

RAILWAY.

Gobt. of (1888) Madras.
PUBLIC WORKS.

Dated October, 23rd.

Recd.

Encl.

G.O., 23rd Oct. 1888, Nos. 859 R.,
860 R.

OCTOBER.

**Railway Warrants issued to
Native Soldiers**

Forwarding reports from the Agents,
Madras and South Indian Railways, on pro-
posals of the Government of India in regard
to the settlement of outstanding claims
for — proceeding or returning from fur-
lough.

7536.
Gobt. of (18) Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O., 18th Aug 1890, No 1207R.

Madras Railway.

Sanction of the Govt of
India to estimate
for raising the line
at the 60th mile (S. W. line)
of the — — — — —
Ceylon Ry. —

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120
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m
1-8

10/25

Am. h. g. R. Garstin C. 9

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11/8

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h. 1201 R 9 18 Aug 190

old 11/8
12/2 R 18/8

A

No. 1201 R

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 18th Aug 90.

again
Read the following

Print

Progs. of the Madras } H.C. No. 988-89 R of 10th July 1890
Govt. P.W. Depto: -

Link

Telegram to the Comg. Engrs } of 17th do -
Genl for Railways -

Read also the following:

Print

Letter from the Govt. } H.C. No. 676 R.C. of 1st Aug 90
of India P.W. Depto: -

Communicated to

H.S.

17/7/90

the Consulting Engineer for Railways
with reference to his endorse-
ment No. 461 dated 2nd July 1890,
and in continuation of P.W. D.
telegram dated 17th July 1890.

2. This sanction has been
registered as No 13 R of 1890-91.

18/7/90

H. S. Engrs

10/7/90 For Mgr. R

13/8/90

To the Comg. Engrs for Rys

Exr G.O. Ry. Accts. with copy of G.O. No. 691 R of 19th Aug 90

Chief Engineer for Bengal

Revenue Depto.

P.W.C. No. 7536

Rd. 11-8-90

R

All communications
should be addressed
to the Secretary.

No. 676 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY

Construction.

To The Joint Secretary to the Government of Madras
(Railway Branch), Public Works Department.

Trincomalee, the 1st August 1890.

Sir,

I am directed to acknowledge the receipt
of your No 989 R. dated 10 July 1890, and in reply
to communicate the sanction of the Government of
India to the estimate forwarded therewith amounting
to Rs 34,615/-, chargeable in the proportion of Rs 3,507
to Capital and Rs 6,108/- to Revenue, for raising
the line, &c, at the 60 mile (South West line) of the
Madras Railway.

2. This sanction has been registered
as No 6 Madras Railway of 1890.

I have the honor to be,

Sir,
Your most Obedient Servant,

J. O. Herbert

Offg. Under Secretary.

Rs 31,507 to Capital and Rs
108 to Revenue.

This estimate was submitted
to Government of India for
sanction on 12th July and if
we wait for an answer no
time will be left for building
the bridge before the rains set in.

I therefore propose that orders
should be issued to go on with
the work at once and the Govern-
ment of India informed of
what has been done.

Yours L^y C^y &c.

Offg. Joint Secretary to Govt. of India.

Ry. Branch.

Approved

J. H. S.

16/7/90

Min. Consulting Engineer

Madras -

Presented at meeting with Mr. ...

Govt of Madras sanctioning execution
of 60 mile to South West line in
anticipation where Govt India survey
for immediate prosecution of work

Telegram despatched 17.7.90

Off. 16/7

16/7

R 17-7-90

Hon. Mr. J. H. ...

Special

121

120 118

Quint

Documents accompanying
No

not to be printed
original

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station between date 16th July 1890.

NOTE.

G.O. No. 988 R - 10th July 1890 to
Government of India and enclosures.

The Deputy Consulting Engineer
writes to me that he has in-
spected the diversion at the
Talangay tank, mile 60, S.W.
line and passed it as fit for
traffic and says there is only
just time to build the new
bridge before the monsoon sets
in.

I am strongly of opinion that
no time should be lost in
building the bridge.

The Estimate was as follows:-

new works in raising the line and building the bridge	}	16,176
compensation for Land &c.		
		21,439
		Total Rs 37,615

Chargeable in the proportion

Re. Am. 691 R of 19.5.90

Form No. 3.

B No 988 R of 10th July/90

Ordered to be

forwarded for the early sanction
of the Govt. of India with
copy of Progs. of this Govt.
No. 691 R dated 19th May 1890

It. No 989 R of 10th July 1890

Forwarded.

G
for R

Despatch with
4 enclosures of
C no 6256 and
of 740 no 691 R
12/7/90

3/7
Am. 5-7-90 29-7-90

PW Cd No 6256

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 461

Dated 2nd } July 1890
Received 3 }

No. of ENCLOSURES.

6 (+1 plan)

Subject.

Submitting for sanction
a revised estimate amount-
ing to Rs. 37,615 for altera-
tions at 60th mile. S.W. line
Madras Railway - Talangay
Tank.

B

No. 988 - 989 R of 10th July/90.

to "earthwork" in the revised estimate. If the outlay during the year is in excess of the budget provision, a re-appropriation from other work will be made.

4. As the working season is now well advanced, and it is essential that the work should be completed before the North East Monsoon sets in, provisional sanction to the construction of the diversion has been accorded. The estimate is recommended for the sanction of the Government of India.

Sidney Smith

1890
1889, the actual cost
of which amounts to
Rs 16,176, the balance
Rs 21,439 being on ac-
count of charges for
compensation.

3. The amount pro-
vided for in Schedule B
of the current year's
budget is only Rs 9,260
which is insufficient
to meet the estimated
Capital Cash outlay
viz Rs 30,699. This
deficient provision
is due to Rs 21,439, the
compensation on ac-
count of the abandon-
ment of the tanks,
having been allocated

Agent and Manager,
Madras Railway, in
preparing a revised
estimate has included
in it, the amounts
payable as compensa-
tion to the ryots and
to Government. The
revised estimate now
submitted for sanction
amounts to Rs 37,615
of which Rs 31,507 are
chargeable to Capital
and Rs 6,108 to Revenue.
The works proposed
are fully described
in this Office endorse-
ment No: 322 dated
4th October embodied
in G. O. 691 R, dated 19th May
1890 1889

1890

1890
1889, the actual cost
of which amounts to
Rs 16,176, the balance
Rs 21,439 being on ac-
count of charges for
compensation.

