa Chetty.	VII-2	8	287 207 293	B	0 75 2 21 0 87	3 12 0 11 1 0 4 6 0	0 75	3 12 0	0 75	3 12 0	2,772-00	188 0 0	15 7 0	34 14 9	50 5 9	117 10 3
83. Venkatesa Aiyar ..	VII-2	8	225 221	A B	0 63 0 11	3 6 0 0 9 0	..	..	0 63 0 11	3 6 0 0 9 0	711-00	43 1 5	3 15 0	8 15 4	12 14 4	30 3 1
84. K. Aroonachella Mudali.	VII-3	11	277	D.	0 23	1 0 0	..	..	0 23	1 0 0	178-25	10 12 10	1 0 0	2 4 9	3 4 9	7 8 1
89. Meravan ..	VII-2	8	233	A.	0 18	0 14 0	..	..	0 18	0 14 0	162-00	9 13 1	0 14 0	2 0 8	2 14 8	6 14 5
90. Nallathambi ..	VII-3	11	235	..	1 26 0 63 1 40 1 31	6 5 0 3 2 0 5 15 0 5 9 0			1 26 0 63 1 40 1 31	6 5 0 3 2 0 5 15 0 5 9 0	1,134-00 567-00 2,100-25	68 11 8 34 5 10 127 4 7	6 5 0 3 2 0 11 8 0	14 4 7 7 2 4 27 1 4	20 9 7 10 4 4 38 9 4	48 2 1 24 1 6 88 11 3
92. Kada Munien ..	VII-3	11	66	..	2 71	11 8 0	..	..	2 71	11 8 0	..	..	..	..	..	..
94. Nallathambi ..	VII-2	8	256	..	0 50	2 2 0	..	..	0 50	2 2 0	387-50	23 7 9	2 2 0	5 0 0	7 2 0	16 5 9
96. P. Chinappa ..	VII-3	11	68	..	1 15	5 12 0	..	..	1 15	5 12 0	1,035-00	62 11 8	5 12 0	13 0 8	18 12 8	43 15 0
	VII-3	11	68	..	1 71	7 4 0	..	..	1 71	7 4 0	1,325-25	80 5 1	7 4 0	17 1 5	24 5 5	55 15 8

Name of ryot and number of patta.	Description of land.	Tiram.	Survey number.	Letter.	Occupied.		Cultivated.		Extent left waste.		Estimated grain produce of land given in settlement report in Madras measures } per acre. VII-2, 900 measures VII-3, 776 "	Money value of produce in column 12 at market rate which is 16-6 measures a rupee.	Deduct.				17	18	Remarks.		
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.			Assessment or quit-rent.	Cultivation expenses at following rates— VII-2, Rs. 11-6-6, VII-3, " 9-15-11.	Total of columns 14 and 15.	Compensation.					
97. Kanthan ..	IRRIGATED. VII-3	11	* 184	A C-1	ACS. 0 38 0 54 0 92	RS. A. P. 1 10 0 2 4 0	ACS.	RS. A. P. 1 16 0 2 4 0	ACS. CTS. 0 38 0 54 0 92	RS. A. P. 1 16 0 2 4 0	Assessment.	Left waste according to scale VII-2, 900 measures VII-3, 776 "	43 3 5	RS. A. P. 15 4 4 12 3 5 5 7 3	RS. A. P. 3 14 0 3 14 0 3 14 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 13 1 0 13 1 0 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
98. Peria Munian ..	VII-2	8	210	E	ACS. 0 28 0 26 0 8	RS. A. P. 1 6 0 1 2 0 0 6 0	ACS.	RS. A. P. 1 6 0 1 2 0 0 6 0	ACS. CTS. 0 28 0 26 0 8	RS. A. P. 1 6 0 1 2 0 0 6 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
111. Kudimikutai ..	VII-3	11	271	B	ACS. 0 28 0 26 0 8	RS. A. P. 1 6 0 1 2 0 0 6 0	ACS.	RS. A. P. 1 6 0 1 2 0 0 6 0	ACS. CTS. 0 28 0 26 0 8	RS. A. P. 1 6 0 1 2 0 0 6 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
112. A. Peria Munian..	VII-3	11	281	C	ACS. 0 27 0 26 0 10	RS. A. P. 1 2 0 1 5 0 0 8 0	ACS.	RS. A. P. 1 2 0 1 5 0 0 8 0	ACS. CTS. 0 27 0 26 0 10	RS. A. P. 1 2 0 1 5 0 0 8 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
113. Perumal Chetty ..	VII-2	8	214 210 235	D A D	ACS. 0 26 0 68 0 10	RS. A. P. 1 5 0 3 6 0 0 8 0	ACS.	RS. A. P. 1 5 0 3 6 0 0 8 0	ACS. CTS. 0 26 0 68 0 10	RS. A. P. 1 5 0 3 6 0 0 8 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
119. Parasuraman ..	VII-3	11	184	C-2	ACS. 0 54 0 19 0 68 0 49	RS. A. P. 2 5 0 0 15 0 3 6 0 2 7 0	ACS.	RS. A. P. 2 5 0 0 15 0 3 6 0 2 7 0	ACS. CTS. 0 54 0 19 0 68 0 49	RS. A. P. 2 5 0 0 15 0 3 6 0 2 7 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
123. Samigan ..	VII-2	8	211 224 235	B C C	ACS. 0 19 0 68 0 49	RS. A. P. 0 15 0 3 6 0 2 7 0	ACS.	RS. A. P. 0 15 0 3 6 0 2 7 0	ACS. CTS. 0 19 0 68 0 49	RS. A. P. 0 15 0 3 6 0 2 7 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
135. Mattappa Reddy..	VII-2	8	276	A	ACS. 0 39 0 31 0 30	RS. A. P. 1 15 0 1 9 0 1 8 0	ACS.	RS. A. P. 1 15 0 1 9 0 1 8 0	ACS. CTS. 0 39 0 31 0 30	RS. A. P. 1 15 0 1 9 0 1 8 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
137. Kunnan ..	VII-2	8	258	A	ACS. 0 31 0 30	RS. A. P. 1 9 0 1 8 0	ACS.	RS. A. P. 1 9 0 1 8 0	ACS. CTS. 0 31 0 30	RS. A. P. 1 9 0 1 8 0	Assessment.	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..
132. C. Kunnan ..	VII-2	8	..	B	ACS. 0 30	RS. A. P. 1 8 0	ACS. ..	RS. A. P. 1 8 0	ACS. CTS. 0 30	RS. A. P. 1 8 0	Assessment. ..	..	..	15 4 4 12 3 5 5 7 3	RS. A. P. 1 6 0 1 2 0 0 8 0	RS. A. P. 3 2 9 2 9 7 1 2 2	RS. A. P. 4 8 9 3 11 7 1 10 2	RS. A. P. 10 11 7 8 7 10 3 13 1	..	..	..

136. S. Munisawmy ..	VII-2	8	259	B	0 91	4	9	0	..	..	0 91	4	9	0	819-00	49 10 2	4	9	0	10 5 1	14 14 1	34 12 1
138. Puttur Chinnasawmy Chetty.	VII-2	8	288	A-2	0 20	1	0	0	..	..	0 20	1	0	0	180-00	10 14 7	1	0	0	2 4 3	3 4 3	7 10 4
157. Lakshbana Reddy	VII-3	11	187-1	..	0 10	0	7	0	..	..	0 10	0	7	0	77-50	4 11 2	0	7	0	1 0 0	1 7 0	3 4 2
	VII-2	8	216	B-1	0 29	1	7	0	..	..	0 29	1	7	0	261-00	15 13 1	1	7	0	3 4 7	4 11 7	11 1 6
Add amount of extent and assessment left out against Nos. 23, 29, 31 and 32.		..	..	..	105 50	495	9	0	9 25	43 6 0	96 25	452	3	0	..	5,094 14 4	464 15 0	1,066 12 2	1,631 11 2	3,563	3 2	
		..	..	..	2 84	12	12	0	..	..	2 84	12	12	0	..	..	..	..	..	..	..	
Total ..		..	..	..	108 34	508	5	0	9 25	43 6 0	99 09	464	15	0	..	..	..	..	..	..	..	
Ramakkal ..	VII-2	8	213	..	0 55	2	12	0	..	..	0 55	2	12	0	495-00	30 0 0	..	..	..	6 3 9	6 3 9	23 12 3
Inam—																						
Kumarasamy ..	VII-3	11	228	A	0 65	2	12	0	..	..	0 65	2	12	0	503-75	30 8 6	0	5	0	6 7 11	6 12 11	23 11 7
Perumadachi ..	VII-3	11	229	A	0 50	2	2	0	..	..	0 50	2	2	0	387-50	23 7 9	0	6	3	5 0 0	5 6 3	18 1 6
Talayari Munien, &c.	VII-2	8	233 285	..	1 92 0 75	9 10 3 12	0 0	1 0 0 38	5 0 0 1 14 0	0 92 0 37	4 10 1 14	0 0	0 0	1,161-00	70 5 10	0 13 8	..	..	..	14 10 0	15 7 8	54 14 2
					2 67	13	6	0	1 38	6 14 0	1 29	6	8	0	..	..	..	..	..	..	..	
T. Munien, ..	VII-3	11	369	..	1 50	6	6	0	..	..	1 50	6	6	0	1,162-50	70 7 3	1	1	0	14 15 11	16 0 11	54 6 4
Munien Balasami Iyer.	VII-3 VII-2	11 8	240 288	.. E	1 23 0 4	5 0	4 3	0 0	..	..	1 23 0 4	5 0	4 3	0 0	953-25 38-00	57 12 4 2 12 11	..	..	..	12 4 8 0 7 3	12 4 8 0 7 3	45 7 8
Kurram Annasami Pillai.	VII-2 VII-3	8 11	242 253		0 95 0 62	4 12 2 10	0 0	..	..	..	0 95 0 62	4 12 2 10	0 0	855-00 480-50	51 13 1 29 1 11	..	..	..	10 12 4 6 3 2	10 12 4 6 3 2	41 0 9 22 14 9	
					8 71	40	3	0	1 38	6 14 0	7 33	33	5	0	..	365 11 7	2	9	11	77 1 0	79 10 11	286 0 8

Government.

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Inam.

[illegible]

B.

Name of ryot and number of patta.	Description of soil.	Survey number.	Letter.	Taram or class.	PARTICULARS OF WET HOLDINGS.				MARKET VALUE OF LAND.		VALUE OF LAND UNDER BOARD'S STANDING ORDER.			Remarks.	
					Extent.	Assessment.	Taram.	Assessment.	Wet VII-2 Rs. 100.	Dry VII-2 Rs. 20.	Compensation.	Wet.	Dry.		Compensation.
1. Balasami Iyer ..	VII-3	368	B	11	AC. CTS. 0 25	RS. A. P. 1 1 0	8	RS. A. P. 0 4 0	RS. A. P. 18 12 0	RS. A. P. 5 0 0	RS. A. P. 13 12 0	RS. A. P. 15 15 0	RS. A. P. 3 12 0	RS. A. P. 12 3 0	16
6. Periamunian and others.	VII-3	277	E	11	0 25	1 1 0	8	0 4 0	..	..	..	..	..	..	
		281	E	..	0 36	1 9 0	..	0 6 0	..	..	..	..	..	..	
		366	D	..	0 36	1 9 0	..	0 6 0	..	..	..	..	..	..	
		373	A	..	1 82	7 12 0	..	1 13 0	..	..	..	..	..	..	
		375	C	..	0 15	0 10 0	..	0 2 0	..	..	..	..	..	..	
					2 94	12 9 0	..	2 15 0	220 8 0	58 13 0	161 11 0	188 7 0	44 1 0	144 6 0	
	VII-2	210	K	8	0 2	0 2 0	7	0 1 0	..	..	..	..	..	..	
		223	D	..	6 11	0 9 0	..	0 2 0	..	..	..	..	..	..	
		247	A	..	0 71	3 9 0	..	1 0 0	..	..	..	..	..	..	
		275	A	..	0 32	1 10 0	..	0 7 0	..	..	..	..	..	..	
		286	C	..	0 51	2 9 0	..	0 11 0	..	..	..	..	..	..	
		288	C	..	0 17	0 14 0	..	0 4 0	..	..	..	..	..	..	
		364	G	..	0 8	0 6 0	..	0 2 0	..	..	..	..	..	..	
		..	S	..	0 2	0 2 0	..	0 1 0	..	..	..	..	..	..	
7. Muthan and others ..	VII-3	243	B	11	1 94	9 13 0	..	2 12 0	194 0 0	38 13 0	155 3 0	147 3 0	41 4 0	105 15 0	
		279	..	..	0 30	1 4 0	8	0 5 0	..	..	..	..	..	..	
		282	A	..	2 49	10 9 0	..	2 8 0	..	..	..	..	..	..	
					0 88	3 12 0	..	0 14 0	..	..	..	..	..	..	
					3 67	15 9 0	..	3 11 0	275 4 0	73 6 0	201 14 0	233 7 0	55 5 0	178 2 0	
	VII-2	210	K	8	0 11	0 9 0	7	0 2 0	..	..	..	..	..	..	
		221	E	..	0 10	0 8 0	..	0 2 0	..	..	..	..	..	..	
		223	B	..	0 20	1 0 0	..	0 4 0	..	..	..	..	..	..	
		226	A	..	0 89	4 7 0	..	1 4 0	..	..	..	..	..	..	
		246	..	..	0 65	3 4 0	..	0 14 0	..	..	..	..	..	..	
		248	A	..	0 68	3 6 0	..	0 15 0	..	..	..	..	..	..	
		257	..	..	2 1	10 1 0	..	2 12 0	..	..	..	..	..	..	
		286	B	..	0 69	3 7 0	..	0 15 0	..	..	..	..	..	..	
		364	C	..	0 38	1 14 0	..	0 8 0	..	..	..	..	..	..	
					5 71	28 8 0	..	7 12 0	571 0 0	114 3 0	456 13 0	427 8 0	116 4 0	311 4 0	

8. Sami Reddi and others.	VII-2	364	A	8	0 47	2 6 0	7	0 10 0	47 0 0	9 6 0	37 10 0	35 10 0	9 6 0	26 4 0	
9. Muregan and others.	VII-3	371	A	11	1 40	5 15 0	8	1 6 0	105 0 0	28 0 0	77 0 0	89 1 0	20 10 0	68 7 0	
	VII-2	205	C	8	0 17	0 14 0	7	0 4 0	..	..	..	..	..	..	
		210	C	..	0 29	1 7 0	..	0 6 0	..	..	..	..	..	..	
		214	B	..	0 41	2 1 0	..	0 9 0	..	..	..	..	..	..	
		225	B	..	0 76	3 13 0	..	1 1 0	..	..	..	..	..	..	
		274	..	..	1 56	7 13 0	..	2 2 0	..	..	..	..	..	..	
		288	B	..	0 56	2 13 0	..	0 12 0	..	..	..	..	..	..	
		357	A	..	0 36	1 13 0	..	0 8 0	..	..	..	..	..	..	
		..	B	..	0 48	2 6 0	..	0 11 0	..	..	..	..	..	..	
10. Peruma Mudali ..	VII-2	205	A	8	4 59	23 0 0	..	6 5 0	459 0 0	91 13 0	367 3 0	345 0 0	94 11 0	250 5 0	
		210	D	..	0 60	3 0 0	7	0 13 0	..	..	..	..	..	..	
		214	C	..	0 32	1 10 0	..	0 7 0	..	..	..	..	..	..	
		220	B	..	0 47	2 6 0	..	0 10 0	..	..	..	..	..	..	
		221	G	..	0 42	2 2 0	..	0 9 0	..	..	..	..	..	..	
		222	D	..	0 7	0 6 0	..	0 2 0	..	..	..	..	..	..	
		239	A-1	..	0 23	1 2 0	..	0 5 0	..	..	..	..	..	..	
		..	..	..	0 71	3 10 0	..	1 0 0	..	..	..	..	..	..	
11. Annagan ..	VII-3	251	A	11	2 82	14 4 0	..	3 14 0	282 0 0	66 6 0	225 10 0	213 12 0	68 2 0	155 10 0	
13. K. Ramasamy ..	VII-2	244-1	..	..	0 64	2 12 0	8	0 10 0	48 0 0	12 13 0	35 3 0	41 4 0	9 6 0	31 14 0	
		206	A	8	0 48	2 6 0	7	0 11 0	..	..	..	..	..	..	
		287	A	..	1 21	6 1 0	..	1 11 0	..	..	..	..	..	..	
		210	B	..	0 41	2 1 0	..	0 9 0	..	..	..	..	..	..	
		212	..	..	0 12	0 10 0	..	0 3 0	..	..	..	..	..	..	
		215-1	..	..	0 10	0 8 0	..	0 2 0	..	..	..	..	..	..	
		216	..	..	0 16	0 13 0	..	0 4 0	..	..	..	..	..	..	
		221	A	..	0 4	0 3 0	..	0 1 0	..	..	..	..	..	..	
		222	D	..	0 62	3 2 0	..	0 14 0	..	..	..	..	..	..	
		284	A	..	0 27	1 6 0	..	0 6 0	..	..	..	..	..	..	
14. Nallatambi ..	VII-3	227	..	11	3 41	17 2 0	..	4 13 0	341 0 0	68 3 0	272 13 0	256 14 0	72 3 0	184 11 0	
		291	A	8	0 49	2 1 0	8	0 8 0	36 12 0	9 13 0	26 15 0	30 15 0	7 8 0	23 7 0	
	VII-2	291	A	8	1 49	7 7 0	7	2 1 0	149 0 0	29 13 0	119 3 0	111 9 0	30 15 0	80 10 0	
		230	A	11	1 91	8 2 0	8	1 15 0	..	..	..	..	..	..	
		243	..	..	2 22	9 7 0	..	2 4 0	..	..	..	..	..	..	
		281	..	..	0 70	3 0 0	..	0 11 0	..	..	..	..	..	..	
16. S. Kuppen ..	VII-3	221	C	8	4 83	20 9 0	..	4 14 0	362 4 0	96 10 0	265 10 0	308 7 0	73 2 0	235 5 0	
		357	C	..	0 52	2 10 0	7	0 11 0	..	..	..	..	..	..	
		..	..	..	0 84	4 3 0	..	1 3 0	..	..	..	..	..	..	
		..	..	..	1 35	6 13 0	..	1 14 0	136 0 0	27 3 0	108 13 0	102 3 0	28 2 0	74 1 0	

B.

Name of ryot and number of patta.	Description of soil.	Survey number.	Letter.	Taram or class.	PARTICULARS OF WET HOLDINGS.				MARKET VALUE OF LAND.		VALUE OF LAND UNDER BOARD'S STANDING ORDER.			Remarks.	
					Extent.	Assessment.	Taram.	Assessment.	Wet VII-2 Rs. 75. VII-3 Rs. 20.	Dry VII-2 Rs. 20. VII-3 Rs. 20.	Compensation.	Wet.	Dry.		Compensation.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17. Chengan and others..	VII-2	214	E	8	AC. CTS. 0 27	RS. A. P. 1 6 0	7	RS. A. P. 0 6 0	RS. A. P. ..	RS. A. P. ..	RS. A. P. ..	RS. A. P. ..	RS. A. P. ..	RS. A. P. ..	RS. A. P.
		232	..	..	0 68	3 6 0	..	0 15 0	..	..	..	..	..	..	..
		234	A	..	1 57	7 14 0	..	2 3 0	..	..	..	..	..	..	..
		235	C	..	0 10	0 8 0	..	0 2 0	..	..	..	..	..	..	..
		237	..	..	2 16	10 13 0	..	3 0 0	..	..	..	..	..	..	..
18. Parasuraman ..	VII-2	293	A	..	1 3	5 2 0	..	1 7 0	..	..	..	..	..	..	..
		..	..	..	5 81	29 1 0	..	8 1 0	581 0 0	116 3 0	464 13 0	435 15 0	120 15 0	315 0 0	
		211	A	8	0 67	3 6 0	7	0 15 0	..	..	..	..	..	..	..
		286	B	..	0 61	3 1 0	..	0 13 0	..	..	..	..	..	..	..
		..	..	..	1 28	6 7 0	..	1 12 0	128 0 0	25 10 0	102 6 0	96 9 0	26 4 0	70 5 0	
23. Ramasami and others.	VII-3	77	..	11	1 24	5 4 0	8	1 4 0	93 0 0	24 13 0	68 3 0	78 12 0	18 12 0	60 0 0	..
		231	A	8	0 32	1 10 0	7	0 7 0	32 0 0	6 6 0	25 10 0	24 6 0	6 9 0	17 13 0	..
		239	B	8	0 61	3 1 0	7	0 13 0	61 0 0	12 3 0	48 13 0	45 15 0	12 3 0	33 12 0	..
		243	A	11	0 43	1 13 0	8	0 7 0	32 4 0	8 10 0	23 10 0	27 3 0	6 9 0	20 10 0	..
		244-2	..	11	0 24	1 0 0	8	0 4 0	18 0 0	4 13 0	13 3 0	15 0 0	3 12 0	11 4 0	..
38. A. Nagan ..	VII-2	239	A-2	8	0 42	2 0 0	7	0 9 0	42 0 0	8 6 0	33 10 0	30 0 0	8 7 0	21 9 0	..
		370	A-1	11	2 0	8 8 0	8	2 0 0	150 0 0	40 0 0	110 0 0	127 8 0	30 0 0	97 8 0	..
		205	B	8	0 20	1 0 0	7	0 4 0	..	..	..	..	..	..	..
		214	A	..	0 49	2 7 0	..	0 11 0	..	..	..	..	..	..	..
		..	..	..	0 17	0 14 0	..	0 4 0	..	..	..	..	..	..	..
39. K. Muniratna Pillai.	VII-3	220	F	..	0 41	2 1 0	..	0 9 0	..	..	..	..	..	..	..
		221	C	..	0 41	2 1 0	..	0 9 0	..	..	..	..	..	..	..
		231	A	..	0 90	4 8 0	..	1 4 0	..	..	..	..	..	..	..
		231	B	..	0 38	1 14 0	..	0 8 0	..	..	..	..	..	..	..
		275	B	..	0 31	1 9 0	..	0 7 0	..	..	..	..	..	..	..
41. Ramasami Chetti ..	VII-2	276	B	..	0 23	1 2 0	..	0 5 0	..	..	..	..	..	..	..
		..	..	..	3 9	15 7 0	..	4 4 0	309 0 0	61 13 0	247 3 0	231 9 0	63 12 0	167 13 0	..
		..	..	..	..	..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..	..	..	..	..

