

11365

Govt. of Madras.

PUBLIC WORKS.

Dated

6/12/90

Recd.

Encl.

G.O. 4 Dec 1890, No. 1935 R

Talangai Tank - Walajah
Taluk. - North Arcot Dist.

Letter from the Agent
Madras Ry. ~~reporting~~ advising
that the sum of Rs 21,909-10-0
due on account of compensation
for the abandonment of
the — was paid into the
Bank of Madras, Comm.
to the Rev. Dept.

100/5

27/12

22c
5/12/90

RAILWAY.

Govt. of 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 —, communi-
cated to the Consulting Engineer for Rail-
ways.

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.

REVENUE DEPARTMENT.

No. 5849

ABSTRACT.

Endorsement No. 5231.

From

The Board of Revenue
Land Revenue

No. 1319 R of 4th Sept 90.

Transferred to the

Public Works Department
with reference to G.O.,
dated 19th May 1890, No. 691 R.

Dated 13th August 90

Received 15th "

Enclosures - 10 - 9 - 90

No. 5095 M is =

SUBJECT.

Requesting Govt to sanction
Rs 8126-15-0 for the pay-
ment to the ryots in consequence
of the abandonment of the
Talangai Tank, Walajah Taluk
et. Al. Co. L. D. & submitting ex-
planation from the collector
as regards certain disre-
pancies in the same connection.

Cotacamund
22nd August
1890

Secretary to Govt.

[A No. 691 R of 19th May 90]

To
The P.W.D. (Railway Branch)

No. 1319 R of 4th Sept 90.

Recorded. The sanction
applied for has been communi-
cated in G.O. No. 1201 R dated
18th August 1890 copy of which
is herewith forwarded for ready
reference.

U. R.

To
The Revenue Department
Dated 4/9/90

Endorsement—dated 10th July 1890, No. 989 R., Public Works.

Forwarded.

(By Order.)

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

Telegram to the Consulting Engineer for Railways, dated 17th July 1890.

Read also the following paper :—

From the Officiating Under-Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 1st August 1890, No. 676 R.C.

I am directed to acknowledge the receipt of your No. 989 R., dated 10th July 1890, and, in reply, to communicate the sanction of the Government of India to the estimate forwarded therewith amounting to Rs. 37,615, chargeable in the proportion of Rs. 31,507 to Capital and Rs. 6,108 to Revenue, for raising the line, &c., at the 60th mile (South-West line) of the Madras Railway.

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

ORDER—dated 18th August 1890, No. 1201 R., Public Works.

Communicated to the Consulting Engineer for Railways with reference to his endorsement, No. 461, dated 2nd July 1890, and in continuation of Public Works Department telegram, dated 17th July 1890.

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

(True Extract.)

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

To the Consulting Engineer for Railways.

„ Examiner, Guaranteed Railway Accounts,

with copy of G.O., No. 691 R., dated 19th May 1890.

„ Chief Engineer for Irrigation.

„ Revenue Department.

Exd. J. Aubert.

Spare Copies

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.



Proceedings of the Board of Revenue
(Land Revenue),

Dated 13th August 1890.

No. 5095. Mis.

M. H. W. Bhis.

READ the following papers—

1. The following letter from the Collector of North Arcot, dated 21st July 1890, Ref. on Board's no 1503 of 90.

Referring to para 3 of G.O. dated 14th March 1890 no 1774 Revenue, Communicated with Board's Proceedings no 4407 dated 12th July 1890, I have the honor to state that the item (1) 100. 14 acres in para 5 of my letter Ref. on G.O. no 24, dated 7-2-90 includes an extent of 1.05 the crops of which were washed away by the floods long before the cutting of the bund.

No Compensation was calculated for it and hence the extent shown in the list A is $(100. 14) - (1.05) = 99.09$ acres.

2. The following letter from the same officer, dated 21st July 1890 Ref. on Board's

3/12

82C
5/12/90

Boards no 1503 of 90.

Referring to G. O. nos 1774 dated 14th March 1890, Revenue and no 691 R. Public Works dated 19th May 1890 Communicated with Board's Proceedings no 4407 Misc: dated 12th instant, I have the honor to state that Compensation for the loss of Crops only has been sanctioned and not for the abandonment of the Tank, and to request therefore that Rs 8126-15-0 - vide statement B. therein embodied - may be sanctioned.