3. The amount pro-
vided for in Schedule B
of the current year's
budget is only Rs 9,260
which is insufficient
to meet the estimated
Audits.

Subject.—

2. In the G. O.
under reference it
was finally ruled
that the Talangai tank
should be abandoned,
and accordingly the
Agent

Agent and Manager,
Madras Railway, in
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in it, the amounts
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amounts to Rs 37,615
of which Rs 31,507 are

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 2nd July 1890.

Letter from the Agent and
Manager, Madras Railway, No.
6207 Dated 24th June 1890, with
686 enclosures.

No. 461

SUBMITTED

to Government, with

reference to G. O. 691 R,
dated 19th May 1890,
and for transmission
to Government of
India.

Subject.—

2. In the G. O.
under reference it
was finally ruled
that the Talangai tank
should be abandoned,
and accordingly the
Agent

REGISTER	
No. 8921	
FILE	
No.	

Enc 1
P/W 6256/90

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 24 June 1890

Recd. 25.6.90

No. 6207

686

for forwarding to
the Agent and Manager
for the Talangai tank
for the Talangai tank
for the Talangai tank

Letter No. 6207 dated the 14th May 1890.
provisional sanction may be accorded
for the proposed diversion of the line to
be put in hand at once.

3. A tracing showing certain
modifications in the curves and gradients
in the diversion which the Chief Engineer
considers desirable is enclosed for your
approval.

I have the honour to be,
Sir,

Your most obedient Servant.

W. P. Mitchell

Chf. Agent & Col. Manager.

E.

2 Enclos

(No. 1.)

No. 6207
186

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 24th June 1890.

From

The City Agent and Manager.

M. R. Co.

To

The Offg. Consulting Engineer for Railways.

Madras.

SIR,

Alterations at 60th mile S. W. Line
Talamangalam Tank.

Referring to correspondence ending with your letter of 4th of the 26th ult. I have the honour to forward herewith in duplicate for the sanction of Government a revised estimate for the abovementioned work amounting to Rs. 37,615/- chargeable in the proportion of Rs. 31,507/- to Capital and Rs. 6,108/- to Revenue. The amounts payable as compensation to the ryots and to Government have been included in the estimate as desired.

2. I have also to request that, for the reasons stated in this Office

RAILWAY.

Govt. of 1890 Madras.
PUBLIC WORKS.

Dated August, 18th.

Recd.

Encl.

G.O., 18th Aug. 1890, No. 1201 R.

AUGUST.

Madras Railway.

Sanction of the Government of India to estimate for raising the line, &c., at the 60th mile (South-West line) of the —, communicated to the Consulting Engineer for Railways.

18TH AUGUST 1890, No. 1201 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., dated 10th July 1890, No. 988 R., Public Works.

From the Consulting Engineer for Railways, dated Madras, 2nd July 1890, No. 461.

From the Acting Agent and Manager, Madras Railway Company, dated Madras, 24th June 1890, No. 6207/686.

Submitted to Government with reference to G.O., No. 691 R., dated 19th May 1890, and for transmission to the Government of India.

2. In the Government Order under reference it was finally ruled that the Talangai tank should be abandoned, and accordingly the Agent and Manager, Madras Railway, in preparing a revised estimate, has included in it the amounts payable as compensation to the ryots and to Government. The revised estimate now submitted for sanction amounts to Rs. 37,615, of which Rs. 31,507 are chargeable to Capital and Rs. 6,108 to Revenue. The works proposed are fully described in this office endorsement, No. 322, dated 14th October, embodied in G.O., No. 691 R., dated 19th May 1890, the actual cost of which amounts to Rs. 16,176, the balance, Rs. 21,439, being on account of charges for compensation.

3. The amount provided for in schedule B of the current year's budget is only Rs. 9,260, which is insufficient to meet the estimated capital cash outlay, viz., Rs. 30,699. This deficient provision is due to Rs. 21,439, the compensation on account of the abandonment of the tank, having been allocated to "earthwork" in the revised estimate. If the outlay during the year is in excess of the budget provision, a re-appropriation from other work will be made.

4. As the working season is now well advanced, and it is essential that the work should be completed before the north-east monsoon sets in, provisional sanction to the construction of the diversion has been accorded. The estimate is recommended for the sanction of the Government of India.

Order—dated 10th July 1890, No. 988 R., Public Works.

Ordered to be forwarded for the early sanction of the Government of India with copy of Proceedings of this Government, No. 691 R., dated 19th May 1890.

(Here enter No. 989 R., dated 10th July 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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PUBLIC WORKS DEPARTMENT.

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Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

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

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 Arkónam 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. 3,887-0-1 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.,