43. Kullan and others ..	VII-3	241 271 277	A A C	11	0 69 1 1 6 0 27	2 15 0 4 8 0 1 2 0	8	8	0 11 0 1 1 0 0 4 0	168 0 0	44 13 0	123 3 0	142 8 0	33 12 0	108 12 0	16
	VII-2	210 223 364	F C D	8	0 2 0 11 0 8	0 2 0 0 9 0 0 6 0	7	7	0 1 0 0 2 0 0 2 0							16
	VII-3	365 375 281 282	B B E D	11	0 38 0 12 0 13 0 29	1 10 0 0 8 0 0 9 0 1 4 0	8	8	0 6 0 0 2 0 0 2 0 0 5 0							16
44. Kullan and others ..	VII-3	375	D	11	1 1	4 5 0	..	..	1 0 0	75 12 0 18 12 0	20 3 0 5 0 0	55 9 0 13 12 0	64 11 0 15 15 0	15 0 0 3 12 0	49 11 0 12 3 0	16
45. Kunnan and others ..	VII-2	208 210 221 278 364	H F F B K	8	0 69 0 2 0 12 0 53 0 8	3 7 0 0 2 0 0 10 0 2 10 0 0 6 0	7	7	0 15 0 0 1 0 0 3 0 0 12 0 0 2 0							16
	VII-3	243 277 251 365 366 366	C B B A D A	11	1 47 0 16 0 26 0 23 0 56 0 17 0 86	7 5 0 0 11 0 1 2 0 1 0 0 2 6 0 0 12 0 3 10 0	.. 8	.. 8	2 2 0 0 3 0 0 4 0 0 9 0 0 3 0 0 14 0 0 3 0	147 0 0	29 6 0	117 10 0	109 11 0	31 14 0	77 13 0	16
46. Tarusan ..	VII-2	364 .. 210 258	E J I C	8	0 9 0 3 0 2 0 29	0 7 0 0 2 0 0 2 0 1 7 0	7	7	0 2 0 0 1 0 0 1 0 0 6 0							16
47. Venkatesayya ..	VII-3	282	B-1	11	0 43	2 2 0	..	..	0 10 0	43 0 0	8 10 0	34 6 0	31 14 0	9 6 0	22 8 0	16
	VII-2	235 364	B B	8 ..	0 89 0 71	4 7 0 3 9 0	7 ..	7 ..	1 4 0 1 0 0	25 8 0 ..	6 13 0 ..	18 11 0 ..	21 9 0 ..	4 11 0 ..	16 14 0 ..	16
					1 60	8 0 0	..	..	2 4 0	160 0 0	32 0 0	138 0 0	120 0 0	33 12 0	86 4 0	16

B.

Name of ryot and number of patta.	Description of soil.	Survey number.	Letter.	Taram or class.	PARTICULARS OF NET HOLDINGS.				MARKET VALUE OF LAND.			VALUE OF LAND UNDER BOARD'S STANDING ORDER.				Remarks.
					Extent.	Assessment.	Taram.	Assessment.	Wet VII-2 Rs. 100.	Dry VII-2 Rs. 20.	Compensation.	Wet.	Dry.	Compensation.		
1																
48. P. Muthan ..	VII-2	219-2	..	8	AC. CTS. 0 65	RS. A. P. 3 4 0	7	RS. A. P. 0 14 0	RS. A. P. 65 0 0	RS. A. P. 13 0 0	RS. A. P. 52 0 0	RS. A. P. 48 12 0	RS. A. P. 13 2 0	RS. A. P. 35 10 0		
34. Varadappa Naiken ..	VII-2	220	A	8	0 50	2 8 0	7	0 11 0	..	..	..	..	..	..	..	
		222	A	..	0 25	1 4 0	..	0 6 0	..	..	..	..	..	..	..	
		248	B	..	0 53	2 10 0	..	0 12 0	..	..	..	..	..	..	..	
		..	C	..	0 10	0 8 0	..	0 2 0	..	..	..	..	..	..	..	
		253	B	..	0 51	2 9 0	..	0 11 0	..	..	..	..	..	..	..	
53. Marugan ..	VII-2	215-2	..	8	1 89	9 7 0	..	2 10 0	189 0 0	37 13 0	151 3 0	141 9 0	39 6 0	102 3 0		
		216	B-2	..	0 7	0 6 0	7	0 2 0	..	..	..	..	..	..	..	
		220	D	..	1 46	7 5 0	..	0 10 0	..	..	..	..	..	..	..	
		221	H	..	0 47	2 6 0	..	0 2 0	..	..	..	..	..	..	..	
		222	C	..	0 7	0 6 0	..	0 6 0	..	..	..	..	..	..	..	
		234	B	..	0 26	1 5 0	..	0 6 0	..	..	..	..	..	..	..	
		247	B	..	0 62	3 2 0	..	0 14 0	..	..	..	..	..	..	..	
		247	B	..	0 65	3 4 0	..	0 14 0	..	..	..	..	..	..	..	
					3 60	18 2 0	..	5 0 0	360 0 0	72 0 0	288 0 0	271 14 0	75 0 0	196 14 0		
	VII-3	187-2	..	11	0 18	0 12 0	8	0 3 0	..	..	..	..	..	..	..	
		251	B	..	0 73	3 2 0	..	0 12 0	..	..	..	..	..	..	..	
					0 91	3 14 0	..	0 15 0	68 4 0	18 3 0	50 1 0	58 2 0	14 1 0	44 1 0		
54. C. Venkatachalam ..	VII-2	219-1	..	8	0 66	3 5 0	7	0 15 0	66 0 0	13 3 0	52 13 0	49 11 0	14 1 0	35 10 0		
55. K. Arunagheri ..	VII-3	244-3	..	11	0 24	1 0 0	8	0 4 0	18 0 0	4 13 0	13 3 0	15 0 0	3 12 0	11 4 0		
56. M. Samigan and others	VII-2	210	G	8	0 2	0 2 0	7	0 1 0	..	..	..	..	..	..	..	
		224	A	..	0 70	3 8 0	..	0 15 0	..	..	..	..	..	..	..	
		283	A	..	0 82	4 2 0	..	1 2 0	..	..	..	..	..	..	..	
					1 54	7 12 0	..	2 2 0	154 0 0	30 13 0	123 3 0	116 4 0	31 14 0	84 6 0		
59. Annasami Mudali ..	VII-3	370	A-2	11	0 66	2 13 0	8	0 11 0	49 8 0	13 3 0	36 5 0	42 3 0	10 5 0	31 14 0		

62. Yedu Parusa Muthu..	VII-3	283	C	8	0 45	2 4 0	7	0 10 0	45 0 0	9 0 0	36 0 0	33 12 0	9 6 0	24 6 0	
65. Ramasami ..	VII-3	280	A	11	0 60	2 9 0	8	0 10 0	45 0 0	12 0 0	33 0 0	38 7 0	9 6 0	29 1 0	
		373	B	11	0 49	2 1 0	8	0 8 0	..	..	..	..	..	..	
		374	..	..	0 74	3 2 0	..	0 12 0	..	..	..	..	..	..	
		375	A	..	1 97	8 5 0	..	2 0 0	147 12 0	39 6 0	108 6 0	124 11 0	30 0 0	94 11 0	
66. Narasimha Chetti ..	VII-2	223	E	8	0 20	1 0 0	7	0 4 0	..	..	..	..	..	..	
		226	B	..	0 11	0 9 0	..	0 4 0	..	..	..	..	..	..	
		226	C	..	0 19	0 15 0	..	0 3 0	..	..	..	..	..	..	
		226	D	..	0 13	0 10 0	..	0 13 0	..	..	..	..	..	..	
		236	A	..	0 60	3 0 0	..	1 10 0	123 0 0	24 10 0	98 6 0	91 14 0	24 6 0	67 8 0	
					1 23	6 2 0	..	1 10 0	..	..	..	..	..	..	
					0 90	3 13 0	8	0 14 0	..	..	..	..	..	..	
					0 57	2 7 0	..	0 9 0	..	..	..	..	..	..	
					0 73	3 2 0	..	0 12 0	..	..	..	..	..	..	
					0 10	0 7 0	..	0 2 0	..	..	..	..	..	..	
67. Sivagurunaraja Chetti	VII-3	243	D	11	2 30	9 13 0	..	2 5 0	172 8 0	46 0 0	126 8 0	147 3 0	34 11 0	112 8 0	
		254	..	..	0 46	1 15 0	8	0 7 0	..	..	..	..	..	..	
		280	B	..	0 65	2 12 0	..	0 10 0	..	..	..	..	..	..	
		282	B-2	..	1 11	4 11 0	..	1 1 0	83 4 0	22 3 0	61 1 0	70 5 0	15 15 0	54 6 0	
68. M. Muttan ..	VII-2	289	..	8	0 11	0 9 0	7	0 2 0	11 0 0	2 3 0	8 13 0	8 7 0	1 14 0	6 9 0	
71. Sevvam ..	VII-2	234	B	8	0 28	1 6 0	7	0 6 0	28 0 0	5 10 0	22 6 0	20 10 0	5 10 0	15 0 0	
		184	B	11	0 50	2 2 0	8	0 8 0	37 8 0	10 0 0	27 8 0	31 14 0	7 8 0	24 6 0	
					0 48	2 1 0	8	0 8 0	36 0 0	9 10 0	26 6 0	30 15 0	7 8 0	23 7 0	
72. K. Pichan and others.	VII-3	244-4	..	11	0 48	2 1 0	8	0 8 0	105 0 0	28 0 0	77 0 0	89 1 0	20 10 0	68 7 0	
74. T. Munien ..	VII-3	368	A	11	1 40	5 15 0	8	1 6 0	162 12 0	43 6 0	119 6 0	138 12 0	32 13 0	105 15 0	
75. Narayana Chetti ..	VII-3	376	..	11	2 17	9 4 0	8	2 3 0	66 0 0	13 3 0	52 13 0	49 11 0	14 1 0	35 10 0	
76. M. Nallatambi ..	VII-2	278	A	8	0 66	3 5 0	7	0 15 0	58 8 0	15 10 0	42 14 0	49 11 0	12 3 0	37 8 0	
78. P. Mari ..	VII-3	378	..	11	0 78	3 5 0	8	0 13 0	..	..	..	..	..	..	
81. M. Muttan and others.	VII-2	250	..	8	1 81	9 1 0	7	2 8 0	..	..	..	..	..	..	
		288	A-1	..	0 40	2 0 0	..	0 9 0	..	..	..	..	..	..	
					2 21	11 1 0	..	3 1 0	221 0 0	44 3 0	176 13 0	165 15 0	45 15 0	120 0 0	
82. V. Krishnappa Chetti and others.	VII-2	207	B	8	2 21	11 1 0	7	3 1 0	..	..	..	..	..	..	
		287	..	..	0 75	3 12 0	..	1 1 0	..	..	..	..	..	..	
		293	B	..	0 87	4 6 0	..	1 3 0	..	..	..	..	..	..	
					3 83	19 3 0	..	5 5 0	383 0 0	76 10 0	306 6 0	287 13 0	79 11 0	208 2 0	

B.

Name of ryot and number of patta.	Description of soil.	Survey number.	Letter.	Taram or class.	PARTICULARS OF WET HOLDINGS.			MARKET VALUE OF LAND.			VALUE OF LAND UNDER BOARD'S STANDING ORDER.			Remarks.
					Extent.	Assessment.	Taram.	Assessment.	Wet VII-2 Rs. 100.	Dry VII-2 Rs. 20.	Compensation.	Wet.	Dry.	Compensation.
83. Venkatesayyan ..	VII-2	225 221	A B	8 ..	AC. CTR. 0 68 0 11 0 11	RS. A. P. 3 6 0 0 9 0 0 9 0	7	RS. A. P. 0 15 0 0 2 0 0 2 0	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
84. Arunachala Mudali.	VII-3	277	D	11	0 79	3 15 0	..	1 1 0	79 0 0	15 13 0	63 3 0	59 1 0	15 15 0	43 2 0
89. Meryan ..	VII-2	288	D	8	0 23	1 0 0	8	0 4 0	17 4 0	4 16 0	12 10 0	15 0 0	3 12 0	11 4 0
90. Nallatambi ..	VII-2	223	A	8	0 18	0 14 0	7	0 4 0	18 0 0	3 10 0	14 6 0	13 2 0	3 12 0	9 6 0
90. Nallatambi ..	VII-2	235	A	8	1 26	6 5 0	7	1 12 0	126 0 0	25 3 0	100 13 0	94 11 0	26 4 0	68 7 0
92. K. Munien ..	VII-3	252 255		11 ..	0 63 1 40 1 31	3 2 0 5 15 0 5 9 0	7 8 ..	0 14 0 1 6 0 1 5 0	63 0 0	12 10 0	50 6 0	46 14 0	13 2 0	33 12 0
94. Nallatambi ..	VII-3	66	..	11	2 71	11 8 0	..	2 11 0	203 4 0	54 3 0	149 1 0	172 8 0	40 5 0	132 3 0
96. P. Chinnappa ..	VII-3	256	..	8	0 50	2 2 0	8	0 8 0	37 8 0	10 0 0	27 8 0	31 14 0	7 8 0	24 6 0
97. K. Kundan ..	VII-3	68	..	11	1 15	5 12 0	7	1 9 0	115 0 0	23 0 0	92 0 0	86 4 0	23 7 0	62 13 0
98. Peria Munien ..	VII-2	210	E	8	1 71	7 4 0	8	1 11 0	128 4 0	34 3 0	94 1 0	108 12 0	25 5 0	83 7 0
111. Kudikutti ..	VII-2	364 ..	H M	8 ..	0 38 0 54	1 10 0 2 4 0	8 ..	0 6 0 0 9 0						
	VII-2	271	B	11	0 92	3 14 0	..	0 15 0	69 0 0	18 6 0	50 10 0	58 2 0	14 1 0	44 1 0
	VII-2	271	B	11	0 28	1 6 0	7	0 6 0	28 0 0	5 10 0	22 6 0	20 10 0	5 10 0	15 0 0
	VII-2	364	H	8	0 26	1 2 0	8	0 4 0	19 8 0	5 3 0	14 5 0	16 14 0	3 12 0	13 2 0
	VII-2	..	..	..	0 8 0 2 0 2	0 6 0 0 2 0 0 2 0	7	0 2 0 0 1 0 0 1 0						
	VII-2	..	..	..	0 10	0 8 0	..	0 3 0	10 0 0	2 0 0	8 0 0	7 8 0	2 13 0	4 11 0

112. Peria Munien ..	VII-3	287	C	11	0 27	1 2 0	8	0 4 0	20 4 0	5 6 0	14 14 0	16 14 0	3 12 0	13 2 0
113. Perumal Chetti ..	VII-2	210 214 235	A D D	8	0 68 0 26 0 10	3 6 0 1 5 0 0 8 0	7	0 15 0 0 6 0 0 2 0						
119. Parasuraman ..	VII-3	184	C-2	11	0 54	2 5 0	8	0 9 0	40 8 0	10 13 0	29 11 0	34 11 0	8 7 0	26 4 0
123. Sanigan ..	VII-2	211 224 225	B C C	8	0 19 0 68 0 49	0 15 0 3 6 0 2 7 0	7	0 15 0 0 11 0 ..						
125. Muthappa Reddi ..	VII-2	276	A	8	1 36	6 12 0	..	1 14 0	136 0 0	27 3 0	108 13 0	101 4 0	28 2 0	73 2 0
127. Kunan ..	VII-2	258	A	8	0 39	1 15 0	7	0 9 0	39 0 0	7 13 0	31 3 0	29 1 0	8 7 0	20 10 0
132. C. Kunan ..	VII-2	..	B	8	0 31	1 9 0	7	0 7 0	31 0 0	6 3 0	24 13 0	23 7 0	6 9 0	16 14 0
136. S. Munisami ..	VII-2	259	B	8	0 30	1 8 0	7	0 7 0	30 0 0	6 0 0	24 0 0	22 8 0	6 9 0	15 15 0
138. P. Chinnasami Chetti.	VII-2	258	A-2	8	0 91	4 9 0	7	1 4 0	91 0 0	18 3 0	72 13 0	68 7 0	18 12 0	49 11 0
157. Latchuman Reddi ..	VII-3	187-1	..	11	0 20	1 0 0	7	0 4 0	20 0 0	4 0 0	16 0 0	15 0 0	3 12 0	11 4 0
	VII-2	216	B-1	8	0 10	0 7 0	8	0 2 0	7 8 0	2 0 0	5 8 0	6 9 0	1 14 0	4 11 0
	VII-2	..	..	..	0 29	1 7 0	7	0 6 0	29 0 0	5 13 0	23 3 0	21 9 0	5 10 0	15 15 0
	VII-2	..	..	..	108 34	508 5 0	..	..	9,703 8 0	2,166 14 0	7,542 10 0	7,624 11 0	1,393 2 0	5,631 9 0
1. Ramakkal ..	VII-2	213	..	8	0 55	2 12 0	7	0 12 0	55 0 0	11 0 0	44 0 0	61 14 0	16 14 0	45 0 0
2. Dasa Kumarasami ..	VII-3	228	A	11	0 65	2 12 0	8	0 10 0	48 12 0	13 0 0	35 12 0	59 8 0	11 4 0	48 4 0
3. Karup. Petumal ..	VII-3	229	A	11	0 50	2 2 0	8	0 8 0	37 8 0	10 0 0	27 8 0	45 0 0	8 7 0	36 9 0
4. Talayari Munian and others.	VII-2	233 285		8 ..	1 92 0 75	9 10 0 3 12 0	7 ..	2 10 0 1 1 0						
5. Toti Munian and others.	VII-3	369	..	11	2 67	13 6 0	..	3 11 0	267 0 0	53 6 0	213 10 0	266 4 0	65 10 0	200 10 0
6. Muniam Balasami ..	VII-2	240	E	8	1 23	5 4 0	8	1 4 0	92 4 0	24 10 0	67 10 0	112 8 0	27 3 0	85 5 0
7. K. Annasami Pillai ..	VII-2	242 253		11 ..	0 95 0 62	4 12 0 2 10 0	7 8	1 5 0 0 10 0	95 0 0 46 8 0	19 0 0 12 6 0	76 0 0 34 2 0	151 14 0	40 5 0	111 9 0
	VII-3	..	..	..	8 71	40 3 0	..	..	758 8 0	174 3 0	584 5 0	822 10 0	195 0 0	627 10 0

Government.