3. Memo from the Acting Under Secretary to Government R. D. dated 5th August 1890 no 237 R.

Resolution

Submitted to Government with the request that orders may be issued for the payment of Rs 8126-15-0 to the ryots, with reference to para 2 of G. O. dated 14th March 1890 no 1774 Revenue.

2. The discrepancy noticed in para

3 is explained by the Collector

Cur
Pr
8539
190

Collector in the first of the letters read above.

(True Copy and Extract)

(Signed) H. A. Sim

Acting Secretary

To

The Secretary to Government R. D.

Copy to the Collector of North Arcot

(1890.)

REVENUE DEPARTMENT.

No. 5849

ABSTRACT.

Endorsement No. 5231.

From

The Board of Revenue
Land Revenue

B. No. 1319 R of 4th Sept 190.

Transferred to the
Public Works Department
with reference to G. O.
dated 19th May 1890, No. 691 R.

Dated 13th August 90

Received 15th "

Enclosures - 10 - 9 - 90

No. 5095 Mis=

SUBJECT.

Requesting Govt sanction
No 8126-15- for the pay-
ment to the ryots in consequence
of the abandonment of the
Talangai Tank, Walajah Taluk
St. Arcot Dist submitting ex-
planation from the collector
as regards certain discre-
pancies in the same connection.

Cotacamund
22nd August
1890

Secretary to Govt

A. No. 691 R of 19th May 190

To

The P.W.D. (Railway Branch)

B. No. 1319 R of 4th Sept 190.

Recorded. The sanction

applied for has been communi-
cated in G.O. No. 1201 R dated
18th August 1890 copy of which
is herewith forwarded for ready
reference.

H. R.

To
The Revenue Department
Sept 4/90

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 Depart-
ment, 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 of 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 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.