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 Madras measures— VII-3, 900 measures— per acre.	Money value of produce in column 12 at market rate which is 16-6 measures a rupee.	DEDUCT.		Total of columns 14 and 15.	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.			
7. Muthan ..	IRRIGATED. VII-3	XI	243 279 282	B .. A	0 30 2 49 0 88	1 4 0 10 9 0 3 12 0			0 30 2 49 0 88	1 4 0 10 9 0 3 12 0	2,844-25	172 6 1	RS. A. P.	RS. A. P.	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	RS. A. P. ..	RS. A. P. ..	7 11 4	17 14 10	..
9. Murugesam, &c. ..	VII-3	11	371	A	1 40	5 15 0	1 40	5 15 0	..	..	..	..	RS. A. P. ..	RS. A. P. ..	..	..	..
	VII-2	8	205 210 214 225 274 288 337	C C B B B A B	0 17 0 29 0 41 0 76 1 56 0 56 0 48	0 14 0 1 7 0 2 1 0 3 13 0 7 13 0 2 13 0 2 6 0			0 17 0 29 0 41 0 76 1 56 0 56 0 48	0 14 0 1 7 0 2 1 0 3 13 0 7 13 0 2 13 0 2 6 0	..	..	RS. A. P.	RS. A. P.	..	..	..
10. Peruma Mudali ..	VII-2	8	205 210 214 220 221 222 239	A D C B G B A-1	0 60 0 82 0 47 0 42 0 77 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 77 0 23 0 71	1 8 0 1 10 0 2 6 0 2 2 0 0 6 0 1 2 0 3 10 0	..	..	RS. A. P.	RS. A. P.	..	..	..
12. K. Amugan ..	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	RS. A. P.	RS. A. P.	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 3 2 0 1 6 0 6 1 0 17 2 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 3 2 0 1 6 0 6 1 0 17 2 0	2,709-00 3,79-75 .. 3,743-25 ..	164 2 11 23 0 3 .. 226 13 10 ..	RS. A. P.	RS. A. P.	49 4 1 6 15 3 .. 68 13 6 ..	114 14 10 16 1 0 .. 158 0 4 ..	..
14. Nallathambi, &c. ..	VII-3 VII-3	11 11	237 230 245 281	.. A .. A	0 49 1 91 2 22 0 70	2 1 0 8 2 0 9 7 0 3 0 0			0 49 1 91 2 22 0 70	2 1 0 8 2 0 9 7 0 3 0 0	..	..	RS. A. P.	RS. A. P.	..	..	..
16. N. Kuppen ..	VII-2 VII-2	8 8	291 221 357	A C C	4 83 1 49 0 52	20 9 0 7 7 0 2 10 0	.. 0 22 ..	.. 1 4 0 ..	4 83 1 49 0 52	20 9 0 7 7 0 2 10 0	..	..	RS. A. P.	RS. A. P.	20 9 5 22 3 9 ..	48 10 11 51 15 2 ..	..
17. Chengan, &c. ..	VII-2	8	214 232 234 235 237 293	E .. A C .. A	0 27 0 68 1 57 0 10 2 16 1 3	1 6 0 3 6 0 7 14 0 0 8 0 10 13 0 5 2 0	 0 33		0 27 0 68 1 57 0 10 2 16 1 3	1 6 0 3 6 0 7 14 0 0 8 0 10 13 0 5 2 0	..	..	RS. A. P.	RS. A. P.	..	..	..
18. Parasuraman ..	VII-2	8	211 284	A B	0 67 0 61	3 6 0 3 1 0			0 67 0 61	3 6 0 3 1 0	1,152-00	69 13 1	RS. A. P. ..	RS. A. P. ..	20 15 3 ..	48 13 10 ..	..
23. Ramasami, &c. ..	VII-3	11	77	..	1 24	5 4 0	..	..	1 24	5 4 0	961-00	58 3 11	RS. A. P. ..	RS. A. P. ..	17 10 4 5 4 1	40 9 7 12 3 2	..
25. P. Govinthan ..	VII-2	8	231	A	0 32	1 10 0	..	..	0 32	1 10 0	288-00	17 7 3	RS. A. P. ..	RS. A. P. ..	5 4 1 9 15 8	23 4 8 15 1 5	..
29. Thathayar, &c. ..	VII-3	11	243	..	0 43	1 13 0	..	..	0 43	1 13 0	333-25	20 3 22	RS. A. P. ..	RS. A. P. ..	5 1 9 3 6 5	7 13 11 ..	..
31. Govindharaya Chetti ..	VII-3	11	244-2	..	0 50	2 8 0	..	..	0 50	2 8 0	186-00	11 4 4	RS. A. P. ..	RS. A. P. ..	..	..	..
32. Kamayyan ..	VII-2	8	220	A	0 25	1 4 0	..	..	0 25	1 4 0	..	..	RS. A. P. ..	RS. A. P. ..	..	..	..
34. Varathappa Naiken.	VII-2	8	222 248 .. 283	A B C B	0 53 0 10 0 51	2 10 0 0 8 0 2 9 0			0 53 0 10 0 51	2 10 0 0 8 0 2 9 0	1,701-00	103 1 5	RS. A. P. ..	RS. A. P. ..	21 6 11 30 13 11	72 3 6 ..	..

A-cont.

Name of ryot and number of patta.	Description of land.	Taram.	Survey number.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		Estimated grain produce of land left waste according to scale 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, 11-5-6. 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	AC. CTS. 0 42 0 20	RS. A. P. 2 0 0 1 0 0	AC. CTS. 0 42 0 20	RS. A. P. 2 0 0 1 0 0	AC. CTS. 0 42 0 20	RS. A. P. 2 0 0 1 0 0	378-00 1,550-00	22 14 7 93 15 0	RS. A. P. 2 0 0 8 8 0	RS. A. P. 4 12 2 19 15 10	RS. A. P. 6 12 2 28 7 10	RS. A. P. 16 2 5 65 7 2
42. Bukkai Kulan, &c.	VII-3	11	241 271 277 ..	0 92 0 69 0 27 0 22	4 9 0 2 15 0 4 8 0 0 15 0	0 92 0 69 0 27 0 22	4 9 0 2 15 0 4 8 0 0 15 0	0 92 0 69 0 27 0 22	4 9 0 2 15 0 4 8 0 0 15 0	2,628-00	159 4 4	RS. A. P. 4 14 9 0	33 1 9	47 10 9	111 9 7
43. Bukkai Kulan, &c.	VII-3	11	366 275 281 282 ..	0 38 0 12 0 13 0 29 0 9	1 10 0 0 8 0 0 9 0 1 4 0 0 6 0	0 38 0 12 0 13 0 29 0 9	1 10 0 0 8 0 0 9 0 1 4 0 0 6 0	0 38 0 12 0 13 0 29 0 9	1 10 0 0 8 0 0 9 0 1 4 0 0 6 0	782-75	47 7 0	RS. A. P. 4 5 0	10 1 6	14 6 6	33 0 6
44. Kulan, &c.	VII-2	8	210 223 364 ..	0 2 0 11 0 8 0 3	0 2 0 0 9 0 0 6 0 0 2 0	0 2 0 11 0 8 0 3	0 2 0 0 9 0 0 6 0 0 2 0	0 2 0 11 0 8 0 3	0 2 0 0 9 0 0 6 0 0 2 0	216-00	13 1 6	RS. A. P. 1 3 0	2 11 6	3 14 6	9 3 0