	MARKET VALUE OF LAND.				Compensation.		VALUE OF LAND UNDER BOARD'S STANDING ORDER.		Compensation.	
	Wet VII-2 Rs. 100, VII-3 Rs. 75.		Dry VII-2 Rs. 20, VII-3 Rs. 20.		Rs. A. P.	P.	Wet.	Dry.	Rs. A. P.	P.
	4	5	6	7						
1	2	3	4	5	6	7	8	9	10	11
VII-2	AC. CTS. 63 36	RS. A. P. 317 2 0	RS. A. P. 6,336 0 0	RS. A. P. 1,267 4 0	RS. A. P. 5,068 12 0	RS. A. P. 4,756 14 0	RS. A. P. 1,314 6 0	RS. A. P. 678 12 0	RS. A. P. 3,442 8 0	RS. A. P. 2,189 1 0
VII-3	44 98	191 3 0	3,373 8 0	899 10 0	2,473 14 0	2,867 13 0	1,993 2 0	1,993 2 0	5,631 9 0	5,631 9 0
	108 34	508 5 0	9,709 8 0	2,166 14 0	7,542 10 0	7,624 11 0				
<i>Inam.</i>										
VII-2	4 21	21 1 0	421 0 0	84 3 0	336 13 0	822 10 0	195 0 0	195 0 0	627 10 0	627 10 0
VII-3	4 50	19 2 0	337 8 0	90 0 0	247 8 0	822 10 0	195 0 0	195 0 0	627 10 0	627 10 0
	8 71	40 3 0	768 8 0	174 3 0	584 5 0	822 10 0				
Total	..	..	..	..	8,128 15 0	..	..	..	..	..

(Signed) H. LE FANU,
Collector.

Read also Proceedings of the Board of Revenue (Land Revenue), dated 24th February 1890, Mis. No. 1189, recording copy of the report sent to Government by the Collector of North Arcot, regarding compensation due to the ryots under the Talangai tank, Wallajah taluk.

Order—dated 14th March 1890, No. 1774, Revenue.

The amount of compensation proposed to be paid to the ryots for loss of crop during the current year, viz., Rs. 3,887-0-1, is approved. As this compensation is exclusive of Government assessment, the Railway Company should, the Government considers, be charged, in addition to the amount to be paid to the ryots, the assessment lost to Government, viz., Rs. 470-10-10.

2. The question of the future treatment of the Talangai tank will be considered in the Public Works Department. If the abandonment of the tank is decided upon, the Company will have to be charged, in addition to the compensation payable to the ryots (Rs. 8,126-15-0), the capitalised value of the assessment which will be lost to Government about Rs. 9,425.

3. It is observed that the figures given in para. 5 of the Collector's letter differs slightly from those given in statement A. The reason should be explained.

(True Extract.)

(Signed) C. A. GALTON,
Secretary to Government.

No. 1577 C.

Referred to the Consulting Engineer for Railways for remarks with reference to his memorandum No. 467, dated 18th November 1889.

(Signed) SIDNEY SMITH, Major, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

24th March 1890.

Read also the following paper:—

From the Consulting Engineer for Railways, dated Madras, 7th May 1890, No. 322.

From the Agent and Manager, Madras Railway, dated 14th October 1889, No. 6207/1143.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 2nd May 1890, No. 6207/489.

[Your No. 298, dated 2nd April 1890.]

Estimates for alterations at 60th mile, South-West Line, Talangai Tank.

Before preparing another estimate for this work I have the honor to submit, for the sanction of Government, a proposal made by the Company's Chief Engineer to construct larger waterways at the 60th mile than were provided for in the estimate returned for revision.

2. Waterway sufficient to carry off without damage to the Railway any possible flow of water from the Talangai and adjacent tanks can be provided at very considerably less cost than the estimate for new waterway already submitted *plus* cost of compensation for abandonment of the tank, and it is therefore now proposed by construction of sufficient waterway to ensure the safety of the Railway under any possible condition of the tank. This being provided, it becomes a matter of indifference to the Railway whether the tank be abandoned or maintained and there can be no longer any claim for compensation for loss of crops, &c., beyond that already incurred.

It is important in order to avoid compensation for loss of wet season crops that in some action should be taken in this matter with as little delay as possible.

3. The Chief Engineer writes :—

"With reference to your letter No. 6207/3068 of 26th current, giving cover to correspondence from the Consulting Engineer on the subject of Talangai tank, I beg to state that I think it would be far cheaper and better for us to give sufficient waterway to carry all water from the Talangai tank even if it bursts.

"No greater flood can possibly occur than that of 1st October 1888, when it is stated that all the tanks above the Talangai tank burst and as will be seen by the correspondence the breaches on the line were comparatively small.

"The plans which have gone in were based on the assumption that the tank should be abandoned, but I now have to propose that we put in two 64 feet girder openings instead of the extra 30 feet opening provided for. The girders might be taken from the Chitravati and charged at a nominal value and the cost of doing this work would be about Rs. 23,500 against Rs. 16,176 our present estimate.

"The question stands thus :—

	RS.
Compensation for one year	3,887
Government assessment	470
Making up bund—Collector's estimate	500
Estimate for putting in a double 64-feet girder, raising and pitching the line	23,500
Total	28,357

"If, however, the tank is to be abandoned, the cost to the Company would be :—

	RS.
Compensation for one year	3,887
Difference in value between wet and dry cultivation	8,127
Capitalized assessment	9,425
Raising the line in accordance with plan now before Government	16,176
Total	37,615

"It will be thus seen that if the plan I now propose be adopted, a saving of Rs. 9,258 will be effected, and the irrigated area of land which the Collector objects to abandoning need not be interfered with.

"I may, however, mention that if the work is not immediately sanctioned, there will be further charges against us and another crop lost. The amount for the work alone is under Rs. 25,000, and could, I presume, be passed by the Local Government. If the plan I propose is adopted, I am prepared to send in a plan and estimate at once."

Submitted to Government with reference to its Proceedings, No. 313 R., dated 22nd March 1889, and No. 1577 C., dated 24th March 1890.

2. In his first letter the Agent and Manager, Madras Railway, submitted an estimate for raising the line an average height of 1 foot 6 inches for about a mile; for constructing a 30-feet bridge in the 60th mile immediately below the bund of the Talangai tank at the lowest point of the valley; and for revetting the slope of the bank from 59/1 to 60/6, where the discharge from the tank flows parallel to the line to the proposed bridge. The estimate amounts to Rs. 16,176, chargeable in the proportion of Rs. 10,068 to Capital and Rs. 6,108 to Revenue.

3. Before approving these proposals, which were based on the abandonment of the tank, it was considered advisable to ascertain the compensation involved in order to determine whether the above course would prove more economical than the construction of a bridge sufficiently large to render the line independent of the tank discharge.

4. The Government in the Revenue Department were accordingly addressed with a view to the amount of compensation being ascertained for inclusion in the

estimate, and on receipt of G.O., No. 1577 C., dated 24th March 1890, fixing the amount to be paid to the ryots for loss during the current year, the estimate was returned to the Agent and Manager in order that the total cost of dealing with the question might be ascertained.

5. In reply, the Agent and Manager now submits another proposal, which is to construct a bridge sufficiently large to carry off without damage to the railway any possible flow of water from the Talangai tank. He states that it can be provided at very considerably less cost than the estimate already submitted *plus* the compensation for the abandonment of the tank, and adds that it then becomes a matter of indifference to the Railway Company whether the tank be abandoned or maintained, and that there can then be no longer any compensation for the loss of crops beyond that already incurred. The Chief Engineer proposes two 64-feet girder openings instead of the extra 30-feet opening already estimated for, and states that the cost (utilising the girders of the old Chitravati bridge) would be about Rs. 23,000 against Rs. 16,176 which is the present estimate; and taking the question of compensation into consideration it would stand thus :—

	RS.
Compensation for one year	3,887
Government assessment	470
Making up bund (Collector's estimate)	500
Estimate for double 64-feet girder, &c.	23,500
Total	28,357

But if the tank is to be abandoned and the original bridge of 30-feet span built the cost would be :—

	RS.
Compensation for one year	3,887
Difference in value between wet and dry cultivation	8,127
Capitalized assessment	9,425
Estimate submitted	16,176
Total	37,615

6. From this it appears that if the large bridge is built, and compensation for one year only paid, there would be a saving on the whole of Rs. 9,258.

7. The Collector of North Arcot in para. 8 of his No. 24/G and E 1890, dated 7th February 1890, embodied in Revenue G.O., No. 1774, dated 14th March 1890, states that the permanent abandonment of the tank does not seem called for, due regard being had to the interests of the Railway Company, the ryots, and the Government; and suggests certain improvements which, in his opinion, would ensure the safety of the Railway. He states these will amount to about Rs. 500, and the Chief Engineer has included them in the estimate. In the Collector's opinion the amount of compensation proposed cannot compensate the ryots fully for the loss they would sustain by the conversion of wet into dry lands.

8. The proposal for the larger bridge now put forward by the Chief Engineer is recommended for sanction, as not only will there be a saving to the Company, but the line will be perfectly safeguarded, and valuable land for wet cultivation will not necessarily have to be abandoned.

9. If it is favorably considered by Government, the Chief Engineer is prepared to send in a plan and estimate at once, and as the cost of the bridge will be under Rs. 25,000 it will be within the power of this Government to sanction.

10. Very early orders are requested on the subject, as it is important to avoid further compensation, should the scheme now proposed be accepted, that the bridge should be put in hand at once; and as in any case a diversion will be necessary (the site for either bridge being the same), early sanction to commence this portion of the work, estimated to cost Rs. 933, is solicited.

ORDER—dated 19th May 1890, No. 691 R., Public Works.

His Excellency the Governor in Council is of opinion that it is inadvisable to restore the Talangai tank in any way, and that to secure the safety of the public using the Railway the tank should be abandoned.

2. The reduction of this small tank to the dimensions suggested by Mr. LeFanu in para. 8 of his letter No. 24/G and E 1890, dated 7th February 1890,—a course which would still necessitate the payment of considerable compensation to land-owners,—would probably result in its being practically useless for irrigation purposes in many years. It is also considered that the estimate given by Mr. LeFanu is insufficient to carry out the works proposed by him.

3. The decision in para. 1 of this order will be considered final. The Government therefore does not approve the proposals made by the Agent and Manager, Madras Railway, in his letter No. 6207/489, dated 2nd May 1890, for providing additional waterway, and directs that the work provided for in the estimate submitted with his letter No. 6207/1143, dated 14th October 1889, be carried out.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with plans and estimates.
„ Chief Engineer for Irrigation.
„ Revenue Department.

RAILWAY.

Govt. of (1890) Madras.

PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1890, No. 691 R.

MAY.

Madras Railway

The proposal to restore the Talangai tank abandoned and the estimate of Rs. 16,176 for raising the line at the 60th mile, South-West Line, immediately below the bund of the tank, sanctioned.

8

19TH MAY 1890, No. 691 R., PUBLIC WORKS.

Rs. 8,126-15-0, and the loss the ryots would sustain by abandoning the tank. I beg to submit that the amount proposed cannot compensate the ryots fully for the loss they would sustain by the conversion of the wet into dry lands.

11. Under these circumstances I beg to recommend that Rs. 3,887-0-1 may be paid for loss of crops and that the alterations suggested in para. 8 *supra* may be ordered to be made at the cost of the Railway Company under professional agency.

12. I must further observe that, if the restoration of the tank to a state of efficiency be determined on too late for cultivation in next fasli the ryots will have to be again compensated for loss of crops. Again, if the tank be restored, but reduced from 6 to 3 months' capacity, the value of the lands under it will be considerably lowered, and the ryots should, I think, be compensated for this. I would suggest that they should receive Rs. 30 per acre. The simplest plan of all would be I think that the Railway should provide waterway for the tank outflow at its fullest and that the tank should be restored to 6 months' capacity with such arrangements for escapes and sluices as the Executive Engineer and Railway Engineer may agree upon. It is very deplorable that the irrigable ayacut of the district should from any preventable causes be reduced. The alteration to the Railway would be a final expense; the reduction of wet outturn would be a continuing one.

RAILWAY.

Govt. of {1890} Madras.
PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1890, No. 691 R.

MAY.

Madras Railway

The proposal to restore the Talangai tank abandoned and the estimate of Rs. 16,176 for raising the line at the 60th mile, South-West Line, immediately below the bund of the tank, sanctioned.

8

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19TH MAY 1890, No. 691 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

G.O., dated 23rd May 1889, No. 594 R., Public Works.

G.O., dated 4th May 1889, No. 2825, Revenue.

Read again G.O., dated 15th April 1889, Mis. No. 2404, communicating to the Commissioners of Land Revenue Proceedings of the Public Works Department, dated 22nd March 1889, No. 313 R.

Read also endorsement of the Public Works Department, dated 12th April 1889, No. 44 D., on Proceedings of the Board of Revenue (Land Revenue), dated 23rd March 1889, Mis. No. 1848.

Order—dated 4th May 1889, No. 2825, Revenue.

The Board will be informed that the issue of the notification should await the submission of the estimates by the Madras Railway Company called for by the Public Works Department.

(True Extract.)

(Signed) C. A. GALTON,
Secretary to Government.

Order—dated 23rd May 1889, No. 594 R., Public Works.

Communicated to the Consulting Engineer for Railways, who will request the Agent of the Madras Railway to expedite the submission of the estimate called for in Proceedings of Government, No. 313 R., dated 22nd March 1889.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

G.O., dated 27th August 1889, No. 933 R., Public Works.

G.O., dated 19th August 1889, No. 5329, Revenue.

Read again G.O., dated 15th April 1889, Mis. No. 2404.

Read endorsement of the Public Works Department, dated 16th August 1889, No. 697 D., transferring to the Revenue Department, with reference to the notes by the Honorable Members, endorsement of the Consulting Engineer for Railways, dated 10th August 1889, No. 317, on letter from the Agent and Manager, Madras Railway, dated 8th August 1889, No. 6207/888:—

In continuation of my letter No. 6207-64/613 of 31st May last, and with reference to your No. 465, dated 28th idem, regarding the Talangai tank, I have the honor to state that the Company's Chief Engineer is preparing a plan and estimate of the cost of the extra waterway required in the Railway bank, in accordance with the orders of the Board conveyed in their letter No. 814, dated 31st May 1889, based upon a memorandum by Lieutenant-General Mullins, a Director of the Company, copies of which accompany this letter.

2. It will be seen from para. 5 of the Board's letter that the Directors concur in the suggestion of the Chief Engineer for Irrigation that the tank should be abandoned and the owners of the land hitherto irrigated by the tank compensated. I therefore request that you will be so good as to recommend that Government will at once have the tank-bund cut opposite our 12-feet opening in order to prevent an accumulation of water in the tank as we fear that the present bund will be liable to breach at the place at which it was recently repaired.

3. It is also requested that you will kindly ascertain through the Revenue authorities the amount which should be paid to the ryots on account of the tank being abandoned.

ENCLOSURES.

From the Secretary, Madras Railway Company, to the Agent and Manager, Madras Railway, dated 61, New Broad Street, London, 31st May 1889, No. 814.

Talangai Tank.

I have laid before the Board your letter No. 1875, together with the order of Government, No. 313 R. of the 22nd March 1889, calling upon you to submit plan and estimate of the cost of such measures as you propose to take for the safety of the Railway at the 61st mile, south-west line, which is liable to serious injury by accidents to the Talangai tank, below the larger portion of which the line immediately runs.

2. In respect to the question, whether to insure protection to the line of Railway for the future, the bund of the tank shall be strengthened, or the tank altogether abandoned, the Consulting Engineer and the Government appear to agree with the Acting Chief Engineer for Irrigation that the latter course should be adopted.

3. Should it be eventually decided to abandon the tank, steps must be taken to provide such additional protective works as may be required to prevent damage from the breaching of the smaller tanks of the group. Meanwhile it is assumed that, in compliance with the Order of Government above referred to, the plan and estimate called for have been submitted, in view to the necessary repairs being at once undertaken for the safety of the line.

4. Before considering the matter at the meeting of the Board on the 17th instant the whole of the papers were forwarded to General Mullins, who, as you are aware, has a special knowledge of the subject, and I am now directed to enclose a copy of a memorandum by him, dated 8th instant.

5. From this it will be seen that, in his opinion, it is advisable to adopt the suggestion of the Acting Chief Engineer for Irrigation, for the abandonment of the tank, and in this view the Board also concur. The sum of Rs. 12,000 is estimated as sufficient to compensate the owners of the land hitherto irrigated by the tank, whilst it is admitted, from a financial point of view, to be out of the question to restore the tank in such a manner as to withstand a storm such as occurred in October 1872.

6. The capacity of the Railway waterways, discussed in the concluding paragraph of General Mullins' memorandum, deserve special consideration.

7. I am to add that the Board, after a careful review of all the circumstances of the case, concur in the opinion expressed by Government that, whatever expense is incurred, whether for compensation or otherwise, should be debited to the capital cost of the line.

Memorandum by Lieutenant-General Mullins.

[Letter from Agent and Manager, Madras Railway, No. 1875, 17th April 1889, re the Talangai Tank in 61st mile of the Madras Railway, South-West Line.]

The question raised in the papers is a simple one. The points to be considered are—

1st.—Is a different treatment of this tank rendered necessary by the fact that the Madras Railway runs immediately below the larger part of the tank, and is liable to serious injury by accidents to it, from any that would have been deemed right and necessary had the Railway not been constructed?

2nd.—What is the best and most economical course to take under the circumstances?

2. It seems to be evident that, but for the construction of the Railway, the Government would have been free to decide, upon financial or other grounds, what degree of safety should be ensured to the tank and the cultivation under it. In other words, having regard to its value as a revenue yielding work, it might have been decided either to make it perfectly safe by providing adequate weirs for the discharge of surplus, and revetment for the protection of the bund from storm waves, or to merely make it safe in ordinary seasons, allowing the risk to remain of breaches in seasons of heavy rainfall or storms.

The safety of the Railway, however, demands either that a special treatment of the tank should be adopted, or that the Railway should be made secure by such means as are deemed requisite, taking into account the liability of the tank to breach in any but seasons of ordinary rainfall. The option in some measure lies with the Railway to decide which course is most to its advantage: but if special treatment of the tank be adopted, the cost of such treatment, over and above that of ordinary treatment, such as would, but for the presence of the Railway, be deemed sufficient and reasonable, would be debitable to the Railway; while if the measures are to be applied to the Railway itself, their cost is equally chargeable to the latter.

3. With regard to the second point, the authorities best acquainted with the circumstances think that the abandonment of the tank is the proper course to adopt, and the charge to the Railway of such compensation to the landholders as may be considered equitable for the transfer of their lands from wet to dry cultivation would follow, and would merely represent one form of outlay for the protection of the line. It appears that the ayacut under the tank is only 120 acres, and the difference between the wet and dry assessment of the lands, which would be a rough indication of the difference of value to the landholders, would probably be about three rupees an acre. Taking it, however, at four rupees, and the value of the interest of the owners at 25 years' purchase, the sum to be paid might amount to $120 \times 4 \times 25 = 12,000$ rupees. It may be taken as certain that this sum would go but a very small way towards rendering the line secure by means of additional waterway and other protective works. Moreover, with the line of Railway so very close to the tank-bund, no reasonable amount of waterway under the former would be a complete safeguard. Breaches might occur at points remote from those where the waterways were placed, and this even if the bund were in good repair, because storms might drive the waves against any point of the bund, and the latter could not withstand such action for long. There is no room for the water, on escaping through a breach, to spread and expend its force: it would destroy the Railway embankment, either by going over it, or by erosion in rushing alongside to the nearest waterway opening. It seems advisable, therefore, to adopt the suggestion of the Chief Engineer for Irrigation for the abandonment of the tank, in the bund of which ample openings should then be left, or made, opposite each of the Railway waterways.

4. It may make the view taken above still clearer if it be considered that, when the Railway was about to be constructed in the first instance, the Company might have proposed the abandonment of the tank, and the compensation of the landholders for the loss of their interest under it, instead of spending money on adequate works for securing the line from damage, liability to which the tank made inevitable. The works then necessary would have been confined to those proper for disposing of the drainage of a definite area of country. It can hardly be doubted that the propriety of charging such compensation against construction would have been accepted, without demur, in that case.

5. It is necessary to add that, should the Talangai tank be abandoned, it is possible that some protective works or measures will be necessary to prevent damage from the breaching of the smaller tanks of the group, over which the Government have practically little or no control, of a kind which could ensure their safety. The owners are liable no doubt for accidents and damage due to the tanks not being maintained in the state of repair considered necessary, according to the custom of the country, at the time the Railway was constructed; but it is difficult, and costly as well, to bring their responsibility home to them, and it would be of little

use to the Railway to succeed, for, from the point of view of railway safety, the tanks would remain a source of constant danger.