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 Matras 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. 11-6-5. VII-3, " 9-16-11.	Total of columns 14 and 15.		
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					0 25	1 1 0	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	0 36	1 9 0	0 36	1 9 0	..	..	..	..	..	..	..
					1 82	7 12 0	1 82	7 12 0	1 15	0 10 0	..	..	..	..	..	..	..
					0 15	0 10 0	0 15	0 10 0	0 15	0 10 0	..	..	..	..	..	..	..
					2 54	12 9 0	2 54	12 9 0	2 24	9 8 0	..	..	..	..	..	..	..
					0 11	0 9 0	0 11	0 9 0	0 11	0 9 0	..	..	..	..	..	..	..
					0 10	0 8 0	0 10	0 8 0	0 10	0 8 0	..	..	..	..	..	..	..
					0 20	1 0 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 11	0 9 0	..	..	..	..	..	..	..
					0 10	0 8 0	0 10	0 8 0	0 10	0 8 0	..	..	..	..	..	..	..
					0 20	1 0 0	0 20	1 0 0	0 20	1 0 0	..	..	..	..	..	..	..
					0 89	4 7 0	0 89	4 7 0	0 89	4 7 0	..	..	..	..	..	..	..
					0 65	3 4 0	0 65	3 4 0	0 65	3 4 0	..	..	..	..	..	..	..
					0 68	3 6 0	0 68	3 6 0	0 68	3 6 0	..	..	..	..	..	..	..
					2 1	10 1 0	2 1	10 1 0	2 1	10 1 0	..	..	..	..	..	..	..
					0 69	3 7 0	0 69	3 7 0	0 69	3 7 0	..	..	..	..	..	..	..
					0 38	1 14 0	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 given in settlement report in Madras measures—VII-2, 300 measures—VII-3, 776 measures a rupee.	Money value of produce in column 12 at market rate which is 16-6	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. 11-6-6. VII-3, " 9-16-11.			
38. A. Nagan .. 39. K. Manirathnam Pillai. 41. Ramisami Chetti ..	IRRIGATED. VII-2 VII-3 VII-2	8 11 8	239 370 205	A-2 A-1 B A F C A B B B	AC. CTS.	RS. A. P.	AC. CTS.	RS. A. P.	AC. CTS.	RS. A. P.	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 ..	..
					0 42	2 0 0	0 42	2 0 0	0 42	2 0 0	..	..	..	..	..	..	
					0 20	1 0 0	0 20	1 0 0	0 20	1 0 0	..	..	..	..	..	..	
					0 49	2 7 0	0 49	2 7 0	0 49	2 7 0	..	..	..	..	..	..	
					0 17	0 14 0	0 17	0 14 0	0 17	0 14 0	..	..	..	..	..	..	
					0 41	2 1 0	0 41	2 1 0	0 41	2 1 0	..	..	..	..	..	..	
					0 90	4 8 0	0 90	4 8 0	0 90	4 8 0	..	..	..	..	..	..	
					0 38	1 14 0	0 38	1 14 0	0 38	1 14 0	..	..	..	..	..	..	
					0 31	1 9 0	0 31	1 9 0	0 31	1 9 0	..	..	..	..	..	..	
					0 23	1 2 0	0 23	1 2 0	0 23	1 2 0	2,628-00	159 4 4	RS. A. P. 14 9 0	33 1 9	47 10 9	111 9 7	
43. Bokkai Kullan, &c.	VII-3	11	241 271 277 ..	A A C ..	0 92	4 9 0	0 92	4 9 0	0 92	4 9 0	..	..	..	..	..	..	..
					0 69	2 15 0	0 69	2 15 0	0 69	2 15 0	..	..	..	..	..	..	
					1 6	4 8 0	1 6	4 8 0	1 6	4 8 0	..	..	..	..	..	..	
					0 27	1 2 0	0 27	1 2 0	0 27	1 2 0	..	..	..	..	..	..	
					0 22	0 15 0	0 22	0 15 0	0 22	0 15 0	1,736-00	105 3 5	RS. A. P. 9 8 0	22 6 3	31 14 3	73 5 2	
					2 24	9 8 0	2 24	9 8 0	2 24	9 8 0	..	..	..	..	..	..	
					0 38	1 10 0	0 38	1 10 0	0 38	1 10 0	..	..	..	..	..	..	
					0 12	0 8 0	0 12	0 8 0	0 12	0 8 0	..	..	..	..	..	..	
					0 13	0 9 0	0 13	0 9 0	0 13	0 9 0	..	..	..	..	..	..	
					0 29	1 4 0	0 29	1 4 0	0 29	1 4 0	782-75	47 7 0	RS. A. P. 4 5 0	10 1 6	14 6 6	33 0 6	
44. Kullan, &c. 45. Chinnna Kullan	VII-2 VII-3 VII-3	8 11 11	210 223 364 ..	F C D I ..	1 01	4 5 0	1 01	4 5 0	1 01	4 5 0	..	..	..	..	..	..	..
					0 2	0 2 0	0 2	0 2 0	0 2	0 2 0	..	..	..	..	..	..	
					0 11	0 9 0	0 11	0 9 0	0 11	0 9 0	..	..	..	..	..	..	
					0 8	0 6 0	0 8	0 6 0	0 8	0 6 0	..	..	..	..	..	..	
					0 3	0 2 0	0 3	0 2 0	0 3	0 2 0	216-00	13 1 6	RS. A. P. 1 3 0	2 11 6	3 14 6	9 3 0	
					0 24	1 3 0	0 24	1 3 0	0 24	1 3 0	..	..	..	..	..	..	
					..	..	..	..	..	..	..	..	..	..	..	..	
					..	..	..	..	..	..	..	..	..	..	..	..	
					..	..	..	..	..	..	..	..	..	..	..	..	
					..	..	..	..	..	..	..	..	..	..	..	..	