44. Kulan, &c.	VII-3	11	375	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. Chinna Kulan	VII-2	8	208 210 221 278 366 ..	0 69 0 2 0 12 0 53 0 8 0 3	3 7 0 0 2 0 0 10 0 2 10 0 0 6 0 0 2 0	0 69 0 2 0 12 0 53 0 8 0 3	3 7 0 0 2 0 0 10 0 2 10 0 0 6 0 0 2 0	0 69 0 2 0 12 0 53 0 8 0 3	3 7 0 0 2 0 0 10 0 2 10 0 0 6 0 0 2 0	1,323-00	80 2 11	7 5 0	16 10 8	23 15 8	56 3 3
46. Tarusan	VII-2	8	364 210 258 ..	2 40 0 9 0 3 0 29	10 4 0 0 7 0 0 2 0 1 7 0	2 40 0 9 0 3 0 29	10 4 0 0 7 0 0 2 0 1 7 0	2 40 0 9 0 3 0 29	10 4 0 0 7 0 0 2 0 1 7 0	1,193-5	72 5 4	6 10 0	15 6 3	22 0 3	50 5 1
47. Venkatasubbayyar.	VII-3	11	282 235 364 ..	0 43 0 34 0 89 0 71	2 2 0 1 7 0 4 7 0 3 9 0	0 43 0 34 0 89 0 71	2 2 0 1 7 0 4 7 0 3 9 0	0 43 0 34 0 89 0 71	2 2 0 1 7 0 4 7 0 3 9 0	263-5	15 15 6	1 7 0	3 6 4	4 13 4	11 2 2
48. Muttam	VII-2	8	219-2	0 65	3 4 0	0 65	3 4 0	0 65	3 4 0	585-00	35 7 3	3 4 0	7 5 11	10 9 11	24 13 4
49. Murugan	VII-3	11	181-2 251 ..	0 18 0 73 0 91	0 12 0 3 2 0 3 14 0	0 18 0 73 0 91	0 12 0 3 2 0 3 14 0	0 18 0 73 0 91	0 12 0 3 2 0 3 14 0	705-25	42 11 11	3 14 0	9 1 6	12 15 6	29 12 5
50. Venkatasubalam.	VII-2	8	215-2 216 220 221 224 247 ..	0 7 1 46 0 47 0 7 0 26 0 65	0 6 0 7 5 0 2 6 0 0 6 0 1 5 0 3 4 0	0 7 1 46 0 47 0 7 0 26 0 65	0 6 0 7 5 0 2 6 0 0 6 0 1 5 0 3 4 0	0 7 1 46 0 47 0 7 0 26 0 65	0 6 0 7 5 0 2 6 0 0 6 0 1 5 0 3 4 0	3,240-00	196 5 10	18 2 0	40 13 1	58 15 1	137 6 9
51. K. Aroonagiri, &c.	VII-3	11	219-1 244-3 ..	0 66 0 24 0 24	3 5 0 1 0 0 1 0 0	0 66 0 24 0 24	3 5 0 1 0 0 1 0 0	0 66 0 24 0 24	3 5 0 1 0 0 1 0 0	594-00	36 0 0	3 5 0	7 7 9	10 12 9	25 3 3

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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 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 16.5 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.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
56. Parasamigan, &c. ..	IRRIGATED. VII-2	8	210 224 223	C A A	AC. CTS. 0 2 0 70 0 82	RS. A. P. 0 2 0 3 8 0 4 2 0	ACS. CTS. .. 0 82 0 82	RS. A. P. .. 4 2 0 4 2 0	0 2 0 70 0 82	RS. A. P. 0 2 0 3 8 0 4 2 0	.. 648-00 511-50 465-00 405-00	39 4 4 31 0 0 28 2 11 24 8 9	3 10 0 2 13 0 2 9 0 2 4 0	8 2 7 6 9 6 5 15 11 5 1 8	11 12 7 9 6 6 8 8 11 7 5 8	27 7 9 21 9 6 19 10 0 17 3 1
59. Annasami Mudali ..	VII-3	11	370	A-2	0 66	2 13 0	..	..	0 66	2 13 0	511-50	31 0 0	2 13 0	6 9 6	9 6 6	21 9 6
62. Yeda Parabu Muthu.	VII-3	11	280	A	0 60	2 9 0	..	..	0 60	2 9 0	465-00	28 2 11	2 9 0	5 15 11	8 8 11	19 10 0
65. V. Ramasawmy ..	VII-2	8	283	C	0 45	2 4 0	..	..	0 45	2 4 0	405-00	24 8 9	2 4 0	5 1 8	7 5 8	17 3 1
66. Narasimha Chetty..	VII-3	11	373 374 375	B .. A	0 49 0 74 0 74	2 1 0 3 2 0 3 2 0	0 29	1 3 0	0 20 0 74 0 74	0 14 0 3 2 0 3 2 0						
67. Guruswara Chetty.	VII-3	11	365	C	0 46	1 15 0	..	..	0 46	1 15 0	1,782-50	108 0 6	9 13 0	22 15 10	32 12 10	75 3 8