6. It may be noticed that the waterways under the Railway, as noted on the tracing, do not seem to be adequate for the extent of drainage, apart from the relative positions of the Railway and the tank. Some of the culverts drain from south to north, which drainage has afterwards to recross to the south by the other openings. The latter alone have to be considered, and they are:—

Culvert No.	252	...	...	...	Span	12	0	Feet.	Inches.	Height.
"	"	254	...	...	"	1	6	"	3	0
"	"	255	...	...	"	2	0	"	4	0
"	"	256	...	...	(Not given, probably about 3 feet.)					
"	"	258	...	...	"	3	0	"	5	6
"	"	259	...	...	"	6	0	"		
"	"	260	...	...	"	3	0	"	5	6
"	"	261	...	...	"	3	0	"	3	0
"	"	264	...	...	"	3	0	"	5	6
Total					33	6				

The Chief Engineer for Irrigation notices that the surplus works of the tank are 216 feet long, and that they would suffice with 3 feet of water going over to dispose of the (theoretical or calculated) maximum discharge* from the drainage area. The data for an exact estimate of the capacity of the Railway waterways are

* 2,500 cubic feet a second.

far from complete, but assuming that a water level higher on the north side by 2 feet than on the south might be permitted with safety, the waterway required under ordinary circumstances, and a part from the localization of discharge by breaches, &c., would be 315 square feet, or an average height of the above culverts of 9.4 feet. Many of the culverts, however, are evidently for the passage of irrigation channels, and probably only two out of the eight, measuring 18 feet in length together, have any appreciable effect on the disposal of drainage. Culverts 254 and 255 would have no appreciable effect in averting damage, and probably 256 is of the same class. Number 257 seems inadequate, even if it does on occasion discharge from north to south, and 252 would probably be much too small were the tank secure from breaching. So far as the information given in the papers indicates, the waterway of the latter culvert would in that case require to be some 230 square feet, and perhaps at least 30-feet lineal instead of 12. Of course the present 12-feet culvert may not have been overworked, seeing that the tank has breached whenever the rainfall has been very heavy.

8th May 1889.

Submitted to Government with reference to G.O., No. 594 R., dated 23rd May 1889.

2. The amount of compensation payable to land-owners in consequence of the abandonment of the Talangai tank is required in order that it may be embodied in the estimate now under preparation by the Chief Engineer, Madras Railway.

3. The tank-bund in its present unsafe condition is an element of danger to the Railway, and it is recommended that the bund be cut opposite the 12-feet opening in the Railway bank to prevent an accumulation of water in the tank.

Order—dated 19th August 1889, No. 5329, Revenue.

With reference to para. 2 of the letter from the Consulting Engineer for Railways read above, the Collector of North Arcot will be requested to submit an early report showing the extent of lands irrigated by the tank, the assessment thereon as well as the probable amount of compensation that will have to be paid to the land-owners in consequence of the conversion of their lands from wet to dry. The estimate of Rs. 12,000 made in General Mullins' memorandum of the 8th May last appears to be low, and possibly it may be found on receipt of the report called for above from the Collector that it will be more economical for the Railway Company to enlarge their waterways and otherwise strengthen their line. But whatever decision

may be finally arrived at on this point it is clear that the continuance of the present state of things during the coming monsoon will expose the Railway to great risk, and His Excellency the Governor in Council is therefore pleased to direct that the bund of the tank shall be cut opposite the 12-feet opening in the Railway bank and notification issued to the land-owners concerned that they should not undertake wet cultivation this year. The Collector will take immediate steps to settle the amount of compensation payable to them for loss of crop for the current fasli.

(True Extract.)

(Signed) C. A. GALTON,
Secretary to Government.

Order—dated 27th August 1889, No. 933 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement No. 317, dated 10th August 1889.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 14th October 1889, No. 6207/1143.

With reference to your letter No. 465, dated 28th May 1889, I have the honor to forward herewith, in duplicate, an estimate (with two plans Nos. 1052 Mis. and 330) for raising the line, &c., at 60th mile, south-west line, immediately below the bund of the Talangai tank which it has been decided to abandon, and to request that you will be so good as to communicate to me the sanction of Government for the required outlay Rs. 16,176 chargeable in the proportion of Rs. 10,068 to Capital and Rs. 6,108 to Revenue.

2. When submitting the estimate the Chief Engineer writes:—

"In dealing with the question of the waterway the calculation has been based on the figures furnished by the Acting Chief Engineer for Irrigation (*vide* his note No. 43 W. in G.O., 22nd March 1889, No. 313 R.) for the catchment area which drains into the tank under reference. This area is given at 8½ square miles, and the theoretical discharge computed as 2,500 cubic feet per second; and it is concluded that in order to ensure the safety of the line a free outlet for this volume must be provided. For this purpose we require a waterway of 416½ square feet, and with a headway of 10 feet which can be secured by raising the line three feet for a short length, an aggregate span of 42 feet becomes necessary. Omitting as inappreciable the outlet afforded by the several small culverts which accommodate irrigation channels, we have at present a single 12-feet opening, which therefore leaves a balance of 30 feet to be added. It is accordingly proposed to construct a new bridge of 30-feet span, for which girders are available, and to locate it 2 chains eastwards of the existing 12-feet opening, as this is found to be the lowest point in the valley.

"Owing to the close proximity of the Railway to the bund of the tank, the discharge through the several openings, which it is presumed will be made in the bund, will be more or less arrested by the Railway embankment, and so diverted that it must flow parallel to the line down to the proposed new bridge, and may possibly injure the slope on that side. It will therefore be necessary to protect this slope by revetment from ¼ to ⅞ miles, and the cost of this work has been included in the estimate.

"The cost of the additional items, such as the raising of the line, and the temporary diversion of the road during the construction of the new bridge, brings the estimate up to a total figure of Rs. 16,176, for which the early sanction of Government is requested."

3. There is no provision for this work in the current year's budget; but as the work is an emergent one and is to be carried out in order to avoid all risk to the line, I have the honor to request the special sanction of Government for the estimated expenditure.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 31st October 1889, No. 6207/1209.

I have the honor to state that the Chief Engineer replies as follows to the questions asked in your letter No. 867 of 18th instant:—

"In reply to the first question, I beg to explain that although 1 in 176 is the ruling gradient between Arkonam and Vellore and occurs in one place only, it was considered advisable not to introduce any gradient over 1 in 200, keeping in view the heavy loads in goods trains now drawn by our engines, but if you think it desirable as suggested by the Consulting Engineer to alter the proposed new gradient from 1 in 212 to 1 in 176, I am prepared to do so, and the saving effected in the estimate thereby will be Rs. 1,595.

"As regards the second question, I would point out that we have no guarantee as to how the old tank-bund is going to be breached either now or in future by the Revenue authorities. Already two cuts have been made, one opposite to the new bridge about to be constructed on the line, and the other (apparently a deeper one) at the site of the weir. Further it is possible that the earthwork in the bund may be gradually removed in places to level up the bed of the tank for dry cultivation. Under these circumstances I do not see how under this head any reduction in the estimate is practicable."

2. In view of the endeavour now being made to increase the weight of our trains, I concur with the Chief Engineer in thinking it would be undesirable to introduce a steeper gradient than 1 in 200.

Memorandum from the Consulting Engineer for Railways, dated Madras, 18th November 1889, No. 467.

The Agent and Manager, Madras Railway, has submitted with his No. 6207/1143, dated 14th October 1889, an estimate, amounting to Rs. 16,176, for alterations in the 60th mile, south-west line, necessitated by the abandonment of the Talangai tank. The estimate does not include the amount of compensation that will have to be paid to the land-owners in consequence of the tank being abandoned, which, it has been decided, is chargeable against the Capital cost of the line, and will certainly raise the estimate beyond the powers of sanction of this Government (Rs. 25,000).

2. It seems desirable that Government in the Revenue Department should be addressed with reference to G.O., No. 5329, dated 19th August 1889, with a view to the amount of compensation being ascertained for inclusion in the estimate. Provision for this work will be made in the budget estimate for 1890-91.

No. 5788 C.

Referred to the Revenue Department for favor of inquiry and report as to the amount of compensation that will be required to be paid.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

10th December 1889.

G.O., dated 14th March 1890, No. 1774, Revenue.

Read again G.O., dated 19th August 1889, No. 5329, requesting the Collector of North Arcot to submit an early report showing the extent of lands irrigated by the Talangai tank, the assessment thereon, as well as the probable amount of compensation that will have to be paid to the land-owners in consequence of the conversion of their lands from wet to dry.

From W. J. H. LE FANU, Esq., Collector of North Arcot, to the Secretary to Government, Revenue Department, dated Wandiwash, 7th February 1890, Ref. on Gl. Eng. No. 24.

Referring to G.O., dated 19th August last, I have the honor to submit the following report.

2. As directed by Government, the bund of the Talangai tank has been cut open opposite the 12-feet opening in the Railway bank, and a notification issued to the land-owners concerned that they should not undertake wet cultivation in the current fasli.

3. I submit herewith two statements (will follow) marked A and B, the one showing the amount of compensation proposed to be paid for the loss of crops sustained by the ryots by cutting open the bund and the other showing the amount of compensation proposed to be paid in view of the conversion of their wet lands into dry in the event of the tank being abandoned.

4. The extent of lands irrigated by the tank is 117.5 acres assessed at Rs. 548-8.

5. For the purpose of calculating compensation for the loss of crop, the lands under the tank have been classed under the three following heads:—

	ACS.	CTS.
(1) Those not cultivated at the time the bund was cut open—		
Government	100	14
Inam	7	33
(2) Those cultivated and harvested prior to the cutting of the bund—		
Government	6	67
Inam	1	0
(3) Fields not affected by the breaching of the bund—		
Government	1	91
Total	117	5

6. Compensation has been calculated adopting the grain value of the lands, viz., 900 Madras measures per acre, as given in the settlement report of this district for lands under the first head. The grain value so adopted has been commuted into money value according to the present market price. The Divisional officer's proposal to deduct from the market value the assessment and the expenses of cultivation seems reasonable. The amount of compensation calculated accordingly comes to Rs. 3,837-0-1 for lands under the first head.

7. No compensation has been calculated for lands under the heads 2 and 3, for the lands under the second head being single-crop lands were duly harvested before the cutting of the bund, and the crops raised on the lands under the third head were not affected by the cutting of the bund.

8. As regards the compensation for the conversion of the wet lands into dry, the market value of wet lands has been ascertained to be from Rs. 100 to 75 an acre and that of dry lands to be Rs. 20 an acre. The compensation calculated at these rates comes to Rs. 8,126-15-0.

9. Referring to Government endorsement (enclosures returned), dated 15th October last, No. 6639, on the petition of the ryots concerned, I have to state that the permanent abandonment of the tank does not seem to be called for, due regard being had to the interests of the Railway Company, the ryots and the Government. The Head Assistant Collector inspected the tank in person in company with the Executive Engineer Major Rawson, and both are of opinion that if the following improvements are effected, the safety of the Railway line would be ensured without abandoning the tank:—

- (1) The tank should be reduced from 6 to 3 months' supply by lowering the calingula. This is estimated to cost Rs. 150.
- (2) Instead of the one calingula as at present there should be two calingulas, i.e., a new one should be built where the bund has been recently cut. This is estimated to cost Rs. 100.
- (3) That the escape should be straightened, broadened and deepened. This is estimated to cost Rs. 50.

10. Thus all the required alterations to the tank to ensure the safety of the Railway line can be effected at a comparatively small cost of, say, Rs. 500 at the outside, which is a trifling sum compared with the amount of compensation proposed, viz.,

Rs. 8,126-15-0, and the loss the ryots would sustain by abandoning the tank. I beg to submit that the amount proposed cannot compensate the ryots fully for the loss they would sustain by the conversion of the wet into dry lands.

11. Under these circumstances I beg to recommend that Rs. 3,887-0-1 may be paid for loss of crops and that the alterations suggested in para. 8 *supra* may be ordered to be made at the cost of the Railway Company under professional agency.

12. I must further observe that, if the restoration of the tank to a state of efficiency be determined on too late for cultivation in next fasli the ryots will have to be again compensated for loss of crops. Again, if the tank be restored, but reduced from 6 to 3 months' capacity, the value of the lands under it will be considerably lowered, and the ryots should, I think, be compensated for this. I would suggest that they should receive Rs. 30 per acre. The simplest plan of all would be I think that the Railway should provide waterway for the tank outflow at its fullest and that the tank should be restored to 6 months' capacity with such arrangements for escapes and sluices as the Executive Engineer and Railway Engineer may agree upon. It is very deplorable that the irrigable ayacut of the district should from any preventable causes be reduced. The alteration to the Railway would be a final expense; the reduction of wet outturn would be a continuing one.



GOVERNMENT OF
REVENUE DEPT.

22nd February 1878

Read the following paper:—

No. 273. Proceedings of the Board of Revenue
No. 5,200.

Read the following letter from R. W. BARLOW,
District, to H. E. STOKES, Esq.,
dated Sydapet, 30th November 1877,

In continuation of my No. 825, dated 16th
copy of a letter just sent by me to the Consult
the Todur Tank. I further enclose a copy of
dated 29th November 1876, returning the estim
to the charge being met from agricultural gran

2. I was under the impression that the m
of Government in the Irrigation Department,
that early orders may be passed for raising th
interests of the public revenue. It is for the
the charge shall ultimately be debited; but the
bility of incurring the same.

ENCLOSURE No.

From R. W. BARLOW, Esq., Collector of the C
J. H. M. SHAW-STEWART, R.E., Consult
29th November 1877, No. 886.

In reply to your letter of the 22nd instant, No. 1

From Consulting Engineer for Railways, dated 27th September 1876	
To Superintending Engineer,	23rd November "
From "	29th "
To "	4th December "
From "	13th "
To Consulting "	5th January 1877
From "	16th "
To Superintending "	9th "
To Special Assistant Collector,	21st August "
From "	6th September "
From Superintending Engineer,	4th August "
To "	18th September "

happy to forward for your perusal if you desire it, the
an estimate for improving the tank, which I countersig
18th September 1877, and there the matter rests at pr

2. The plan and estimate for raising the line

* Copy of his letter, No. 3,020, dated 29th November 1876,
is enclosed.

(True Cop

22ND FEBRUARY 1878, No. 287.

LOSTER No. 2.

Superintending Engineer, Chingleput, to R. W.
Chingleput District, dated St. Thomas' Mount, 29th

I HAVE the honor to observe that the sub-
ject of your No. 584 of 23rd instant has been,
some time ago, laid before the Chief Engineer
with reference particularly to the
question of liability for payment for raising
the Railway.
It will induce you to alter your opinion as to the
level of the Railway.
The weir and its weir built to the proper level of capacity;
for the discharge of extraordinary rainfalls; vents
wooden shutters, the removal of which, when the tank
is full; the arrangement is a very common one over all the

point where it enters the tank; but, instead of running
to the deep water, it has a fall of 2.85 feet as I gather
with returned; the bridge by which the water passes
level with the weir crest.

The Railway Engineers overlooked the fact that surplus
in years of moderate rain the tank can do its duty
as I know no difficulty arose until 1872.

occurs, the villagers, alarmed at the risk which the
is from the vents and nearly empty their tank.

Officers have done their duty by the tank, and should not
have induced the villagers to give up occasionally their right
to discharge it over instead of through the weir.

The Railway Engineers would have been compelled to
which, I submit, it was not our duty or that of the

the Railway accounts far older than the Railway; the
level at F.T.L.; the Railway has been wrong throughout
in its injurious injury to the villagers who were ignorant of

the Chief Engineer for lengthening the weir so as to
be as small an amount as possible, but I have strongly
been called on to make their works secure for themselves,
which was in existence long before the Railway.

(True Copy)

(Signed) R. W. BARLOW,
Collector.

ernment.

an embankment through the bed of the Todur
the line not having been embanked to sufficient
it if the tank were filled to the full capacity.
correspondence on the subject, but the Collector,
late, gives no information as to what has been
treatment of the tank, nor even as to the cost of
estimate seem to have been prepared.

letter of the Superintending Engineer submitted
of the crest of the calingula, is the same as that
line, and that below the crest of the calingula
th wooden shutters. During the recent heavy
Railway Engineer proceeded to cut, as was
d on the calingula; and it was eventually settled
d to rise above four feet below the lowest point

REVENUE DEPARTMENT, 22ND 22ND

4. The Collector should have stated (Pub
level below the crest of the calingula the not er
be decrease of cultivation or loss of crop ce the
the loss of revenue has been in the past;
Engineer) no difficulty arose until 1872.

5. The question appears to have been red in
before the Chief Engineer for Irrigation, o will
above noticed is available to or has been o kmen
therefore to forward these proceedings th ill also
to them certain that to render the Railwa big alt
and equally certain that the cost should be e the
existence long before the Railway, and the
to suffer by the construction of that work.
is however a minor one, as the Railway d (True
charge will practically fall on Governmen
this point may not be the cause of postpo
evil complained of.

(True Copies

No. 273-A. From Colonel J. MULL
to Lieutenant-Colonel J. H.
Engineer for Railways, dated
No. 63-M.

WITH reference to the corresponde

From Con. Engr., No. 868.
To " " " 800, 3rd June 1875
From " " " 1,142, 12th Aug. "
*No. 964, 26th August 1875.
†No. 1,880, 25th " 1876.

1st—that the crest of the surplus w
2 inches below the full tank-le
the railway;

2nd—that the railway did not appa
the line that maximum water-l
tank-level or the level at which

3rd—that the former difference be
be ascertainable; that for tank
and that it would not be reason

4th—that, consequently, I am prepa
to arrange that water in extren
than 1'-6" + 0'-2" = 1'-8" ab

Flood discharge $500 \sqrt[3]{(1\frac{1}{2})^2} = 65$
feet a second.

masonry surplus weir an escap
5th—that parts of the line of rail
M.W.L. at $1\frac{2}{3}$ feet above the
the simplest plan would seem
because it will probably be ch
M.W.L. in the tank to about
weir which latter plan would
may be doubted whether spac
the cost would probably be ab

FEBRUARY 1878, No. 287.

chargeable to the railway. A reasonable rail to be $2\frac{1}{2}$ feet above M.W.L. 1.31 above the datum referred to in the levels given in the Assistant Engineer's No. 375, and to secure this margin about $\frac{1}{4}$ of a mile of the line maximum.

3-W.

Engineer for Irrigation.

Todur tank to render it safe and efficient ordered by Government in G.O., No. 569-I. Work is carried out the maximum water-
than 18 inches, the full tank-level.

be secured completely by the improve-
too low with reference to full tank-level

ated in 1875-76, and were summarised
er 1876, to the Consulting Engineer for
far as is known no action has been taken
date of that communication to render

entirely wrong in constructing a bund
Apart altogether from the risk entailed
by this proceeding. The crest of the
and the bund was unnecessary except for
proper level.

J. MULLINS, Colonel, R.E.,
Chief Engineer for Irrigation.

Department.

No. 569-I, (Public Works Department,) concerning on embankment of Todur Tank

February 1878, No. 287.

FROM the papers recorded above it is evident that the rights of the cultivators under the Todur tank have been
railway line has been run through its

Chief Engineer for Irrigation as long ago
y Department the facts of the case and
pointed out the obvious course to
pursue, nothing has been done to
rectify the original oversight, while on the
other hand it is admitted* that the
been injurious to the interests of the

s with the Board in considering that
not be made to suffer by the mode in
e observes that the sanction accorded

REVENUE DEPARTMENT, 22ND

by G.O., 4th December 1877, No. 569-I (Public Works Department) certain alterations in the tank will not er
seasons, while it will certainly reduce the
diminish its usefulness.

4. The papers will now be referred in
Consulting Engineer for Railways, who will
measures at once for raising the embankment
the water is at F.T.L.

The Department Public Works will also
4th December last, No. 569-I, directing alt
such work as may be necessary to save the
at the cost of the Railway Company.

(True)

To the Board of Revenue.
„ the Public Works Department.
„ the Chief Engineer for Irrigation.

Exd F. R. Bantleman and G. Freeman.

Recd.
Dated February 22nd.

Encl.

To
Govt. of Madras.
REVENUE.
THE BOARD OF REVENUE,
&c., &c.,
&c.

GOVERNMENT.
PUBLIC WORKS

16th March 1878

Railways

Read the following paper:—

No. 110. Proceedings of Madras Government
22nd February 1878

No. 111. ORDER THEREON, 16th March 1878

COMMUNICATED to the Consulting Engineer
to carry out the work specified in paragraph 1

(True Extract)

(Signed) J. H.

To the Consulting Engineer for Railways.
„ Superintending Engineer, Chingleput.
„ Collector of Chingleput.
„ Chief Engineer for Irrigation.
„ Examiner of Public Works Accounts.
„ Examiner of Railway Accounts.

Exd. T. D. Ryan.

Spare Copies

sq

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RAILWAY.

Govt. of (1878) Madras.
PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.
&c., &c., &c.

Dated March 16th.

Issued

Recd.

Encl.

G. O., 16th March 1878, No. 259 R.

MARCH

Nos. 110-111.

Todur Tank, Chingleput District.—The Consulting Engineer to call on the Railway authorities to raise the embankment of — for the safety of their line.