44. Kullan, &c.	VII-3	11	375	D	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. Chinnna Kullan	VII-2	8	208	C	0 69	3 7 0	..	..	0 69	3 7 0	..	..	..	..	..	..
	VII-2	8	210	F	0 2	0 2 0	..	..	0 2	0 2 0	..	..	..	..	..	..
	VII-2	8	221	B	0 12	0 10 0	..	..	0 12	0 10 0	..	..	..	..	..	..
	VII-2	8	278	F	0 53	2 10 0	..	..	0 53	2 10 0	..	..	..	..	..	..
	VII-2	8	366	K	0 8	0 6 0	..	..	0 8	0 6 0	1,323-00	80 2 11	RS. A. P. 7 5 0	16 10 8	23 15 8	56 3 3
	VII-3	11	366	A	0 86	3 10 0	0 86	3 10 0	0 86	3 10 0	..	..	..	..	..	..
	VII-3	11	366	C	0 16	0 11 0	..	..	0 16	0 11 0	..	..	..	..	..	..
	VII-3	11	366	B	0 26	1 2 0	..	..	0 26	1 2 0	..	..	..	..	..	..
	VII-3	11	366	A	0 23	1 0 0	..	..	0 23	1 0 0	..	..	..	..	..	..
	VII-3	11	366	D	0 56	2 6 0	..	..	0 56	2 6 0	..	..	..	..	..	..
	VII-3	11	366	E	0 17	0 12 0	..	..	0 17	0 12 0	1,193-5	72 5 4	RS. A. P. 6 10 0	15 6 3	22 0 3	50 5 1
	VII-3	11	366	E	0 16	0 11 0	..	..	0 16	0 11 0	..	..	..	..	..	..
	VII-3	11	366	E	2 40	10 4 0	0 86	3 10 0	1 54	6 10 0	..	..	..	..	..	..
	VII-3	11	366	E	0 9	0 7 0	..	..	0 9	0 7 0	..	..	..	..	..	..
	VII-3	11	366	E	0 3	0 2 0	..	..	0 3	0 2 0	..	..	..	..	..	..
	VII-3	11	366	E	0 29	1 7 0	..	..	0 29	1 7 0	387-00	23 7 3	RS. A. P. 2 2 0	4 14 0	7 0 0	16 7 3
	VII-3	11	366	E	0 43	2 2 0	..	..	0 43	2 2 0	..	..	..	..	..	..
	VII-3	11	366	E	0 34	1 7 0	..	..	0 34	1 7 0	263-5	15 15 6	RS. A. P. 1 7 0	3 6 4	4 13 4	11 2 2
	VII-3	11	366	E	0 89	4 7 0	..	..	0 89	4 7 0	..	..	..	..	..	..
	VII-3	11	366	E	0 71	3 9 0	..	..	0 71	3 9 0	..	..	..	..	..	..
	VII-3	11	366	E	1 60	8 0 0	..	..	1 60	8 0 0	1,440-00	87 4 4	RS. A. P. 8 0 0	18 2 3	26 2 3	61 2 1
	VII-3	11	366	E	0 65	3 4 0	..	..	0 65	3 4 0	585-00	35 7 3	RS. A. P. 3 4 0	7 5 11	10 9 11	24 13 4
	VII-3	11	366	E	0 18	0 12 0	..	..	0 18	0 12 0	..	..	..	..	..	..
	VII-3	11	366	E	0 73	3 2 0	..	..	0 73	3 2 0	..	..	..	..	..	..
	VII-3	11	366	E	0 91	3 14 0	..	..	0 91	3 14 0	705-25	42 11 11	RS. A. P. 3 14 0	9 1 6	12 15 6	29 12 5
	VII-3	11	366	E	0 7	0 6 0	..	..	0 7	0 6 0	..	..	..	..	..	..
	VII-3	11	366	E	1 46	7 5 0	..	..	1 46	7 5 0	..	..	..	..	..	..
	VII-3	11	366	E	0 47	2 6 0	..	..	0 47	2 6 0	..	..	..	..	..	..
	VII-3	11	366	E	0 26	1 5 0	..	..	0 26	1 5 0	..	..	..	..	..	..
	VII-3	11	366	E	0 62	3 2 0	..	..	0 62	3 2 0	..	..	..	..	..	..
	VII-3	11	366	E	0 65	3 4 0	..	..	0 65	3 4 0	..	..	..	..	..	..
	VII-3	11	366	E	1 60	8 1 6	..	..	1 60	8 1 6	2,240-00	196 5 10	RS. A. P. 18 2 0	40 13 1	58 15 1	137 6 9
	VII-3	11	366	E	0 66	3 5 0	..	..	0 66	3 5 0	594-00	36 0 0	RS. A. P. 3 5 0	7 7 9	10 12 9	25 3 3
	VII-3	11	366	E	0 24	1 0 0	..	..	0 24	1 0 0	186-00	11 4 4	RS. A. P. 1 0 0	2 6 5	3 6 5	7 13 11

54. C. Venkatachalam.
55. K. Aronagiri, &c.

A-cont.