68. Para Muttan ..	VII-2	8	289	..	1 11	4 11 0	..	..	1 11	4 11 0	..	..	0 9 0	1 3 11	1 12 11	4 3 1
71. Sevvan ..	VII-3	11	184	..	0 11	0 9 0	..	..	0 11	0 9 0	99-00	6 0 0	0 9 0	5 0 0	7 2 0	16 5 9
72. Kosa Pichan, &c. ..	VII-2	8	234	..	0 20	2 2 0	..	..	0 50	2 2 0	387-50	23 7 9	2 2 0	5 0 0	2 4 5	5 5 9
74. N. Munian ..	VII-3	11	244-4	..	0 28	1 6 0	..	..	0 14	0 11 0	126-00	7 10 2	0 11 0	1 9 5	6 13 9	15 11 0
75. Narayana Chetty ..	VII-3	11	368	..	0 48	2 1 0	..	..	0 48	2 1 0	372-00	22 8 9	2 1 0	4 12 9	19 14 11	45 13 2
76. M. Nallathambi ..	VII-2	8	278	..	2 17	9 4 0	0 67	2 14 0	1 50	6 6 0	1,085-00	65 12 1	5 15 0	13 15 11	21 5 11	49 1 4
78. P. Mari ..	VII-3	11	378	..	0 78	3 5 0	..	..	0 66	3 5 0	594-00	36 0 0	3 5 0	7 7 9	10 12 9	25 3 3
81. M. Muthan, &c. ..	VII-2	8	209 288	..	1 81 0 40	9 1 0 2 0 0	..	..	1 81 0 40	9 1 0 2 0 0	1,182-50	70 7 3	6 6 0	14 15 11	21 5 11	49 1 4
82. Krishnappa Chetty.	VII-2	8	287 207 283	..	2 21 0 87	11 1 0 4 6 0	..	..	2 21 0 87	11 1 0 4 6 0	604-50	36 10 2	3 5 0	7 0 0	10 5 0	26 5 2
83. Venkatesa Aiyar ..	VII-2	8	225 221	..	3 83 0 68	19 3 0 3 6 0	0 75	3 12 0	3 83 0 68	15 7 0 3 6 0	1,989-00	120 8 9	11 1 0	25 0 11	35 1 11	84 6 10
84. K. Aroonachalla Mudali.	VII-3	11	277	..	0 23	1 0 0	..	..	0 23	1 0 0	..	..	..	..	..	..
89. Merayan ..	VII-2	8	235	..	0 18	0 14 0	..	..	0 18	0 14 0	711-00	43 1 5	3 15 0	8 15 4	12 14 4	30 3 1
90. Nallathambi ..	VII-3	11	255	..	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 71	7 4 0	..	..	1 71	7 4 0	1,035-00	62 11 8	5 12 0	13 0 8	18 12 8	43 15 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 given in settlement report in Madras measures—VII-3, 775 " per acre.	Money value of produce in column 12 at market rate which is 16-5 measures a rupee.	DEDUCT.			Remarks.
					Extent.	Assessment.	Extent.	Assessment.	ACS. CTS.	RS. A. P.	Assessment.		Assessment or quit-rent.	Cultivation expenses at following rates—VII-2, Rs. 11-5-5, VII-3, " 9-5-11.	Total of columns 14 and 15.	
1					6	7	8	9	10	11	12	13	14	15	16	17
97. Kanthan ..	IRIGATED. VII-3	11	184	A	0 38	1 10 0	..	..	0 38	1 10 0	713-00	43 3 5	3 14 0	9 3 0	13 1 0	RS. A. P. 30 2 5
98. Peria Munien ..	VII-2	8	210	E	0 28	1 6 0	..	..	0 28	1 6 0	252-00	15 4 4	1 6 0	3 2 9	4 8 9	10 11 7
111. Kudimikutti ..	VII-3	11	271	B	0 26	1 2 0	..	..	0 26	1 2 0	201-50	12 3 5	1 2 0	2 9 7	3 11 7	8 7 10
	VII-2	8	364	H	0 8	0 6 0	..	..	0 8	0 6 0	90-00	5 7 3	0 8 0	1 2 2	1 10 2	3 13 1
	M				0 10	0 8 0	..	..	0 10	0 8 0	..	..	..	..	..	..
112. A. Peria Munian..	VII-3	11	281	C	0 27	1 2 0	0 14	0 9 0	0 13	0 9 0	100-75	6 1 8	0 9 0	1 4 9	1 13 9	4 3 11
113. Perumal Chetty ..	VII-2	8	214	D	0 26	1 5 0	0 26	1 5 0	0 26	1 5 0	702-00	42 8 9	3 14 0	8 13 6	12 11 6	29 13 3
	A				0 68	3 6 0	..	..	0 68	3 6 0	..	..	..	..	..	..
	D				0 10	0 8 0	..	..	0 10	0 8 0	..	..	..	..	..	..
119. Parasuraman ..	VII-3	11	184	C-2	0 54	2 5 0	..	..	0 54	2 5 0	418-50	25 5 10	2 5 0	5 6 4	7 11 4	17 10 6
123. Samigan ..	VII-2	8	211	B	0 19	0 15 0	..	..	0 19	0 15 0	..	..	..	..	..	..
	C				0 68	3 6 0	..	..	0 68	3 6 0	..	..	..	..	..	..
	C				0 49	2 7 0	..	..	0 49	2 7 0	1,224-00	74 2 11	6 12 0	15 6 9	22 2 9	52 0 2
125. Matappa Reddy..	VII-2	8	276	A	1 36	6 12 0	..	..	1 36	6 12 0	..	..	..	..	..	..
127. Kunan ..	VII-2	8	253	A	0 39	1 15 0	..	..	0 39	1 15 0	351-00	21 4 4	1 15 0	4 6 9	6 5 9	14 14 7
132. C. Kunan ..	VII-2	8	..	B	0 31	1 9 0	..	..	0 31	1 9 0	279-00	16 14 7	1 9 0	3 8 3	5 1 3	11 13 4
					0 30	1 8 0	..	..	0 30	1 8 0	270-00	16 5 10	1 8 0	3 6 5	4 14 5	11 7 5

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. Lakshmana 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, 26, 29, 31 and 32.					105 50	495 9 0	9 25	43 6 0	96 25	452 3 0	..	..	..	..	..	..
					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	..	..	..	..	..	..
Ramakal ..	VII-2	8	213	..	0 55	2 12 0	..	..	0 55	2 12 0	495-00	30 0 0	..	..	..	..
Inam—Kumarasamy ..	VII-3	11	223	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
Perumalachi ..	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	283	..	1 92	9 10 0	1 0	5 0 0	0 92	4 10 0	1,161-00	70 5 10	0 13 8	14 10 0	15 7 8	54 14 2
					0 75	3 12 0	0 38	1 14 0	0 37	1 14 0	..	..	..	..	..	..
					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	11	240	..	1 23	5 4 0	..	..	1 23	5 4 0	953-25	57 12 4	..	12 4 8	12 4 8	45 7 8
	VII-2	8	238	E	0 4	0 3 0	..	..	0 4	0 3 0	38-00	2 12 11	..	0 7 3	0 7 3	1 11 8
Karnam Annasami Pillai.	VII-2	8	242	..	0 95	4 12 0	..	..	0 95	4 12 0	855-00	51 13 1	..	10 12 4	10 12 4	41 0 9
	VII-3	11	253	..	0 62	2 10 0	..	..	0 62	2 10 0	480-50	29 1 11	..	6 3 2	6 3 2	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.