GOVERNMENT

PUBLIC WORKS

3rd October 187

Railwa

Read the following paper :—

No. 5. Endorsement of the Consulting
16th September 1

From A. M. SAUNDERS, Esq., Agent and M
to the Consulting Engineer for P
1878, No. 1,232.

ADVERTING to your letter, No. 690, da
sanction of Government was communicated to
for raising the line of railway at the 23rd mil
tank, I have the honor to forward herewith
ultimo, from the Officiating Chief Engineer
(in duplicate) amounting to Rupees 10,809.

Under the circumstances explained by M
good as to communicate to me the sanction
which provides for revetting the raised emb
the estimate first submitted.

Information as to provision in the bud
will lapse is given on the estimate.

From H. R. P. CARTER, Esq., Officiating Chief
Madras Railway Company, dated Madras

I BEG to forward herewith a revised estimate
for raising the embankment of the line at 23rd
previous estimate forwarded with my letter, No. 44
was, I regret to say, overlooked.

It will be absolutely necessary to protect our s
the work of raising the embankment involves the
revetment, and its reconstruction on the new slopes
required.

The original estimate already sanctioned amo
Rupees 10,809, and I have to request that early sa
enable me to proceed with the work and complete i

SUBMITTED for the sanction of the Govern

2. The Agent with this letter subm
Rupees 10,809, for the work ordered to be c
March 1878.

3. The estimate first submitted amount
by this office provisionally under the author
quoted above.

RAILWAY.

Govt. of (1878) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.
&c., &c., &c.

Dated March 16th.

Issued

Recd.

Encl.

G. O., 16th March 1878, No. 259 R.

MARCH

Nos. 110-111.

Todur Tank, Chingleput District.—The Consulting Engineer to call on the Railway authorities to raise the embankment of — for the safety of their line.

3RD OCTOBER 1878, No. 941 R.

been authorised, as the safety of the line is

ted expenditure, viz., Rupees 8,963, will be met from Schedule B, "Unforeseen requirements," and the Revenue portion, Rupees 1,846, from Schedule G of the Budget Estimate for 1877-78. The sanction will lapse on the 30th September 1880. The estimate has not been included in any of the half-yearly schedules.

W. H. COAKER, Captain, R.E.,
for Consulting Engineer for Railways.

October 1878, No. 941 R.

completion of the work is approved.
for the sanction of the Government of India.

dated 3rd October 1878.)

Extract.)

M. SHAW-STEWART, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

counts.

RAILWAY.

Govt. of (1878) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated October 3rd.

Issued

Recd.

Encl.

G. O., 3rd October 1878, No. 941 R.

OCTOBER.

Nos. 5-6.

*Raising the Embankment of the Madras
Railway where it passes through the Todur
Tank.—The estimate for — ordered to be
forwarded to the Government of India, and
the action taken in authorising the completion
of the work, approved.*

only

GOVERNMENT OF
PUBLIC WORKS

4th December 1878

Railway

Read the following paper:—

No. 28. From Major A. LEMESSURI
to the Government of India, Public
Joint Secretary to the Government
(Railway Branch), dated Simla, 15th

I AM directed to acknowledge the receipt
and in reply to communicate the sanction of
the Government, amounting to Rupees 10,809, received
Revenue, in the proportions of Rupees 8,963
latter, of the cost of raising the embankment
through the Todur tank.

2. This sanction has been registered as

No. 29. ORDER THEREON, 4th December
COMMUNICATED to the Consulting Engineer
No. 941 R, dated 3rd October 1878.

2. The sanction accorded by the Government
R No. 31 of 1878-79.

(True Extract)

(Signed) J. H. M. S.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. C. Howarth.
Spare Copies

RAILWAY.

Govt. of (1878) Madras.
PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated October 3rd.

Issued

Recd.

Encl.

G. O., 3rd October 1878, No. 941 R.

OCTOBER.

Nos. 5-6.

Raising the Embankment of the Madras
Railway where it passes through the Todur
Tank.—The estimate for — ordered to be
forwarded to the Government of India, and
the action taken in authorising the completion
of the work, approved.

only

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

4th December 1878, No. 1,231 R.

Railway.

Read the following paper :—

No. 28. From Major A. LEMESSURIER, R.E., Officiating Under Secretary
to the Government of India, Public Works Department (Railway), to the
Joint Secretary to the Government of Madras, Public Works Department
(Railway Branch), dated Simla, 15th November 1878, No. 4,891 R.

I AM directed to acknowledge the receipt of your No. 942 R, of the 3rd ultimo,
and in reply to communicate the sanction of the Government of India to the esti-
mate, amounting to Rupees 10,809, received therewith, chargeable to Capital and
Revenue, in the proportions of Rupees 8,963 to the former, and Rupees 1,846 to the
latter, of the cost of raising the embankment of the Madras Railway where it passes
through the Todur tank.

2. This sanction has been registered as No. 13 M.R. of 1878.

No. 29. ORDER THEREON, 4th December 1878, No. 1,231 R.

COMMUNICATED to the Consulting Engineer for Railways with reference to G.O.,
No. 941 R, dated 3rd October 1878.

2. The sanction accorded by the Government of India has been registered as
R No. 31 of 1878-79.

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. C. Howarth.
Spare Copies

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GOVERNMENT
PUBLIC WORKS

4th December 1878

Railway

Read the following paper :—

No. 28. From Major A. LEMESSURI
to the Government of India, Public
Joint Secretary to the Government
(Railway Branch), dated Simla, 15th

I AM directed to acknowledge the receipt
and in reply to communicate the sanction of
the Government, amounting to Rupees 10,809, received
Revenue, in the proportions of Rupees 8,963
latter, of the cost of raising the embankment
through the Todur tank.

2. This sanction has been registered as

No. 29. ORDER THEREON, 4th Decem
COMMUNICATED to the Consulting Engineer
No. 941 R, dated 3rd October 1878.

2. The sanction accorded by the Govern
R No. 31 of 1878-79.

(True Extract)

(Signed) J. H. M. S.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. C. Howarth.
Spare Copies

sq 4

0/17/8

GOVERNMENT
PUBLIC WORKS

4th December 1878

Railway

Read the following paper :—

No. 28. From Major A. LEMESSURI
to the Government of India, Public
Joint Secretary to the Government
(Railway Branch), dated Simla, 15th

I AM directed to acknowledge the receipt
and in reply to communicate the sanction of
the Government, amounting to Rupees 10,809, received
Revenue, in the proportions of Rupees 8,963
latter, of the cost of raising the embankment
through the Todur tank.

2. This sanction has been registered as

No. 29. ORDER THEREON, 4th December
COMMUNICATED to the Consulting Engineer
No. 941 R, dated 3rd October 1878.

2. The sanction accorded by the Government
R No. 31 of 1878-79.

(True Extract)

(Signed) J. H. M. S.

To the Consulting Engineer for Railways.
" Examiner of Railway Accounts.

Exd. C. Howarth.
Spare Copies

4. The completion of the work has
imperilled under present arrangements.

5. The Capital portion of the estimate

Capital.

Indian Rupees 8,963.

Revenue.

Indian Rupees 1,846.

(Signed)

No. 6.

ORDER THEREON, 3rd

THE action taken in authorising the

2. The estimate will be forwarded

(Here enter No. 942 F

(True

(Signed)

J. H.

To the Consulting Engineer for Railways.

a Examiner of Ry. Acc

Exd. T. D. Ryan.

Spare Copies

OF MADRAS.

DEPARTMENT.

8, No. 941 R.

y.

g Engineer for Railways, dated Madras,
878, No. 441.

anager of the Madras Railway Company,
ilways, dated Madras, 11th September

ted the 3rd of July last, in which the
the estimated expenditure of Rs. 5,327
e, South-West Line, through the Todur
copy of letter, No. 735, dated the 31st
upon this subject, with a revised estimate

Mr. Carter, I request that you will be so
of Government to the revised estimate
nkment, a provision that was omitted in

get and the date on which the sanction

Engineer, to the Agent and Manager of the
30th August 1878, No. 735.

(in duplicate), amounting to Rupees 10,809,
mile through Todur tank, inasmuch as in the
8, of 10th June, the item of stone revetment

opes against the action of the tank water, and
removal of nearly the whole of the existing
for which moreover additional stone will be

ounts to Rupees 5,327, and the revised one to
otion may be obtained for the difference to
before the forthcoming monsoon.

ment of India.

its a revised estimate, amounting to
arried out in G.O., No. 259 R, of 16th

ed to Rupees 5,327, and was sanctioned
ty conveyed in the Government Order

OF MADRAS.

DEPARTMENT.

No. 259 R.

ment, in the Revenue Department, dated
878, No. 287.

arch 1878, No. 259 R.

r who will call on the Railway authorities
4.

tract.)

M. SHAW-STEWART, Col., R.E.,
Joint Secy. to Govt. P.W.D.,
Railway Branch.

*Railway line running on Embankment of Tondiar
Tank in Chingleput District.—Directing to call
on the Railway Company to take measures at
once for raising the — for the safety of the
rail; and intimating that the work must be
undertaken at the cost of the Railway Company.*

FEBRUARY.
Nos. 273-274.

G.O., 22nd February 1878, No. 287.

Public Works Department), for carrying out
to ensure the safety of the railroad in all
the capacity of this irrigation work and

the Department Public Works to the
call on the Railway Company to take
t so as to place the rail in safety when

to take steps to recall the order of the
operations in the tank at Provincial cost,
rail from damage must be undertaken

Extract.)

(Signed) C. G. MASTER,
Secretary to Government.

$190 \times 5 = 950$ Rs. would be of
margin would be for top of
or at $17.15 + 1.66 + 2.50 = 2$

Enclosure to Superintending Engineer
No. 1,880.

would need raising 0.87 feet as a.

No. at

Note by the Chief Engineer

THE work intended to be done to the
has been provided for in the estimates sanctioned
of the 4th December 1877. When this water level
level in the tank will not exceed by more than

2. The safety of the railway will not be
ments to be carried out, because its level is
and maximum water-level during floods.

3. The circumstances were investigated
in a letter, No. 63-M., of the 6th September
Railways, a copy of which is enclosed. So
by the Madras Railway Company since the
the railway safe.

4. The villagers appear to have been
in front of the surplus weir of their tank.
on the railway, the tank was endangered by
weir is only 2 inches below full tank-level, and
the purpose of retaining water above the point

GODAVERY,
7th January 1878.

(Signed)

To the Secretary to Government, Revenue Department

Read again G.O., 4th December 1877, for
on the subject of raising the Railway line in
in Chingleput District.

No. 274. ORDER THEREON, 22nd February

Irrigation, No. 7.

seriously affected by the mode in which the
water-spread.

2. It further appears that though the Commission
as September 1876 placed before the Railway Board

*Letter from Consulting Engineer for Railways,
dated 14th November 1877, No. 1,858, in
Board's Proceedings, 15th idem, No. 5,001.

course of action hitherto pursued has been
villagers.

3 The Governor in Council fully agree
the holders of land under the tank should
which the railroad has been constructed. H

FEBRUARY 1878, No. 287.

3

the effect of this arrangement and at what water is now kept; whether the result will be for revenue, and, if so, to what extent; what and why (as stated by the Superintending

is brought by the Superintending Engineer and probably information on all the points obtained by that officer. The Board resolve through him, with the remark that it appears safe in all seasons the line must be raised, borne by the Company. The tank was in the hands of land under it should not be made

The question of the incidence of the cost does not pay the guaranteed interest, and the Board hope that the settlement of the only possible remedy for the

and Extract.)

(Signed) H. E. STOKES,
Secretary.

INS, R.E., Chief Engineer for Irrigation
M. SHAW-STEWART, R.E., Consulting
Fort St. George, 6th September 1876,

nce as per margin between your Office and the Superintending Engineer, Chingleput, I have the honor to transmit a copy of the instructions* sent by this Office to the Superintending Engineer and of his reply,† and to state that the facts appear to be—

weir of the Todur tank is 0.18 feet, or, say, level which existed prior to the formation of

currently take into account when constructing level in a tank always is liable to exceed full water is permanently retained;

between F.T.L. and M.W.L. is not likely to of this class it is usually taken as 2 feet, liable to take it as less than 18 inches;

red to instruct the Superintending Engineer the floods should not be allowed to rise more above the crest of the surplus weir of the

5 cubic tank; that to effect this the escapes of the tank at F.T.L. must be 90 feet long and in addition therefore to the present

30 feet in length will be required;

ways are too low to be perfectly safe with crest of the surplus weir of the tank; that to be to raise the line to afford a safe margin, rather to do so than to arrange for limiting 9½ inches above the crest of the surplus involve a length of weir of 280 feet, and it for such a great length is available, if it be out $(280-60) \times 5 = \text{Rs. } 1,100$, and of this

2

REVENUE DEPARTMENT,

ENC

From Colonel F. J. MOBERLY, R. E.,
BARLOW, Esq., Collector of the
November 1876, No. 3,020.

- 1 Letter from Consulting Engineer for Railways.
- 1 " " Agent and Manager, Madras Railway, copies of certain letters.
- 1 Letter from Agent and Manager, Madras Railway, estimate.
- 1 Plan.

2. I trust that the following remarks at charge being debitable to the State instead of

3. The tank was put in order years ago its surplus ordinarily would pass over the weir were inserted in its body and closed with a gate was very full, would facilitate the discharge of the district.

4. The Railway is high enough at the level or, better still, rising as it passed into from the section enclosed by you and here, from north to south of the tank is on a level

5. It appears to me very clear that the ought to rise somewhat over the weir. I without injuring the Railway, and so far as

6. But when unusually heavy rain falls on the railway runs, literally tear out the shutters.

7. I submit that the Government ought to be responsible for the terror which has induced to retain water to its proper level and to dry

8. If they had exercised this right, they might correct the mistake which they made, and induce villagers to discover and point out.

9. Full tank level has been settled by the tank weir crest is and has been from the first and has caused, I believe, very considerable their rights.

10. I have submitted proposals to reduce the depth of water passing over it and urged that the Railway authorities should be so that the villagers may fully use the tank

SUBMITTED for the orders of Government

2. The Madras Railway runs over the Tank in the Chingleput District, but the height, danger would be caused to the Tank. There appears to have been a long time whose report is meagre and incomplete written or settled about the future of the Tank raising the line, for which plan and

3. The Board gather from the report that the full tank level, i.e., the level of a bridge at the lowest part of the Tank there are vents which are closed when it rains the water rose so high that the Tank stated, a bund which had been formed that the water should not be allowed to overflow of the line.

GOVERNMENT OF
PUBLIC WORKS D

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated
From the Agent, South Indian Railway, to the
dated Negapatam, 14th Jan

In continuation of my letter, No. 734, of
herewith, under the instructions of the Board
Government, copy of a report from the Company
the raising of the line between 60 miles 41.30
the Arkonam branch.

2. The Directors consider that, if the Government
out at the cost of the Company, the cost of it shall

ENCLOSURE

From Messrs. G. B. BRUCE and C. D. FOX, to H.
Chambers, Victoria Street, 31

We have duly examined the papers sent with you
the proposal that the South Indian Railway Company
the Vishakandi Kuppam tank on the Arkonam branch.

2. At that point the railway runs through the
public road. It appears from the papers that the
higher level than the public road in question, the
engineers in fixing the level, and guided the Government
out at the time. The tank has had no repairs done
dilapidated state.

3. It is now proposed to repair the bund of the
about 3 feet greater depth of water than it does at present.
probable that at one time the tank was capable of
independently altogether of the action of the Company
prevented the tank holding the depth of water now

4. If the tank is to be made to this additional
embankment of the railway through the tank and it
raised to a like extent. The estimated cost of raising
Engineer for Railways, Colonel Smith, says: "It is
the tank, involving as it does so large an expenditure.
The Railway Company also raise the question (1) what
cost of the raising of the line, as if the railway had
would have fallen upon the district road funds; and
be held to bar such claims on the Railway Company

5. It seems to us that, if the Government decide
cost of raising their embankment, there should be as much
Smith alludes, of raising the roadway, which would
as that raising of the road may not now be necessary
understand it is, by the embankment of the railway
the expense which would have devolved upon the Company
should be deducted from the amount of cost which it
incurs.

FEB

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water
or re
and

MADRAS.

ARTMENT.

m br
and
btai
roug
y sa
bo
hol
No. 287.

oes
t. venue, dated 8th December 1877,
ner

an W, Esq., Collector of the Chingleput
Secretary to the Board of Revenue,
No. 852:—

— instant, I have the honor to forward
ing Engineer for Railways regarding
Colonel Moberly's letter, No. 3,020,
date for raising the line and objecting
ts.

ncatter was still under the consideration
but if this is not the case, I request
e line, which should be done in the
Government to decide to which head
re can be no question as to the advisa-

e. 1.

Chingleput District, to Lieutenant-Colonel
ing Engineer for Railways, dated Sydapet,

904, I have the honor to inform you that

I have not addressed the Board
of Revenue as stated to be my
intention in my No. 373, dated
7th August 1876, as in your
reply to it, No. 1,082, dated
17th idem, you suggested that
the matter should be referred
to the Irrigation Department,
which I did; and after a good
deal of correspondence noted
in the margin, which I shall be

Superintending Engineer forwarded to me
and returned with my No. 690, dated
resent.

referred to in your No. 1,261, dated 27th
ember 1876, which were returned by the
intending Engineer,* are herewith for-
d.

y.)

(Signed) R. W. BARLOW,
Collector.

Sq A

0
17/8

No. 537 R., PUBLIC WORKS.

to the question as to whether the Railway Company outlay in consequence of the section being sanctioned section being made to it, during the 17 years since it soil. This will no doubt be settled by the Government

way, to the Consulting Engineer for Railways, 19th April 1884, No. 297.

contained in your letter, No. 47, dated the 18th tracing No. 158/82 and an estimate (No. 719) of tank between A 60 miles 41.30 chains and A 61

that a tracing and schedule, showing what is to form a side-cutting, will be submitted as soon

of Government.

ters the Agent submits copy of a report from the ive to the raising of the line through the Visha-branch.

mitted, for sanction, an estimate of the cost,

divides the tank into two portions, as stated by the raising of it will not obviate the necessity al Fund Board desire to maintain it.

ught, be sanctioned as a charge to Capital.

l be endangered unless the work provided for in ted before the repairs of the tank are carried out, will be met from the allotment for "emergent

37 R., Public Works.

Approved.

(True Extract.)

ed) C. J. SMITH, Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

RAILWAY.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated May, 16th.

Recd.

Encl.

G.O., 16th May 1884, No. 537 R.

MAY.

**South Indian Railway
Embankment**

*Estimate of Rs. 9,188 for raising the —
where it crosses the Vishakandi Kuppam
tank, on the Arkonam branch, sanctioned as
a charge to Capital, to be met from the allot-
ment for "emergent works."*

to whom

0/17/8

11/2/5/90

against 4-5-9

R 14-5-90

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

Remarks thereon by "J"

8/2.5-90.

FOR ORDERS.

Frederick Buchanan

Lt Col. R.C.

Ag. Jt. Secy. to Govt. P.W. Deptt.

I have read Mr. W. L. H. Smith's further
note.

I must defer to profes-
sional opinion.

Order should be issued ac-
cordingly rejecting this scheme
& directing the abandonment
of the track.

Wes

15 May

W. L. H. Smith

2/17/90

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

Remarks thereon by "I"

8/12.5-90.

FOR ORDERS.

Frederick. Buchanan

Lt Col. R.C.

Adj. Genl. to Genl. P. W. Deptt.

I have read Mr. W. L. H. Smith's further
note.

I must defer to profes-
sional opinion.

Order should be issued ac-
cordingly rejecting this scheme
& directing the abandonment
of the tank.

Wes

15 May

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

Remarks thereon by "J"

8/12-5-90.

FOR ORDERS.

Meddals - Buchanan

Lt Col. R.C.

Ag. J. Seay: to Govt. P. W. Dept.

I have read Mr. Walsley's further
note.

I must defer to proper
final opinion.

Order should issue au-
thorizing rejection of this scheme
& directing the abandonment
of the tank.

W.S.

15 May

With reference to Mr. Walsley's, I
think it is worth running some
risk to avoid abandoning a tank
of this kind. The nearest point of the
bank to the line is at the 12th opening
& the distance between the tops of the
two embankments seems to be over 50
feet. I observe that Mr. Smith's con-
currence was given on the understanding
that the weir was not enlarged, but
the present proposal seems to involve
this being done. I would ask
to consider whether seeing that the
tank weirs are to be lowered and
an additional one at the dangerous
point provided, the tanks 50 feet
apart & the railway line within
1/4 mile, it is not reasonably
safe. It is a serious thing to
destroy a work of this kind. I fully
agree with what Mr. Walsley writes about
this.

W.S.
16 May

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

Remarks thereon by "J"

8/2-5-90.