EXTENT LEFT WASTE.

Extent.

Assessment.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

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RS. A. P.

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RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

Inam.

Extent.

Assessment.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

AC. CTS.

RS. A. P.

Compensation Nos. 285 and 376 referred to in paragraph 7 of letter—

No. 285 ..

" 376 ..

Total ..

Total ..

Total ..

Total ..

Total ..

Total ..

Total ..

Total ..

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.		
						AC. CTS.	RS. A. P.									RS. A. P.	
1. Belasami Iyer .. 6. Periamunian and others.	VII-3	368	B	11	0 25	1 1 0	8	0 4 0	18 12 0	5 0 0	13 12 0	15 15 0	3 12 0	12 3 0	16		
	VII-3	277	E	11	0 36	1 9 0	8	0 4 0	..	..	..	..	..	..			
		281	E	..	0 36	1 9 0	..	0 6 0	..	..	..	..	..	..			
		366	D	..	0 36	7 12 0	..	0 6 0	..	..	..	..	..	..			
		373	A	..	1 82	0 10 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	..	..	..	..	..	..	..		
7. Muthan and others ..	VII-3	243	B	11	0 30	1 4 0	8	0 5 0	..	..	..	..	..	..			
		279	A	..	2 49	10 9 0	..	2 8 0	..	..	..	..	..	..	..		
		282	..	..	0 88	3 12 0	..	0 14 0	..	..	..	..	..	..	..		
	VII-2	210	K	8	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			
		221	E	..	0 11	0 9 0	7	0 2 0	..	..	..	..	..	..	..		
		223	B	..	0 10	0 8 0	..	0 4 0	..	..	..	..	..	..	..		
		226	A	..	0 20	1 0 0	..	0 2 0	..	..	..	..	..	..	..		
		246	..	..	0 89	4 7 0	..	1 4 0	..	..	..	..	..	..	..		
		248	..	..	0 65	3 4 0	..	0 14 0	..	..	..	..	..	..	..		
		257	..	..	0 68	3 6 0	..	0 15 0	..	..	..	..	..	..	..		
	286	B	..	2 1	10 1 0	..	2 12 0	..	..	..	..	..	..	..			
	364	C	..	0 69	3 7 0	..	0 15 0	..	..	..	..	..	..	..			
				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. Murugesan 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	8	0 29	1 7 0	..	0 9 0	..	..	..	..	..	..	..
		214	B	8	0 41	2 1 0	..	1 1 0	..	..	..	..	..	..	..
		225	B	8	0 76	3 13 0	..	2 2 0	..	..	..	..	..	..	..
		274	..	8	1 56	7 13 0	..	0 12 0	..	..	..	..	..	..	..
		288	..	8	0 56	2 13 0	..	0 8 0	..	..	..	..	..	..	..
		357	..	8	0 36	1 13 0	..	0 11 0	..	..	..	..	..	..	..
		..	..	8	0 48	2 6 0	..	0 5 0	459 0 0	91 13 0	387 3 0	345 0 0	94 11 0	250 5 0	..
	VII-2	206	A	8	4 59	23 0 0	..	6 5 0	..	..	..	..	..	..	..
		210	D	8	0 60	3 0 0	7	0 13 0	..	..	..	..	..	..	..
		214	C	8	0 32	1 10 0	..	0 7 0	..	..	..	..	..	..	..
		220	B	8	0 47	2 6 0	..	0 10 0	..	..	..	..	..	..	..
		221	B	8	0 42	2 2 0	..	0 9 0	..	..	..	..	..	..	..
		222	D	8	0 7	0 6 0	..	0 2 0	..	..	..	..	..	..	..
		239	A-1	8	0 23	1 2 0	..	1 0 0	..	..	..	..	..	..	..
		..	..	8	0 71	3 10 0	..	3 14 0	282 0 0	56 6 0	225 10 0	213 12 0	58 2 0	155 10 0	..
	VII-3	251	A	11	2 82	14 4 0	..	3 14 0	48 0 0	12 13 0	35 3 0	41 4 0	9 6 0	31 14 0	..
		..	..	11	0 64	2 12 0	8	0 10 0	18 12 0	5 0 0	13 12 0	15 15 0	3 12 0	12 3 0	..
	VII-3	244-1	A	11	0 25	1 1 0	8	0 4 0	..	..	..	..	..	..	..
		..	..	11	0 48	2 6 0	7	0 11 0	..	..	..	..	..	..	..
	VII-2	206	A	8	1 21	6 1 0	..	0 9 0	..	..	..	..	..	..	..
		287	B	8	0 41	2 1 0	..	0 3 0	..	..	..	..	..	..	..
		210	..	8	0 12	0 10 0	..	0 2 0	..	..	..	..	..	..	..
		215-1	..	8	0 10	0 8 0	..	0 4 0	..	..	..	..	..	..	..
		216	..	8	0 16	0 13 0	..	0 14 0	..	..	..	..	..	..	..
		221	..	8	0 4	0 3 0	..	0 6 0	..	..	..	..	..	..	..
		222	..	8	0 62	3 2 0	..	0 6 0	..	..	..	..	..	..	..
		284	..	8	0 27	1 6 0	..	0 6 0	..	..	..	..	..	..	..
	VII-3	227	A	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	..
		..	..	11	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	..
		..	..	8	1 91	8 2 0	8	1 15 0	..	..	..	..	..	..	..
	VII-3	230	A	11	2 22	9 7 0	..	0 11 0	..	..	..	..	..	..	..
		245	..	11	0 70	3 0 0	..	4 14 0	..	..	..	..	..	..	..
		281	..	11	4 83	20 9 0	..	0 11 0	362 4 0	96 10 0	265 10 0	308 7 0	73 2 0	235 5 0	..
		..	..	11	0 52	2 10 0	7	0 11 0	..	..	..	..	..	..	..
		..	..	11	0 84	4 3 0	..	1 3 0	..	..	..	..	..	..	..
	VII-2	221	C	8	1 36	6 13 0	..	1 14 0	136 0 0	27 3 0	108 13 0	102 3 0	28 2 0	74 1 0	..
		357	..	8	..	..	..	..	..	..	..	..	..	..	..
		..	..	8	..	..	..	..	..	..	..	..	..	..	..
15. N. Kuppam ..	VII-2	221	C	8	1 36	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.

[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, VII-3 Rs. 75.	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	
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	37 13 0	151 3 0	141 9 0	39 6 0	102 3 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	..	..	..	..	..	..	RS. A. P. 35 10 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. Murugan ..	VIII-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 10 0	..	..	..	..	..	..		
		222	C	..	0 7	0 6 0	..	0 2 0	..	..	..	..	..	..		
		234	B	..	0 26	1 5 0	..	0 6 0	..	..	..	..	..	..		
		247	B	..	0 62	3 2 0	..	0 14 0	..	..	..	..	..	..		
					0 65	3 4 0	..	0 14 0	..	..	..	..	..	..		
54. C. Venkatachalam ..	VII-3	187-2	..	11	3 60	18 2 0	..	5 0 0	360 0 0	72 0 0	288 0 0	271 14 0	75 0 0	186 14 0		
		251	B	..	0 18	0 12 0	8	0 3 0	..	..	..	..	..	..		
					0 73	3 2 0	..	0 12 0	..	..	..	..	..	..		
54. C. Venkatachalam ..	VII-2	219-1	..	8	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		
55. K. Arunagheri ..	VII-3	244-3	..	11	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		
56. M. Samigan and others	VII-2	210	G	8	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		
		224	A	..	0 2	0 2 0	7	0 1 0	..	..	..	..	..	..		
		283	A	..	0 70	3 8 0	..	0 15 0	..	..	..	..	..	..		
					0 82	4 2 0	..	1 2 0	..	..	..	..	..	..		
59. Annasami Mudali ..	VII-3	370	A-2	11	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		
					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-2	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	..	..	..	..	..	..	
		286	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	
67. Sivagurusaraja Chetti	VII-3	243	D	11	1 23	6 2 0	..	0 14 0	..	..	..	..	..	..	
		254	..	..	0 90	3 13 0	8	0 16 0	..	..	..	..	..	..	
		280	B-2	..	0 57	2 7 0	..	0 12 0	..	..	..	..	..	..	
		282	..	..	0 73	3 2 0	..	0 2 0	..	..	..	..	..	..	
68. M. Muttan ..	VII-2	289	B	8	2 30	9 13 0	..	2 5 0	172 8 0	46 0 0	126 8 0	147 3 0	..	..	
71. Sevvai ..	VII-2	234	B	8	0 46	1 15 0	8	0 16 0	..	..	..	..	..	..	
		184	B	11	0 65	2 12 0	..	0 2 0	..	..	..	..	..	..	
72. K. Pichan and others.	VII-3	244-4	A	..	1 11	4 11 0	..	0 2 0	..	..	..	..	..	..	
74. T. Manien ..	VII-3	368	A	11	0 11	0 9 0	7	0 2 0	..	..	..	..	..	..	
75. Narayana Chetti ..	VII-3	376	A	8	0 28	1 6 0	7	0 6 0	..	..	..	..	..	..	
76. M. Nallatambi ..	VII-2	234	B	8	0 50	2 2 0	8	0 8 0	..	..	..	..	..	..	
78. P. Mari ..	VII-3	250	A-1	..	0 48	2 1 0	8	0 8 0	..	..	..	..	..	..	
81. M. Muttan and others.	VII-2	288	A-1	..	1 40	5 15 0	8	1 6 0	..	..	..	..	..	..	
		288	A-1	..	2 17	9 4 0	8	2 3 0	..	..	..	..	..	..	
82. V. Krishappa Chetti and others.	VII-2	207	B	8	0 66	3 5 0	7	0 15 0	..	..	..	..	..	..	
		287	B	..	0 78	3 5 0	8	0 13 0	..	..	..	..	..	..	
		288	B	..	1 81	9 1 0	7	2 8 0	..	..	..	..	..	..	
		288	B	..	0 40	2 0 0	..	0 9 0	..	..	..	..	..	..	
		288	B	..	2 21	11 1 0	..	3 1 0	..	..	..	..	..	..	
		288	B	..	2 21	11 1 0	7	3 1 0	..	..	..	..	..	..	
		288	B	..	0 75	3 12 0	..	1 1 0	..	..	..	..	..	..	
		288	B	..	0 87	4 6 0	..	1 3 0	..	..	..	..	..	..	
		288	B	..	3 83	19 3 0	..	5 5 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, VII-3 Rs. 75.	Dry VII-2 Rs. 20, VII-3 Rs. 20.	Compensation.	Wet.	Dry.	Compensation.		
					AC. CTS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.							RS. A. P.	
83. Venkatesayyan ..	VII-2	225 221	A B	8 ..	0 68 0 11	3 6 0 0 9 0	7 ..	0 15 0 2 0	..	..	..	..	..	..	..	15	16
84. Annachela Mudali.	VII-3	277	D	11	0 23	1 0 0	8	1 1 0	79 0 0	15 13 0	63 3 0	59 1 0	15 15 0	43 2 0	..	..	..
89. Meruyan ..	VII-2	288	D	8	0 18	0 14 0	7	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	1 26	6 5 0	7	1 12 0	18 0 0	3 10 0	14 6 0	13 2 0	3 12 0	9 6 0	..	..	..
92. K. Munien ..	VII-3	235	A	8	0 63	3 2 0	7	0 14 0	126 0 0	25 3 0	100 13 0	94 11 0	26 4 0	68 7 0	..	..	..
94. Nallatambi ..	VII-3	252 255		11 ..	1 40 1 31	5 15 0 5 9 0	8 ..	1 6 0 1 5 0	..	..	..	..	..	..	..	..	..
96. P. Chinnappa	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	..	..	..
97. K. Kundan..	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	..	..	..
98. Peria Munien	VII-2	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	..	..	..
111. Kudikutti ..	VII-3	184 C-1	A ..	11 ..	0 38 0 54	1 10 0 2 4 0	8 ..	0 6 0 0 9 0	..	..	..	..	..	..	..	..	..
	VII-2	210	E	8	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-3	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 M	H ..	8 ..	0 26 0 2	1 2 0 0 2 0	8 ..	0 4 0 0 1 0	19 8 0	5 3 0	14 5 0	16 14 0	3 12 0	13 2 0	..	..	..
					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	7	7	0 15 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				..	..	..	..	..	..	..
119. Parasuraman	VII-3	184	C-2	11	0 54	2 5 0	8	8	0 9 0	40 8 0	..	..	..	..	..	..
123. Samigan ..	VII-2	211 224 225	B C C	8	0 19 0 68 0 49	0 15 0 3 6 0 2 7 0				..	..	..	..	..	..	..
125. Muthappa Reddi ..	VII-2	276	A	8	1 36	6 12 0	..	..	1 14 0	136 0 0	7 13 0	31 3 0	29 1 0	8 7 0	26 4 0	..
127. Kunan ..	VII-2	258	A	8	0 39	1 15 0	7	7	0 7 0	31 0 0	6 3 0	24 13 0	23 7 0	6 9 0	15 15 0	..
132. C. Kunan ..	VII-2	259	B	8	0 30	1 8 0	7	7	0 7 0	30 0 0	6 0 0	24 0 0	22 8 0	6 9 0	15 15 0	..
136. S. Munisami	VII-2	258	A-2	8	0 91	4 9 0	7	7	1 4 0	91 0 0	18 3 0	72 13 0	68 7 0	3 12 0	11 4 0	..
138. P. Chinnasami Chetti.	VII-3	187-1	..	11	0 20	1 0 0	7	7	0 4 0	20 0 0	4 0 0	16 0 0	15 0 0	1 14 0	4 11 0	..
157. Latchuman Reddi ..	VII-2	216	B-1	8	0 10	0 7 0	8	8	0 2 0	7 8 0	2 0 0	5 8 0	21 9 0	5 10 0	15 15 0	..
	VII-2	213	..	8	0 29	1 7 0	7	7	0 6 0	29 0 0	5 13 0	23 3 0	7,624 11 0	1,993 2 0	5,631 9 0	..
1. Ramakal ..	VII-2	228	A	11	0 55	2 12 0	7	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	229	A	11	0 65	2 12 0	8	8	0 10 0	48 12 0	13 0 0	35 12 0	59 8 0	11 4 0	48 4 0	..
3. Karup Perumal Achari.	VII-3	233	..	8	0 75	3 12 0	..	..	3 11 0	267 0 0	53 6 0	213 10 0	266 4 0	65 10 0	200 10 0	..
4. Talayari Munian and others.	VII-2	285	..	11	2 67	13 6 0	..	..	3 11 0	112 8 0	30 0 0	82 8 0	135 10 0	25 5 0	100 5 0	..
6. Tod Munian and others.	VII-3	369	..	11	1 50	6 6 0	8	8	1 8 0	112 8 0	24 10 0	67 10 0	112 8 0	27 3 0	85 5 0	..
6. Maniam Aiyar.	VII-2	240 288		11 ..	1 23 0 4	5 4 0 0 3 0	8 7	8 7	1 4 0 0 1 0	92 4 0 4 0 0	24 10 0 0 13 0	67 10 0 3 3 0	151 14 0	40 5 0	111 9 0	..
7. K. Annasami Pillai ..	VII-3	242 253		8 11	0 95 8	4 12 0 2 10 0	7 8	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	822 10 0	135 0 0	627 10 0	..