FOR ORDERS.

Phedra. Buchanan

Lt Col. R.C.

Ag. J. Secy. to Govt. P. W. Deptt.

I have read what is further
noted.

I must defer to proper
final opinion.

Order should be made ac-
cordingly rejecting this scheme
& directing the abandonment
of the tank.

Ues

15 May

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

Ootacamund, 21/8 1889.

OFFICE NOTE.

From

To

Before counterinitialing
the proposed S.O. counterinitial-
ing to No. S.O. Nos. 5329
19/8/89, I suggest an
addition to it pointing
out that the suggestion
in S.O. 5329 to the
effect that it may
prove to be more economical
for the Railway Co. to
enlarge their waterways
& otherwise strengthen
their ~~banks~~ ^{levees}
overlooks the fact
that the tank bank
is so close to the line
that extra waterway &
strengthening the levee
will not make it safe
of the tank brackish
and that if the tank
is to be retained, it must
& submersive works will

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

Remarks thereon by "I"
8/12-5-90.

FOR ORDERS.

Phedra. Buchanan

Lt Col. R.C.

Ag. J. Secy. to Govt. P.W. Deptt.

be required in connection
with it to prevent the
possibility of its
bracing under
circumstances such
as those mentioned
in my note 43 W
26/11/88.

No. 724 D

J. J.

I have read Mr. Walsh's further
note.

I must defer to profes-
sional opinion.

Order should issue accor-
dingly rejecting this scheme
& directing the abandonment
of the tank.

Wes

15 May

I the Revenue Secy.

I suggest that if the
order has not been
printed, the modification
suggested by I be
introduced therein

C. Smith Hill

21.11.8



PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.
12th May 1890

Read the following:—

Endorsement from the
Sulking Engineer for Railways
No. 322 dated 7th May 1890.
Remarks thereon by "J"
8/2.5-90.

FOR ORDERS.

Prodrals. Bruchman
Lt Col. 1

Ag. J. Secy. to Govt. P. W. Dept

I have read Mr. W. W. W.
must defer to
final opinion.
order should be
directly rejecting this
& directly the abandon
of the tank.

Wes
15 May

See para 8
of letter from
the Agent to
Manager.
Mr. R. F. W. W.
P. W. Dept. above
quoted.

Note

With reference to the Honble
Member's prescript of this date
on Job. Drake Brockman's note
for orders of 12th May 1890 about
the abandonment of the
Salangai Tank I am sure that
when I talked over the matter
with Col. C. J. Smith after
we had both seen Mr. E. L. Lamm's
letter No. 24 — of 7th July 1890. Colonel
Smith quite agreed that it
was inadvisable to restore
the tank in any way and that
"to secure the safety of the Public"
(see his endorsement printed
with P. W. Dept. No 313. R. of 22 March
1889) the tank ought to be
abandoned and no risk run.

2. This was the view which
had been taken by Government
and the Railway Company, if
it is now considered that "it is
worth running some risk to
avoid abandoning a tank
of this kind" the whole complexion
of the case is altered and
the course (a) suggested in
para 10 of my note above
quoted

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railways
No. 322 dated 7th May 1890.

Remarks thereon by "J"

8/12-5-90.

FOR ORDERS.

Prodrak. Buchanan

Lt Col. R.C.

Ag. J. Secy. to Govt. P.W. Deptt.

I have read Mr. W. L. S. further
note.

I must defer to proper
final opinion.

Order should be made ac-
cordingly rejecting this scheme
& directing the abandonment
of the tank.

Wes

15 May

quoted can be now (1) & (3) of his
instead of course (4)
decided for.

3. The reduction of the
tank to the petting
by Mr Le Fane in pa-
tetter, which will, it
remembered, still re-
considerable Compe-
to land owners will
result in its being
useless for irrigation
in many years and
pretty sure that
of Rs 500 given by
the work required
out the suggestion is
nearly what the
really be. It is very
that a "Cahingulak"
real value could
where the bend was
cut for the ridicu-
small sum of Rs 10
believe that the
from the existing
is in rocky ground
that to appreciate
the discharge that
would require more
than the Rs 200

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

READ the following:—

Endorsement from the Consulting Engineer for Railways No. 322 dated 7th May 1890.

Remarks thereon by "I"

8/12.5-90.

FOR ORDERS.

Frederick. Birchman

Lt Col. R.C.

Ag. J. Secy. to Govt. P. W. Dept.

I have read Mr. W. L. H. Smith's further note.

I must defer to proper final opinion.

Order should be made accordingly rejecting this scheme & directing the abandonment of the trunk.

Wes

15 May

The Revenue Secy. tells me personally that the note has been issued and that he is unwilling to alter it. This being so, I would suggest that the note stands and that the note be taken of the error pointed out by me.

I will take care that the Co. does not set upon it. That is, should they submit a project for relaying their sidings, without relaying to main. I shall be glad to see it and if they submit the so. I will point out that it has been erroneously worded by an inexperienced man.

C.S.J.

21. 5. 90

Very well
Corrected
The order
22/5/90

The Revenue Sec. letter me
personally that the note has
issued and that he is
humbling to alter it.
This being so, I would suggest
that the note stands and
the note is later of the
error pointed out by J.

I will take care that the
Co. does not set upon it. This
should they submit a project
for delaying their delivery
without delaying to him. I shall
refer to him it and if the
fact the go. I will bring
up that it has ~~been~~ erroneously
worded by an impression
man.

C.S.
21. 8. 3

Very well
Constitutional
The order
for
22/8/88

Z. S.

0/17/8

With reference to L's remarks, I think it is worth running some risk to avoid abandoning a tank of this kind. The nearest point of the bank to the line is at the 12 ft. opening & the distance between the tops of the two embankments seems to be over 50 feet. I believe that Mr. Smith's concurrence was given on the understanding that the weir was not enlarged, but the present proposal seems to involve this being done. I would ask you to consider whether seeing that the tank weirs are to be lowered and an additional one at the dangerous point provided, the bank 50 feet apart & the railway line smelted. For $\frac{1}{4}$ miles, it is not reasonably safe. It is a serious thing to destroy a work of this kind. I fully agree with what Mr. L. has said about this.

W.S.
17 May

PUBLIC WORKS DEPARTMENT,

FOR ORDERS.

Special

0/17/8

to woul
thom

22ND MARCH 1889,

2. The Agent will be requested to estimate of the cost of such measures of the line which is clearly endangering therefore, be protected without any further

(T)

To the Consulting Engineer for Railways,
" Chief Engineer for Irrigation.
" Revenue Department.

Exd. E. C. Shunker.
Spare Copies

No. 44 D d/12th April /89 -

Tanks near the Madras Railway line

Retransferring to the
Revenue Dept. certain corres-
pondence as to the necessity
of repairing certain —
which branches during the
last Cyclone with R's note.

Rec

G.C.

Injury to Railway works by building of
tank embankments in Zemindar Estates.—
Papers on the draft Bill to provide — as prevention,
referred to Legislative Depart- for certain
amendments in communication the Railway
Consulting Engineer.

MARCH.
Nos. 425-426.

Talangai Tank

Orders on report submitted by the Con-
sulting Engineer regarding safety of the
line close to the — at the 61st mile, Madras
Railway.

In Co-
Board

and these
be

ent
proper
resolution

o woul
whom

No 44 D d/12th April /89.

Tanks near the Madras Railway line

Re-transferring to the
Revenue Dept certain corres-
pondence as to the necessity
of repairing certain —
which breached during the
last Cyclone with R's note.

Talangai Tank

Orders on report submitted by the Con-
sulting Engineer regarding safety of the
line close to the — at the 61st mile, Madras
Railway.

Injury to Railway works by building of
tank embankments in Zemindar Estates.—
Papers on the draft Bill to provide — as prevention,
referred to Legislative Depart — for certain
amendments in communication to the Railway
Consulting Engineer.

Nos. 425-426.

MARCH.

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7th M

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*Proceedings of the Madras G
17th M*

ment with instructions to make such
communication with the Consulting Eng
purposes proposed as well as that for wh
2. In preparing the new draft bill
Board's observations in paragraphs 9 to
(Tr

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

the Con-
y of the
le, Madras

Exd. G. A. Tur

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L. resol

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1890

The Com-
missionary

1890.

"9"

ndy

Col. R. C.

Capt.

Chispu

Prof.

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Government, Revenue Department,
1869.Resolutions of the Board of Revenue, dated 4th
No. 2:—as Government, dated 20th August 1867,
e Department.s opinion, draft of a bill to provide for
by the bursting of tank embankments

No. 1, the Secretary of State for India
of the Madras Railway Company, regard-
bursting of tanks, and Government in-
served that the tanks which had burst
the inspection of Government Officers,
evil complained of was to be found in
by the Railway Company. It was at-
ry had been caused by the bursting of
ch in safe condition was far from being
lled upon the Superintending Engineers
om which any danger to the Railway

In a Despatch No. 2 of 1867, forwarded
letter, dated 7th June 1867, requested
sideration, and observed that it seemed
ors of land should be responsible for any
se caused by the bursting of artificial
ave constructed." Suggesting further
"recourse should be had to legislation.
overnment should have power, (which at
ks as tanks and embanked rivers in the
e landed proprietors any expenses which
or protective works.

ne papers relating to the subject should
be referred to the Legislative Depart-
ment, with instructions to prepare a
draft of a "bill to provide for the pre-
the escape or overflow of water from
nds."

forwarded for the Board's report with the
head of these Proceedings.
provisions of the bill in detail, the Board
tions.

nacted, it should, in the Board's opinion,
ed to the protection of Railway Com-
give way and cause loss of life
ter

ho

fe

Proceedings of the Madras Go
17th MaNo. 425. Read the following Proceed-
January 18Read the following Proceedings of the Ma
No. 1,946, Reve

ABSTRACT.—Forwarding, for the Bo
the prevention of injury to Railway works
in Zemindary Estates.

In a Despatch, dated 9th January 18
forwarded a complaint from the Directors
ing the damage done to their works by th
acknowledging the receipt of the same
were in Zemindary Estates and not liable
and that the only effectual remedy for
actions for damages against the Zemind
the same time pointed out that no such
Government tanks, the maintenance of v
overlooked by the Government, who had
to pay especial attention to those tanks
might arise.

2. The above remarks were contain
through the Supreme Government, who
that the question might receive further
"only fair and reasonable that the prop
harm or loss which may arise from da
embankments which they or their ancest
that "if there were any doubt upon this p

3. It was also pointed out that
present they have not,) to inspect such
vicinity of Railways, and to recover from
might be incurred by Government in re

4. It was resolved accordingly the

Government Order, dated 19th July 1867, No
2,171.

vention of injury to lines of Railway f
irrigation works in Zemindary and othe

5. This has been prepared and wa
Proceedings of Government entered at t

6. Before proceeding to discuss the
beg to make the following general obser

If a special law of this nature is to be ment
be of general application, and not re
ies alone. Tark and em

Proceeding

o woul
whom

inmen

1869

ernment, Revenue Department,

gs of 1869.

No. 2

as Gov the property of others, as where a line
e Dep ank. If the State is to interfere at all, it
s op the protection of all.

by the to enact that a party suffering an injury
liberty to sue for damages, as Section II

loubt that this mode of redress exists and
s needed is more expeditious and effec-

No. 1 enting injury, by requiring the owners of

f the M as to render its occurrence reasonably

burst at the same time duly protected. The

bserv strict with power, on being satisfied that

the i sent condition of any private work, and

evil e ense of averting such danger should be

s by t hin a stated period to take order accord-

ry ha ld have the privilege of claiming that the

ch in by a Government Engineer of a certain

lled up be so certified. The question of owner-

om wh jury by way of appeal. This procedure

in a D nature. Cases of this last kind must be

lette d would take power to Government to

sidera ld have the power of thus acting inde-

ors of la ar as they entail liability for expenses

ge cause e further measures necessary to ensure

ave co e further measures necessary to ensure

"recov udication by the Magistrate as above

vernme for Government to appoint Inspecting

ks as t e application of interested parties to

e lande the Magistrate to order such work in

o or p necessary, or grant certificates enabling

ne pap necessary, or grant certificates enabling

be refe government could not possibly undertake

ment, those interested in them should be at

draft of the intervention of any Government

the e instance of private persons should be

nds." ould attach to Government in connec-

orward eusal of the inspecting Officer to inspect

head of

rovision would, the Board think, meet the object

tions. r protection to the owners of works.

nacted, his nature to that proposed, the details

ed to

ing in its terms. The expression "all
Government" would include the whole
responsibility which

Proceedings of the Madras Go
17th M.

10. As regards the works for which
definition is also too general. It would
Zemindar answerable for damage done by
from which his estate derives little or
to the expense. Indeed, the wording o
prietors of the land responsibility for
them. Thus the proprietors of land in
Irrigation Company's Canal, as being "
The responsibility should be limited to wo
or control, of the persons to whom the A
by their tenure or by prescriptive usage,

11. The restriction of the Section
future works (which might possibly be
exempted.

12. Section 1 might, therefore, be

"It shall be the duty of Companie
having the management of or control ove
irrigation channels, sluices, weirs, revetr
description, to take such order therewith
be endangered by the uncontrolled escap

13. Section 2 is liable to the same
enumeration of the persons to whom, ar

14. Section 3. The Section doc
measure is to be charged to the Railway
likely to cause damage, or to the Gover

15. With reference to Sections 4 &
nel Anderson's Memorandum, the Board
might be altered thus "It shall be lawfu
"to repair (omitting the words 'enlarg
"to construct supplementary works, for
"same shall be necessary for the pu
"water as aforesaid upon the property o

Section 5 might remain as it is, omi

16. It appears right that, except i
should have the option of himself execut
the event of his declining to do so, save,
ment execute the work which should be
sent security, such limitation, however,
work should it be necessary.

No. 426.

ORDER THEREON, 17

Miscellaneous.

Proceedings.

bankment

O woul
whom

Govt. of 1869: *Madras.*

REVENUE.

To

THE LEGISLATIVE DEPARTMENT,

Secy, Secy, Secy.

Dated March, 17th.

Recd.

Encl.

G. O., 17th March 1869, No. 721.

bankment

are

or in Cor
the Board

Name of the party

When tak u.

o woul
whom

derived from the

OF MADRAS.

DEPARTMENT.

No. 259 R.

ent, in the Revenue Department, dated
8, No. 287.

ch 1878, No. 259 R.

who will call on the Railway authorities

ct.)

SHAW-STEWART, Col., R.E.,
Joint Secy. to Govt. P.W.D.,
Railway Branch.

*Railway Line running on Embankment of Todor
Tank in Chingleput District.—Directing to call
on the Railway Company to take measures at
once for raising the — for the safety of the
rail; and intimating that the work must be
undertaken at the cost of the Railway Company.*

FEBRUARY.
Nos. 273-274.

G.O., 22nd February 1878, No. 287.

FEBRUARY 1878, No. 287.

5

Public Works Department), for carrying out
 ensure the safety of the railroad in all
 capacity of this irrigation work and

the Department Public Works to the
 call on the Railway Company to take
 so as to place the rail in safety when

OF M

take steps to recall the order of the
 DE in the tank at Provincial cost,
 rail from damage must be undertaken

No. (Extract.)

Signed) C. G. MASTER,
 Secretary to Government.

ent.
8,

ch

vh

ct

4

REVENUE DEPARTMENT, 22ND

$190 \times 5 = 950$ Rs. would be
 margin would be for top
 or at $17.15 + 1.66 + 2.50 =$

Enclosure to Superintending Engineer
 No. 1,880.

would need raising 0.87 feet as

N

Note by the Chief E

THE work intended to be done to the
 has been provided for in the estimates of
 of the 4th December 1877. When this
 level in the tank will not exceed by more

2. The safety of the railway will
 be carried out, because its level
 and maximum water-level during floods

3. The circumstances were investigated
 in a letter, No. 63-M., of the 6th September
 Railways, a copy of which is enclosed.
 by the Madras Railway Company since
 the railway safe.

4. The villagers appear to have been
 in front of the surplus weir of their tank
 on the railway, the tank was endangered
 weir is only 2 inches below full tank-level
 the purpose of retaining water above the

GODAVERY,
 7th January 1878.

(Signed)

To the Secretary to Government, Revenue

Read again G.O., 4th December
 on the subject of raising the Railway
 in Chingleput District.

No. 274.

ORDER THEREON, 22

Irrigation, No. 7.

seriously affected by the mode in which
 water-spread.

2. It further appears that the
 as September 1876 placed before the

*Letter from Consulting Engineer for Railways
 dated 14th November 1877, No. 1,880
 Board's Proceedings, 15th idem, No. 5

course of action hitherto pursued
 villagers.

3 The Governor in Council further
 the holders of land under the tank
 which the railroad has been constructed

FEBRUARY 1878, No. 287.

3

the effect of this arrangement and at what water is now kept; whether the result will revenue, and, if so, to what extent; what and why (as stated by the Superintending

brought by the Superintending Engineer and probably information on all the points joined by that officer. The Board resolve high him, with the remark that it appears safe in all seasons the line must be raised, D Erne by the Company. The tank was in lders of land under it should not be made The question of the incidence of the cost not pay the guaranteed interest, and the No. The Board hope that the settlement of ment of the only possible remedy for the

(Extract.)

signed) H. E. STOKES,
Secretary.

, R.E., Chief Engineer for Irrigation
HAW-STEWART, R.E., Consulting
St. George, 6th September 1876,

s per margin between your Office and Superintending Engineer, Chingle-
ct, I have the honor to transmit
copy of the instructions* sent by
Office to the Superintending Engineer
of his reply,† and to state that the
ts appear to be—

the Todur tank is 0.18 feet, or, say,
ich existed prior to the formation of

take into account when constructing
a tank always is liable to exceed full
is permanently retained;

F.T.L. and M.W.L. is not likely to
is class it is usually taken as 2 feet,
take it as less than 18 inches;

nstruct the Superintending Engineer
ls should not be allowed to rise more
crest of the surplus weir of the
tank; that to effect this the
escapes of the tank at F.T.L.
must be 90 feet long and in
addition therefore to the present
in length will be required;

too low to be perfectly safe with
the surplus weir of the tank; that
raise the line to afford a safe margin,
do so than to arrange for limiting
above the crest of the surplus
length of weir of 280 feet, and it
a great length is available, if it be
 $(60) \times 5 = \text{Rs. } 1,100$, and of this

2

REVENUE DEPARTMENT,

ENC

From Colonel F. J. MOBERLY, R. E.
BARLOW, Esq., Collector of the
November 1876, No. 3,020.

- 1 Letter from Consulting Engineer for Railways.
- 1 " " Agent and Manager, Madras Railway,
copies of certain letters.
- 1 Letter from Agent and Manager, Madras Railway,
estimate.
- 1 Plan.

2. I trust that the following remarks
charge being debitable to the State instead

3. The tank was put in order years
its surplus ordinarily would pass over the
were inserted in its body and closed with
was very full, would facilitate the discharge
district.

4. The Railway is high enough at the
level or, better still, rising as it passed in
from the section enclosed by you and here
from north to south of the tank is on a level

5. It appears to me very clear that
ought to rise somewhat over the weir.
without injuring the Railway, and so far

6. But when unusually heavy rain
railway runs, literally tear out the shutters

7. I submit that the Government
be responsible for the terror which has
to retain water to its proper level and to

8. If they had exercised this right
correct the mistake which they made, and
villagers to discover and point out.

9. Full tank level has been settled
tank weir crest is and has been from the
and has caused, I believe, very considerable
their rights.

10. I have submitted proposals to
reduce the depth of water passing over
urged that the Railway authorities should
so that the villagers may fully use the

SUBMITTED for the orders of C

2. The Madras Railway runs
Tank in the Chingleput District, the
height, danger would be caused
There appears to have been a long
whose report is meagre and incomplete
written or settled about the future
raising the line, for which plan 9

3. The Board gather from the
that the full tank level, i.e., the level
of a bridge at the lowest part of
there are vents which are closed
rains the water rose so high that
stated, a bund which had been formed
that the water should not be allowed
of the line.

FEBRUARY

22ND FEBRUARY 1878, No. 287.

CLOSURE No. 2.

Superintending Engineer, Chingleput, to R. W. Chingleput District, dated St. Thomas' Mount, 29th

I HAVE the honor to observe that the subject of your No. 584 of 23rd instant has been, some time ago, laid before the Chief Engineer for Irrigation with reference particularly to the question of liability for payment for raising the Railway.

It is not probable that the works will induce you to alter your opinion as to the level of the tank.

The weir for the discharge of extraordinary rainfalls; vents wooden shutters, the removal of which, when the tank is full, is a very common one over all the

point where it enters the tank; it, instead of running down to the deep water, it has a fall of 2.85 feet as I gather with returned; the bridge by which the water passes level with the weir crest.

The Railway Engineers overlooked the fact that surplus water in years of moderate rain the tank can do its duty, as I know no difficulty until 1872.

It occurs, the village is the risk which the tank is exposed to.

Officers have been induced to discharge their duty and should not be compelled to do so.

It is not the duty of the tank to discharge its surplus water into the tank; the tank is not the duty of the tank.

It is not the duty of the tank to discharge its surplus water into the tank; the tank is not the duty of the tank.

It is not the duty of the tank to discharge its surplus water into the tank; the tank is not the duty of the tank.

(True Copy)
(Signed) R. W. BARLOW,
Collector.

Government.

on an embankment through the bed of the Todurput the line not having been embanked to sufficient to it if the tank were filled to the full capacity of correspondence on the subject, but the Collector complete, gives no information as to what has been treatment of the tank, nor even as to the cost and estimate seem to have been prepared.

The letter of the Superintending Engineer submitted level of the crest of the calingula, is the same as the line, and that below the crest of the calingula with wooden shutters. During the recent heavy the Railway Engineer proceeded to cut, as was ordered on the calingula; and it was eventually settled to rise above four feet below the lowest point

REVENUE DEPARTMENT, 22ND

4. The Collector should have stated the level below the crest of the calingula the water level decrease of cultivation or loss of crop or the loss of revenue has been in the past; and (Engineer) no difficulty arose until 1872.

5. The question appears to have been before the Chief Engineer for Irrigation, and above noticed is available to or has been obtained therefore to forward these proceedings through to them certain that to render the Railway safe and equally certain that the cost should be borne existence long before the Railway, and the hope to suffer by the construction of that work. is however a minor one, as the Railway does charge will practically fall on Government. this point may not be the cause of postponement evil complained of.

(True Copies and vernacular)
(Signed) 18

No. 273-A. From Colonel J. MULLINS, Major to Lieutenant-Colonel J. H. M. S. Engineer for Railways, dated Fort St. George, 4th

WITH reference to the correspondence and Extra

From Con. Engr., No. 868. the
To " " " 800, 3rd June 1875. put I. M.
From " " " 1,142, 12th Aug. " a
*No. 964, 26th August 1875. thi
†No. 1,880, 25th " 1876. and
fac

1st—that the crest of the surplus weir of 2 inches below the full tank-level when the railway;

2nd—that the railway did not apparently the line that maximum water-level in tank-level or the level at which water

3rd—that the former difference between be ascertainable; that for tanks of the and that it would not be reasonable to

4th—that, consequently, I am prepared to to arrange that water in extreme flood than 1'-6" + 0'-2" = 1'-8" above the

Flood discharge $500 \sqrt[3]{(1\frac{1}{2})^2} = 655$ cubic feet a second.

masonry surplus weir an escape 30 feet

5th—that parts of the line of railway are M.W.L. at 12½ feet above the crest of the simplest plan would seem to be to because it will probably be cheaper to M.W.L. in the tank to about 9½ inch weir which latter plan would involve a may be doubted whether space for such the cost would probably be about (280-

FEBRUARY 1878, No. 287.

ne eff- chargeable to the railway. A reasonable
ater i- of rail to be $2\frac{1}{2}$ feet above M.W.L.
rever- 21.31 above the datum referred to in the
nd wh- levels given in the Assistant Engi-
ner's No. 375, and to secure this
margin about $\frac{1}{4}$ of a mile of the line
a maximum.

OF
igh h-
afe i-
D Erne- p. 3-W.

lders- engineer for Irrigation.
The- e Todur tank to render it safe and efficient
not- ectioned by Government in G.O., No. 569-I.
No. Th- work is carried out the maximum water-
ent- e than 18 inches, the full tank-level.

l Enot be secured completely by the improve-
sign- l is too low with reference to full tank-level

en- 8- tigated in 1875-76, and were summarised
mber 1876, to the Consulting Engineer for
H So far as is known no action has been taken
ph- the date of that communication to render

vl- been entirely wrong in constructing a bund
nk. Apart altogether from the risk entailed
ct- red by this proceeding. The crest of the
e- vel, and the bund was unnecessary except for
he proper level.

ed) J. MULLINS, Colonel, R.E.,
Chief Engineer for Irrigation.

me Department.

1877, No. 569-I, (Public Works Department,) line running on embankment of Todur Tank

nd February 1878, No. 287.

FROM the papers recorded above it is evident that the rights of the cultivators under the Todur tank have been which the railway line has been run through its

the Chief Engineer for Irrigation as long ago Railway Department the facts of the case and pointed out the obvious course to pursue, nothing has been done to rectify the original oversight, while on the other hand it is admitted* that the has been injurious to the interests of the

ly agrees with the Board in considering that should not be made to suffer by the mode in ted. He observes that the sanction accorded

REVENUE DEPARTMENT, 22ND

+ copy not available
by G.O., 4th December 1877, No. 569-I (Public Works Department) certain alterations in the tank will not e seasons, while it will certainly reduce the diminish its usefulness.

4. The papers will now be referred in Consulting Engineer for Railways, who will measures at once for raising the embankment the water is at F.T.L.

The Department Public Works will also 4th December last, No. 569-I, directing alt such work as may be necessary to save the at the cost of the Railway Company.

(True

To the Board of Revenue.
,, the Public Works Department.
,, the Chief Engineer for Irrigation.

Exd F. R. Bantleman and G. Freeman.

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Recd.
Dated February 22nd.

Encl.

To
Govt. of (1878) Madras.
REVENUE.

THE BOARD OF REVENUE,
&c., &c., &c.

Exd. T. D. Ryan.
Spare Copies

GOVERNMENT
PUBLIC WORKS

16th March 1878,

Railwa

Read the following paper:—
No. 110. Proceedings of Madras Govern
22nd February 18

No. 111. ORDER THEREON, 16th Mar
COMMUNICATED to the Consulting Engineer
to carry out the work specified in paragraph 4
(True Extr
(Signed) J. H. M

- To the Consulting Engineer for Railways.
- " Superintending Engineer, Chingleput.
- " Collector of Chingleput.
- " Chief Engineer for Irrigation.
- " Examiner of Public Works Accounts.
- " Examiner of Railway Accounts.

100122217

RAILWAY.

Gobt. of {1878} Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.
&c., &c., &c.

Dated March 16th.

Issued

Recd.

Encl.

G. O., 16th March 1878, No. 259 R.

MARCH

Nos. 110-111.



Todur Tank, Chingleput District.—The Consulting Engineer to call on the Railway authorities to raise the embankment of — for the safety of their line.

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1869.

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PROCEEDINGS OF THE BOARD OF REVENUE.

Daed 4th January 1869.

Received

secured by the owner, to require him within a stated period to certify by a Government Engineer of a certain grade. The question of ownership and liability must be dealt with exceptionally and summarily, but only immediate injury. The Board would take power to Government, who should have the power of thus acting independently entail liability for expenses incurred being left, necessary to ensure the permanent prevention of injury, proposed.

for Government to appoint Inspecting Officers with a view of interested parties to inspect all works, and such work in the way of repairs or otherwise as affecting the parties interested to do so. But, as Government inspecting all private works, those interested in them without the intervention of any Government Officer. private persons should be defrayed by them, and no connection with the inspection of works or the refusal would, the Board think, meet the object in view, and at owners of works.

s nature to that proposed, the details of which they

in its terms. The expression "all land-holders paying the whole body of Government ryots who would attach to Government to whom the works belong, and

person mentioned are responsible, the definition is for example, to hold a Zemindar answerable for damage from which his estate derives little or no benefit, or, indeed, the wording of this Section would even throw on the State and reservoirs not belonging to them. Thus the Government for the Irrigation Company's Canal, as being responsible for the works should be limited to works belonging to persons to whom the Act is to apply, or which they are, to keep in order.

sting works is undesirable, as all future works (which damage) would be exempted.

ered and read as follows:—

persons being the proprietors of or having the management embankments, irrigation channels, sluices, weirs, like description, to take such order therewith that the by the uncontrolled escape or overflow of water from

tion as Section 1, in respect of its enumeration of the Act is to apply.

state whether the expense of this measure is to be borne by the proprietors of the works likely to cause damage, or to the

Rxd. F. R. Bantleman.

15. With reference to Sections 4 and 5, and to Memorandum, the Board would offer two suggestions, "shall be lawful for Government to authorise such Officer and 'existing' in two places) works, and to construct "of water, wherever the same shall be necessary for the "of water as aforesaid upon the property of any Railways Section 5 might remain as it is, omitting "enlargement of himself executing the necessary repairs, and so, save, of course, in emergency, should Government what may be necessary for present security, such enlargement of the work, should it be necessary.

To the Acting Secretary to Government, Revenue Del

(A true Extra

the remarks thereon in Colonel Anderson's
s: Section 4 might be altered thus "It
ers to repair (omitting the words 'enlarge'
purpose of preventing the escape or overflow
Company."
ment".
me urgency, the proprietor should have the
that only in the event of his declaring to do
execute the work which should be limited to
mitation, however, not interfering with an

(Signed) A. MACGREGOR,
Acting Secretary.

expense of averting such danger should be in
period to take order accordingly with his pro
standing, to be fixed by Government, shall be
might be referable to a jury by way of app
emergent nature. Cases of this kind mu
to the extent actually necessary to prevent in
ernment to nominate Officers in each district
ently of the Magistrate, their acts so far as t
with the question of the further measures nec
for adjudication by the Magistrate as above p
The Board would further take power
power *proprio motu*, or on the applicati
either directly move the Magistrate to order
may be necessary, or grant certificates enabl
ment could not possibly undertake the duty o
should be at liberty to apply to the Magistrate
The expenses of inspection at the instance of
responsibility should attach to Government in
of the Inspecting Officer to inspect any work.
7. An Act framed on these principles v
the same time afford proper protection to the
8. The Board would prefer a law of the
will now discuss.
9. Section 1. This is far too sweeping
revenue directly to Government" would incl
thus be saddled with a responsibility which av
who receive the profits derived from them.
10. As regards the works for which th
also too general. It would not be equitable,
done by a large river passing through his prop
a benefit disproportioned to the expense. In
proprietors of the land responsibility for ear
proprietors of land in Kurnool would be ans
"upon and flowing through their lands". Th
to, or under the management or control, of the
bound, by their tenure or by prescriptive usage
11. The restriction of the Section to ex
might possibly be far more liable to cause dan
12. Section 1 might, therefore, be al
"It shall be the duty of Companies and P
ment of or control over tanks, river and chan
revelments and other artificial works of a l
safety of Railway lines may not be endangered
such works."
13. Section 2 is liable to the same objec
persons to whom, and the works to which the
14. Section 3. The Section does not
charged to the Railway Company or to the pro
Government.

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No. 2.

Railway Works.—Board's observations on
draft of a Bill to provide for prevention of in-
jury to,—by bursting of tank embankments in
Zemindary Estates.

Secure the profits
of the railway

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RAILWAY.

Govt. of (1878) Madras.

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5. The Capital p-

Capital.

Indian Rupees 8,963.

Revenue.

Indian Rupees 1,846.

(Signed

No. 6.

ORDER THEREON, 3rd

THE action taken in authorising the

2. The estimate will be forwarded

(Here enter No. 942 R

(True

(Signed) J. H.

W. NOT

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To the Consulting Engineer for Railways.

Examiner of Ry-Annou

Exd. T. D. Ryan.

Spare Copies

RAILWAY.

Govt. of (1878) Madras

PUBLIC WORKS.

RAILWAY.

Govt. of (1878) Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER
FOR RAILWAYS.

Dated October 3rd.

Issued

Recd.

Encl.

G. O., 3rd October 1878, No. 941 R.

OCTOBER.

Nos. 5-6.

Raising the Embankment of the Madras
Railway where it passes through the Todur
Tank.—The estimate for — ordered to be
forwarded to the Government of India, and
the action taken in authorising the completion
of the work, approved.

only

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

3rd October 1878, No. 941 R.

Railway.

Read the following paper :—

No. 5. Endorsement of the Consulting Engineer for Railways, dated Madras, 16th September 1878, No. 441.

From A. M. SAUNDERS, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th September 1878, No. 1,232.

ADVERTING to your letter, No. 690, dated the 3rd of July last, in which the sanction of Government was communicated to the estimated expenditure of Rs. 5,327 for raising the line of railway at the 23rd mile, South-West Line, through the Todur tank, I have the honor to forward herewith copy of letter, No. 735, dated the 31st ultimo, from the Officiating Chief Engineer upon this subject, with a revised estimate (in duplicate) amounting to Rupees 10,809.

Under the circumstances explained by Mr. Carter, I request that you will be so good as to communicate to me the sanction of Government to the revised estimate which provides for revetting the raised embankment, a provision that was omitted in the estimate first submitted.

Information as to provision in the budget and the date on which the sanction will lapse is given on the estimate.

From H. R. P. CARTER, Esq., Officiating Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 30th August 1878, No. 735.

I BEG to forward herewith a revised estimate (in duplicate), amounting to Rupees 10,809, for raising the embankment of the line at 23rd mile through Todur tank, inasmuch as in the previous estimate forwarded with my letter, No. 448, of 10th June, the item of stone revetment was, I regret to say, overlooked.

It will be absolutely necessary to protect our slopes against the action of the tank water, and the work of raising the embankment involves the removal of nearly the whole of the existing revetment, and its reconstruction on the new slopes, for which moreover additional stone will be required.

The original estimate already sanctioned amounts to Rupees 5,327, and the revised one to Rupees 10,809, and I have to request that early sanction may be obtained for the difference to enable me to proceed with the work and complete it before the forthcoming monsoon.

SUBMITTED for the sanction of the Government of India.

2. The Agent with this letter submits a revised estimate, amounting to Rupees 10,809, for the work ordered to be carried out in G.O., No. 259 R, of 16th March 1878.

3. The estimate first submitted amounted to Rupees 5,327, and was sanctioned by this office provisionally under the authority conveyed in the Government Order quoted above.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
Sulting Engineer for Railway
No. 322 dated 7th May 1890.

Rem 102, thereon Lesy "I"

872.5

FOR ORDE

Prodrak. Br.

Ag. J. Secy. to Govt. P. W. Dept.

I have read note his further
note.

I must also be proper
final opinion.

Order should issue ac-
cordingly reject this scheme
& direct the abandonment
of the tank.

Ues

15 May

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PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

Read the following:—

Endorsement from the Com-
muting Engineer for Railway
No. 322 dated 7th May 1890.

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FOR ORDER

Prodrals. Br.

Ag. J. H. See. to Govt. P. W. Dept.

I have read note. This further
note.

I must also refer
to the opinion.

Order should be made ac-
cordingly in view of this scheme
& directly the abandonment
of the tank.

Wes

15 May

RAILWAY.

Govt. of 1884 Madras.

PUBLIC WORKS.

Dated November, 19th.

Recd.

Encl.

G.O., 19th Nov. 1884, No. 1109 R.

NOVEMBER.

Madras Railway

Estimates for raising the line through the
Putalcor and Periacoopum tanks in the
Chingleput district, sanctioned.



PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

12th May 1890

READ the following:—

Endorsement from the Consulting Engineer for Railways No. 322 dated 7th May 1890.

Remarks thereon by 12.5.90.

FOR ORDERS.

Medra

Let Col. R.

Ag. J. Secy. to Govt. P. W. Deptt.

below

*I have read & touch his further note.
I must defer to proper final opinion.
order should issue accordingly rejecting this scheme & dimity the abandonment of the tank.*

*Ues
15 May*

19TH NOVEMBER 1884, No. 1102 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 13th November 1884, No. 281.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th September 1884, No. 625.

Referring to Minute No. 73 of the official meeting and stores committee held in my office on the 31st of July last, I have the honor to forward, herewith, two estimates for the undermentioned works required on the 1st division of the south-west line, viz. :—

	Capital.	Revenue.	Total.
Raising the line in Putaloor tank at 24-13 miles	RS. 5,962	RS. 1,743	RS. 7,705
Raising the line in Periacoopam tank at 26-10 miles	3,523	1,165	4,688

2. Both these tanks formed the subject of a correspondence as noted in the margin, and the works would have been undertaken earlier but for the question of the incidence of their cost, which was at last decided by the Board of this Company in London as intimated in their letter to me, dated 26th October 1883, No. 716. Upon the receipt of that decision I informed you, by my letter, No. 489, of the 17th July 1884, that I was prepared to accept a debit of the cost to the Railway Company, and the estimates are now set forth for the consideration of Government. No provision having been made for the expenditure in the current year's budget, I have to request that, should the Government desire the works to be executed at once, they will be so good as to accord the necessary sanction to charge the amount to "Schedule D, emergent works;" if not, provision will have to be made for them hereafter.

Submitted to Government.

2. In November 1881, the Agent and Manager of the Madras Railway, brought to the notice of this office that the crests of the calingulas of two tanks situated at 24/13 and 26/10 miles, south-west line, were at that time being built to a height within 6 feet of rail level, the limit fixed by the Railway Company with regard to the safety of the line.

12th May 1890

19TH NOVEMBER 1884, No. 1102 R., PUBLIC WORKS.

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PUBLIC WORKS DEPARTMENT.

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12th May 1890

3. The correspondence was reported that the levels adopted for full tank levels in former years, and flood levels of the two tanks would further gave it as his opinion that to the levels of the crests of these w

4. The Agent and Manager to called upon to incur expenditure on elapsed since its opening, but in a slip under date 16th March 1878, No. 25 the cost of the Railway Company. T and Manager, the Board of Directors Company.

5. The estimates now submitted, tively, provide for raising the line 2.1 and by 2.74 feet through the Periacod estimates chargeable to capital are estimates is now solicited with a view execution during 1885-86.

ORDER—dated 19th November 1884,

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(Sign

To the Consulting Engineer for Railways, w
,, Examiner, Guaranteed Railway Acco

Exd. A. Grubert.
Spare Copies

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

5th MARCH 1885, No. 231 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following paper :—

No. 43 I.

Note by the Chief Engineer for Irrigation.

In paragraph 2 of G.O., No. 3428 W., dated 23rd December 1882, the Superintending Engineers concerned were requested to arrange to have zemindari tanks immediately affecting the lines of railway inspected by an officer or competent subordinate and to report to the Collector the work necessary to be done in each case to render the tanks safe. From the information received from the Superintending Engineers in reply to a circular issued from this office asking them to report what action had been taken on the Government order above referred to, the accompanying statement showing the number of zemindari and private tanks affecting the Madras and South Indian Railways and the arrangements made for rendering the tanks safe has been compiled and is submitted to Government. It will be seen from the statement that there are 191 zemindari tanks and 941 private tanks affecting the Madras making a total of 1,132 tanks. Of these, 177 tanks affect the Madras Railway and 955 tanks the South Indian Railway. Thirteen tanks of the former have been inspected and found to be in good order, and the condition of the remaining tanks has been reported to the Collectors of the districts concerned. Of the tanks affecting the South Indian Railway, 423 tanks, including 92 tanks in the Trichinopoly district, regarding which the Superintending Engineer, VI Circle, has promised to write to the Collector of that district, have been inspected, and their condition has been noticed, leaving 532 tanks still to be inspected, of which 500 tanks are in the Madura district and 32 in the Tinnevely district. The Superintending Engineer, VI Circle, has reported that the ordinary establishment cannot find time to inspect the very large number of tanks in the Madura district, and the duty of inspecting and reporting on them to the Collector may, as suggested by the Superintending Engineer, be transferred to the establishment of the tank maintenance scheme now working in that district. A supervisor has been deputed to inspect the tanks in the Tinnevely district, but the result of his inspection has not yet been reported.

TRICHINOPOLY,
26th February 1885.

To the Joint Secretary to Government,
Public Works Department, Irrigation Branch.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer for Irrigation.

P. W. DEPARTMENT.

Current No. 3525

From The Revenue Department.

ENCLOS.—

No. 2268

Dated 9th April 1889.

Received 10

SUBJECT.

Tanks near the Madras Railway
line. — Correspondence as to
the necessity for repairing cer-
tain — which bricked
during the last cyclone
— transpiring —
note by R. of 11-4-89.

DISPOSAL.

No. 44 D Dated 12 April 1889

Re-transferred to the
Revenue Department with
reference to Proceedings No 313 R
dated 22nd March 1889.

(Signed) C. S. Smith Col R.E.
Jt Secy to Govt P.W. Dept
Railway Branch

10/18/89

IRRIGATION.

Govt. of (1885) Madras.

PUBLIC WORKS.

Dated March, 5th.

Recd.

Encl.

G.O., 5th March 1885, No. 231 I.

MARCH.

Tanks

Orders on note by the Chief Engineer for
Irrigation submitting statement of — affect-
ing railways.