Government.

—	Extent.	Assessment.	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.			Wet.	Dry.	
			4	5	6	7				
1	2	3								9
VII-2	AC. CTS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
VII-3	63 36	317 2 0	6,336 0 0	1,267 4 0	5,068 12 0	4,756 14 0	1,314 6 0	4,756 14 0	1,314 6 0	3,442 8 0
	44 98	191 3 0	3,373 8 0	899 10 0	2,473 14 0	2,867 13 0	678 12 0	2,867 13 0	678 12 0	2,189 1 0
	108 34	508 5 0	9,709 8 0	2,166 14 0	7,542 10 0	7,624 11 0	1,993 2 0	7,624 11 0	1,993 2 0	5,631 9 0
Inam.										
VII-2	4 21	21 1 0	421 0 0	84 3 0	336 13 0	822 10 0	195 0 0	822 10 0	195 0 0	627 10 0
VII-3	4 50	19 2 0	337 8 0	90 0 0	247 8 0					
	8 71	40 3 0	758 8 0	174 3 0	584 5 0	822 10 0	195 0 0	822 10 0	195 0 0	627 10 0
	..	..	..	..	7,542 10 0		..		..	..
Total	..	..	..	..	8,126 15 0		..		..	..

(Signed)

H. LE FANU,

Collector.

(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	
Government assessment	3,887
Making up bund—Collector's estimate	470
Estimate for putting in a double 64-feet girder, raising and pitching the line	500
	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	
Difference in value between wet and dry cultivation	3,887
Capitalized assessment	8,127
Raising the line in accordance with plan now before Government	9,425
	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.)

(Signed) SIDNEY SMITH, 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.