No 44 D of 12.4.89
313 R " 22.3.89
594 R " 23.5.89

For. Res 37. 0. 2. 5

N^o 44 D 1/12.4.89
313 R " 22.3.89
594 R " 23.5.89

Memorandum of Papers removed from
the Records of the Madras Government for
reference.

K. S. S. S. S.
P. W. D.
No. 1

Re.
S. S. S.
S. S. S.

1. 1. 1.

AS,

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

Fe. Aug 30 1885

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.
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INDEX

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RAILWAY,

FOR THE MONTH OF MAY 1890.

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Bezvada Extension Railway.—Explanation of certain errors in the Capital and Revenue accounts of the —	Routine.	2
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PUBLIC WORKS DEPARTMENT.

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<i>Erratum in G.O., No. 1385 R., dated 12th December 1889.</i>	26th May No. 721 R.	...	
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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

TABULAR STATEMENT OF MISCELLANEOUS PROCEEDINGS
AND MATTERS OF ROUTINE,
RAILWAY,
FOR THE MONTH OF MAY 1890.

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<i>Financial statistics of the Bezvada Extension and Villupuram-Guntakal State Railways for 1889.—</i> Ordered that the — be forwarded to the Government of India.	1st May 1890, No. 602 R.	
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<i>Major Sidney Smith, R.E.—</i> Considered to have taken charge of the office of the Consulting Engineer for Railways on the forenoon of the 15th March 1890.	1st do. do. No. ⁶⁰⁴ / _A R.	
<i>Type drawings for the Villupuram-Guntakal State Railway.—</i> Copy of letter from the Director-General of Railways to the Port Storekeeper, State Railway Department, requesting to furnish two copies of each of certain —, communicated to the Consulting Engineer for Railways.	2nd do. do. No. 605 R.	27th Mar. 1890, No. 431 R.
<i>Mr. W. H. Spalding, Deputy Chief Engineer, South Indian Railway.—</i> The claim of — to Rs. 19-6-10 for the carriage of his horses and camp equipment on his inspection of the Villupuram-Guntakal State Railway in February 1890, sanctioned.	2nd do. do. No. 606 R.	15th Jan. 1890, No. 64 R. 12th Feb. 1890, No. 232 R.
<i>Mr. Harman, Executive Engineer.—</i> Permitting — to remain in Madras in view to his appearing before a Medical Board.	2nd do. do. No. 607 R.	
Copy of the above forwarded to the Government of India.	2nd do. do. No. 608 R.	
<i>Mr. T. C. Beardmore, Sub-Engineer.—</i> Letter from — stating that he intends settling at Moradabad, ordered to be forwarded to the Government of India.	2nd do. do. No. 609 R.	
Forwarded	2nd do. do. No. 610 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Punkah coolies.</i> —The charge for — incurred by the Engineer-in-Chief, East Coast Railway Survey, passed as a special case.	3rd May 1890. No. 611 R.	
<i>Tent for the Examiner, Guaranteed Railway Accounts.</i> —Proceedings, Military Department, communicating letter from the Inspector-General of Ordnance stating that he has issued instructions to the Ordnance officer, Madras Arsenal, to issue a — on a requisition from him for the same, communicated to the Consulting Engineer for Railways.	3rd do. do. No. 612 R.	24th April 1890, No. 568 R.
<i>Waterman for the offices of the Consulting Engineer for Railways and the Examiner, Railway Accounts.</i> —The employment of a —, sanctioned.	8th do. do. No. 615 R.	
<i>South Indian Railway.</i> —Ordered that the final issue of the revenue budget estimate of the — for nine months ending 31st December 1890, be forwarded to the Government of India.	9th do. do. No. 618 R.	
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<i>South Indian Railway.</i> —Ordered that the final issue of the capital budget estimate of the — for nine months ending 31st December 1890 be forwarded to the Government of India.	9th do. do. No. 620 R.	
Forwarded	9th do. do. No. 621 R.	
<i>Villupuram-Guntakal State Railway.</i> —Ordered that the final issue of the capital budget estimate of the — for 1889-90, be forwarded to the Government of India.	9th do. do. No. 622 R.	
Forwarded	9th do. do. No. 623 R.	
<i>Villupuram-Guntakal State Railway.</i> —Ordered that the capital budget estimate of the Nellore Branch of the — for 1890-91, be forwarded to the Government of India.	9th do. do. No. 624 R.	
Forwarded	9th do. do. No. 625 R.	
<i>Mr. H. G. F. Smith.</i> —Government of India informed that Mr. Van Ahu is available for transfer and that the Agent, South Indian Railway wishes to retain — till September next.	9th do. do. No. ⁶²⁷ / _A R.	...
<i>Bezváda Extension Railway.</i> —Endorsement of the Consulting Engineer for Railways submitting letter from the Agent and Manager, His Highness the Nizam's Guaranteed State Railways explaining the errors and omissions in the capital and revenue accounts of the — for the half-year ended 30th June 1889, ordered to be forwarded to the Government of India.	10th do. do. No. 631 R.	26th Mar. 1890, No. 1631 C. 21st Oct. 1889, Nos. 1225-26 R.
Forwarded	10th do. do. No. 632 R.	
<i>Rail-borne trade of India.</i> —Letter from the Government of India forwarding proof of appendix C. to No. 37/35-21, (Statistics) of 23rd March 1888, defining the limits of the railway lines comprised in each Province for purposes of registering the —, communicated to the Consulting Engineer for Railways.	10th do. do. No. 633 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Railway traffic at Bezváda.</i> —Reply of the Government of India to letter forwarding a note by Mr. Waleh, Chief Engineer for Irrigation, on the subject of facilities for —, communicated to the Chief Engineer for Irrigation.	10th May 1890. No. 634 R.	
<i>Registration of rail-borne traffic.</i> —Circular from the Government of India forwarding additions to appendix C. to No. 37/35-21 (Statistics) of 23rd March 1888, regarding —, communicated to the Consulting Engineer for Railways.	10th do. do. No. 635 R.	
<i>Financial transactions of State Railways.</i> —Letter from the Government of India requesting to be furnished with the — for 1889. Recorded with reference to G.O., No. 603 R., dated 1st May 1890.	12th do. do. No. 636 R.	1st May 1890, Nos. 602-3 R. 21st April 1890, No. 1962 C.
<i>Máyavaram-Mutupet Railway.</i> —Government of India informed that this Government should supplement District Board's funds for constructing the — to extent necessary and share profits proportionately.	12th do. do. No. 637 R.	1st April 1890, No. 457 R.
<i>Major Sidney Smith, R.E.</i> —The Government of India requested to gazette — as Officiating Consulting Engineer for Railways.	12th do. do. No. ⁶⁴³ / _A R.	
<i>Light railway from Trevandrum to the Arambali Pass.</i> —Ordered that the Resident in Hyderabad be addressed in the Political Department on the subject of the proposed —.	13th do. do. No. 645 R.	
<i>Southern Mahratta Railway.</i> —Copy of office note from the Joint Secretary, Irrigation Branch, regarding the temporary occupation of land on the main canal for a temporary siding near Sitagaram, Bezváda, forwarded to the Government of Bombay.	13th do. do. No. 646 R.	3rd Feb. 1890, No. 170 R. 10th Feb. 1890, No. 213 R.
<i>Tracing cloth for the Villupuram-Guntakal State Railway.</i> —Proceedings, Financial Department, directing the Superintendent of Stationery to comply with the indent for —, communicated to the Consulting Engineer for Railways.	13th do. do. No. 651 R.	30th April 1890, No. 55 D.
<i>Sergeant Whiteman.</i> —Government of India informed of the date of enlistment and Christian name of —.	13th do. do. No. 652 R.	
<i>Progress Report of the Villupuram-Guntakal State Railway.</i> —Ordered that the — for the fourth quarter of 1889, be forwarded to the Government of India.	13th do. do. No. 655 R.	
Forwarded	13th do. do. No. 656 R.	
<i>Lead traffic returns of the Madras and South Indian Railways and Nellore Branch of the Villupuram-Guntakal State Railway.</i> —Ordered that the — for quarter ending 31st March 1890, be forwarded to the Director-General of Railways.	13th do. do. No. 657 R.	
Forwarded	13th do. do. No. 658 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Officers directed to give evidence in the Derry contract case.</i> —Letter from the Agent, South Indian Railway, requesting that certain — may be placed on special duty at Madras in April while attending the case, ordered to be forwarded to the Government of India.	13th May 1890, No. 659 R.	
Forwarded	13th do. do. No. 660 R.	
<i>Villupuram-Guntakal State Railway.</i> —Ordered that the correspondence regarding the conditions for working the Nellore Branch of the — by the South Indian Railway, be forwarded to the Government of India.	14th do. do. No. 661 R.	
Forwarded	14th do. do. No. 662 R.	
<i>House-rent and Presidency allowance to certain officers detained in Madras as witnesses in the case of Derry versus Secretary of State.</i> —Applications for —, ordered to be forwarded to the Government of India.	14th do. do. No. 663 R.	
Forwarded	14th do. do. No. 664 R.	
<i>Capital and Revenue accounts of the South Indian Railway.</i> —Ordered that the explanation of the errors and omissions in the — for the first half of 1889, be forwarded to the Government of India.	14th do. do. No. 665 R.	3rd April 1890, No. 1747 C. 11th Nov. 1889, Nos. 1238-9 R.
Forwarded	14th do. do. No. 666 R.	
<i>Mr. Baxter, Executive Engineer.</i> —Letter from the Government of India explaining why — was styled Executive Engineer, 3rd grade, in the notification promoting him to Executive Engineer, 2nd grade permanent, communicated to the Consulting Engineer for Railways.	14th do. do. No. 667 R.	
<i>B. B. Nath Chatterjee, temporary Assistant Engineer.</i> —Letter from the Engineer-in-Chief stating that the services of — will be required till the end of August 1890, ordered to be forwarded to the Government of India.	16th do. do. No. 670 R.	14th April 1890, No. 1541 C.
Forwarded	16th do. do. No. 671 R.	
<i>Officers who have proceeded to England with Last Pay Certificates.</i> —The Under Secretary of State for India furnished with a nil statement of — furnished by the Examiner, Guaranteed Railway Accounts for quarter ending 31st March 1890.	16th do. do. No. 672 R.	
<i>Mr. J. M. Harman, Executive Engineer.</i> —Forwarding to the Under Secretary of State a copy of the medical case of — proceeded to Europe on seven months' leave.	16th do. do. No. 673 R.	

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<i>New Railway Act No. IX of 1890.</i> —Application of the Agent, South Indian Railway for the supply of abstract of the —, ordered to be forwarded to the Government of India.	16th May 1890, No. 674 R.	
Forwarded	16th do. do. No. 675 R.	
<i>Sergeant Hand, Villupuram-Guntakal State Railway.</i> —Informing — that if he desires his case to be considered by the Government of India he must address a petition to that Government setting out his views of the facts.	16th do. do. No. 676 R.	24th Mar. 1890, No. 417 R. 15th Aug. 1889, No. 898 R.
<i>Colonel Sedgwick, R.E.</i> —Permitting — to draw travelling allowance by rail instead of by sea for joining his appointment as Deputy Consulting Engineer for Railways, Madras, from Calcutta.	16th do. do. No. 677 R.	10th Mar. 1890, No. 341 R. 21st Jan. 1890, Nos. 113-114 R.
<i>Salt depôts.</i> —Proceedings, Revenue Department, passing orders on proposals of the Madras Railway Company for the establishment of — at all the stations of the railway, communicated to the Consulting Engineer for Railways.	16th do. do. No. 678 R.	
<i>Mr. Francken, Executive Engineer.</i> —Letter from the Government of India forwarding a statement showing the previous training of —, communicated to the Consulting Engineer for Railways for communication to the Engineer-in-Chief, East Coast Railway Survey.	17th do. do. No. 679 R.	
<i>Tiruválúr-Mutupet Railway.</i> —Proceedings, Financial Department, accepting, with remarks, the arrangement of the District Board, Tanjore for constructing —, communicated to the Consulting Engineer for Railways.	17th do. do. No. 680 R.	
<i>Irregular payment of coolies.</i> —Correspondence regarding the — in Mr. Brook Fox's district, Villupuram-Guntakal State Railway, recorded.	19th do. do. No. 690 R.	
<i>Alterations at 60th mile, South-west Line, Madras Railway.</i> —Endorsement of the Consulting Engineer for Railways submitting letter from the Agent requesting sanction to estimates for — recorded, with reference to G.O., No. 691 R., dated 19th May 1890.	19th do. do. No. 692 R.	
<i>Level book for the Villupuram-Guntakal State Railway.</i> —Indent for 100 —, sanctioned.	20th do. do. No. 693 R.	
<i>Mr. Oldham.</i> —Correspondence relative to the relief of — from the East Coast Railway Survey for taking up the duties of Deputy Consulting Engineer for Railways, Calcutta, communicated to the Consulting Engineer for Railways.	20th do. do. No. 694 R.	
<i>Mr. H. A. D. Wathen, Examiner of Accounts.</i> —The carriage by rail of the camp equipment of — proceeding on inspection duty, sanctioned.	20th do. do. No. 695 R.	
<i>Rate list, class E. rolling stock for 1887.</i> —Circular from the Government of India forwarding —, communicated to the Consulting Engineer for Railways.	20th do. do. No. 696 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Returns furnished by Executive Engineers to officers of other departments.—Proceedings, Public Works Department, passing orders regarding —, communicated to the Consulting Engineer for Railways.	20th May 1890. No. 697 R.	
Financial statistics of the Nellore branch of the Villupuram-Guntakal State Railway for 1889.—Ordered that the statement of —, be forwarded to the Government of India.	20th do. do. No. 698 R.	
Forwarded	20th do. do. No. 699 R.	
Railway warrant.—Proceedings, Military Department, communicating sanction of the Government of India to the adoption of a revised form of — for troop extra and ordinary trains, communicated to the Consulting Engineer for Railways.	20th do. do. No. 700 R.	
Police guard for the Railway Cash office at Guntur.—Proceedings, Judicial Department, sanctioning certain increase to the Kistna district Police force to furnish a —, recorded.	22nd do. do. No. 701 R.	
Minutes of official meeting, Madras Railway.—Ordered that the — held on the 27th March 1890, be forwarded to the Director-General of Railways.	22nd do. do. No. 702 R.	
Forwarded	22nd do. do. No. 703 R.	
Minutes of official meeting, Madras Railway.—Ordered that the — held on the 24th April 1890, be forwarded to the Director-General of Railways.	22nd do. do. No. 704 R.	
Forwarded	22nd do. do. No. 705 R.	
Mr. Bull, Executive Engineer.—Telegram from the Government of India stating that six months leave will be granted to — which will complete 25 years' pensionable service on condition that he retires after the leave, communicated to the Consulting Engineer for Railways.	22nd do. do. No. 710 R.	27th Mar. 1890, Nos. 425-26 W.
East Coast Railway Survey.—Ordered that the progress report of the — for April 1890, be forwarded to the Government of India.	22nd do. do. No. 711 R.	
Forwarded	22nd do. do. No. 712 R.	
Mechanical Engineering.—Proceedings, Educational Department, regarding the admission for practical instruction in — in the Perambore Workshops, of students of the College of Engineering, communicated to the Consulting Engineer for Railways.	22nd do. do. No. 713 R.	
Mr. T. C. Beardmore, Sub-Engineer.—Ordered that the Government of India be addressed regarding the claim of — to full pay from the 13th December 1889 to the 7th January 1890.	23rd do. do. No. 715 R.	
The Government of India addressed accordingly.	23rd do. do. No. 716 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
Mr. T. C. Beardmore, Sub-Engineer.—The pension papers of — returned to the Secretary to the Chief Commissioner, Public Works Department, Rangoon.	23rd May 1890, No. 717 R.	
Major Lloyd.—Government of India informed that — may probably be available for transfer a year hence.	23rd do. do. No. 718 R.	
Rai B. P. Bosu, Bahadur, Executive Engineer, South Indian Railway.—Government of India informed that — will be available for transfer after 31st May.	26th do. do. No. 719 R.	
Watering horses in troop trains on the Madras Railway.—Endorsement of the Government of India forwarding correspondence suggesting the construction of troughs for —, communicated to the Consulting Engineer for Railways.	26th do. do. No. 723 R.	
Villupuram-Guntakal State Railway.—Services of Messrs. Allum and Verriers placed at the disposal of the Government of Madras by the Government of India for duty on the —.	26th do. do. No. 724 R.	
Boat basin at Bezwada.—Ordered that the revised estimate for the construction of the —, be forwarded to the Government of India for sanction.	26th do. do. No. 725 R.	10th Jan 1889, No. 7 I. 16th Mar. 1888, No. 229 I. 24th Dec. 1887, No. 967 R.
Forwarded	26th do. do. No. 726 R.	
Subordinates on the Villupuram-Guntakal State Railway and on the East Coast Railway Survey.—Ordered that the list of temporary —, be forwarded to the Government of India.	26th do. do. No. 727 R.	
Forwarded	26th do. do. No. 728 R.	
Tramways in the City of Madras.—Proceedings, Local and Municipal Department extending the time for commencing the — from 15th June to 15th December 1890, communicated to the Consulting Engineer for Railways.	26th do. do. No. 729 R.	4th July 1889, No. 750 R. 14th Nov. 1889, No. 967 R.
Mr. F. F. Smith.—Submitting proposal from the Agent, South Indian Railway, regarding the appointment of — in the place of Colonel T. Gracey, R.E., appointed as Consulting Engineer for Railways, Madras, ordered to be forwarded to the Government of India.	27th do. do. No. 730 R.	
Forwarded	27th do. do. No. ⁷³⁰ _A R.	
Land required for the Hindupur Extension Railway in Penukondah taluk.—Explanation of the Collector of Anantapur as to why the whole field measuring 92 cents. was acquired when only 50 cents. are actually required on account of —, communicated to the Revenue Department.	28th do. do. No. 731 R.	
Return of accidents.—Ordered that the —, Madras and South Indian Railways for the first quarter of 1890, be forwarded to the Director-General of Railways.	28th do. do. No. 732 R.	
Forwarded	28th do. do. No. 733 R.	

Subjects.	Number and Date of Order.	Numbers and Dates of previous Orders.
<i>Villupuram-Guntakal State Railway.</i> —Ordered that the indent for girders for completing the —, be forwarded to the Government of India.	28th May 1890, No 734 R.	
Forwarded	28th do. do. No. 735 R.	
<i>Villupuram-Guntakal State Railway.</i> —Ordered that the final issue of the revenue budget estimate of the Nellore Branch of the —, be forwarded to the Government of India.	28th do. do. No. 740 R.	
Forwarded	28th do. do. No. 741 R.	
<i>Mr. T. C. Beardmore.</i> —Government of India informed that the pension papers of — have been returned to Burma, for disposal.	28th do. do. No. 742 R.	
<i>Mr. Van Ahu.</i> —Telegram from the Government of India posting — to New Valley Railway and requesting to direct him to proceed to Rangoon and to report himself to the Chief Commissioner, communicated to the Consulting Engineer for Railways.	30th do. do. No. 743 R.	
<i>Railway receipts.</i> —Resolution of the Government of India proposing to declare — to be transferable and negotiable instruments carrying a title to property like bills of lading, communicated to the Consulting Engineer for Railways.	30th do. do. No. 744 R.	
<i>Budget estimate of the Bevrada Extension Railway for 1890-91.</i> —Letter from the Government of India pointing out certain discrepancies in the final issue of the —, communicated to the Consulting Engineer for Railways.	30th do. do. No. 745 R.	
<i>Unpassed clerks on the East Coast Railway Survey.</i> —Memorandum from the Consulting Engineer for Railways requesting to sanction the payment of salaries to —, transferred to the Educational Department.	30th do. do. No. 746 R.	
<i>Mr. Van Ahu, Executive Engineer, Villupuram-Guntakal State Railway.</i> —Ordered that the application of — for transfer, be forwarded to the Government of India.	30th do. do. No. 747 R.	
Forwarded	30th do. do. No. 748 R.	
<i>Villupuram-Guntakal State Railway.</i> —Ordered that letter from the Agent, South Indian Railway, regarding the working of the Nellore Branch of the —, be forwarded to the Government of India.	30th do. do. No. 749 R.	17th Mar. 1890, No. 1460 C. 11th Jan. 1890, Nos. 40-41 R. 14th May 1890, Nos. 661-62 R.
Forwarded	30th do. do. No. 750 R.	
<i>Guaranteed Railway Forms.</i> —Ordered that the Government of India be informed that the Agent, South Indian Railway has indented for a large number of — for the half-year ending 30th June 1891, and requesting to know the system of accounts that will be introduced on and after the 1st January 1891, the date on which the railway will be taken over from the Company.	30th do. do. No. 751 R.	
The Government of India addressed accordingly.	30th do. do. No. 752 R.	