Name of ryot and number of patia.	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—VIII-3, 775 " " per acre.	Money value of produce in column 12 at market rate which is 16-5 measures a rupee.	Assessment or quit-rent.		Deduct.		Compensation.	Remarks.
					Extent.	Assessment.	Extent.	Assessment.	Extent.	Assessment.			RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.		
56. Parasunigan, &c. ..	IRRIGATED. VII-2	8	210 224 223	O A A	0 2 0 70 0 82	0 2 0 3 8 0 4 2 0	0 2 0 70 0 82	0 2 0 3 8 0 4 2 0	0 2 0 70 0 82	0 2 0 3 8 0 4 2 0	..	..	..	..	..	..	..	..
59. Anasami Mudali ..	VII-3	11	370	A-2	0 66	2 13 0	0 66	2 13 0	0 66	2 13 0	648-00	39 4 4	3 10 0	8 2 7	11 12 7	27 7 9	..	..
62. Yeda Parabu Muthu.	VII-3	11	280	A	0 60	2 9 0	0 60	2 9 0	0 60	2 9 0	511-50	31 0 0	2 13 0	6 9 6	9 6 6	21 9 6	..	..
65. V. Ramasawmy ..	VII-2	8	283	C	0 45	2 4 0	0 45	2 4 0	0 45	2 4 0	405-00	24 8 9	2 4 0	5 1 8	7 6 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. Gururazu Chetty.	VII-3	11	365	C	1 97	8 5 0	0 29	1 3 0	1 68	7 2 0	1,302-00	78 14 7	7 2 0	16 12 8	23 14 8	54 15 11	..	..
	VII-3	11	243 254 280 282	D .. B B-2	0 90 0 57 0 73 0 10	3 13 0 2 7 0 3 2 0 0 7 0	..	..	0 20 0 11 0 19 0 13	1 0 0 0 9 0 0 15 0 0 10 0	..	..	..	..	..	..	..	..
	VII-3	11	285	A	0 60	3 0 0	0 60	3 0 0	0 60	3 0 0	567-00	34 5 10	3 2 0	7 2 4	10 4 4	24 1 6	..	..
	VII-3	11	365	C	0 46	1 15 0	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	..	..
	VII-3	11	365	C	0 66	2 12 0	0 66	2 12 0	0 66	2 12 0	860-25	52 2 2	4 11 0	11 1 6	15 12 6	36 5 8	..	..

68. Para Muttan ..	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	..	..
72. Kosa Pichan, &c. ..	VII-2	8	284	B	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	244-4	..	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	A	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	7 7 9	10 12 9	25 3 3	..	..
78. P. Mari ..	VII-3	11	378	..	0 78	3 5 0	..	..	0 78	3 5 0	604-50	36 10 2	3 5 0	7 0 0	10 5 0	25 5 2	..	..
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	1,989-00	120 8 9	11 1 0	25 0 11	26 1 11	84 6 10	..	..
82. Krishnappa Chetty.	VII-2	8	287 207 293	B .. 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	158 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 68 0 11	3 6 0 0 9 0	..	..	0 68 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. Aronacholla 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	223	A.	1 26	6 5 0	..	..	1 26	6 5 0	1,134-00	68 11 8	6 5 0	14 4 7	20 9 7	48 2 1	..	..
90. Nallathambi ..	VII-3	11	253 252 255	A.	0 63 1 40 1 31	3 2 0 5 15 0 5 9 0	..	..	0 63 1 40 1 31	3 2 0 5 15 0 5 9 0	567-00	34 5 10	3 2 0	7 2 4	10 4 4	24 1 6	..	..
92. Kada Munien ..	VII-3	11	66	..	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	..	..
94. Nallathambi ..	VII-2	8	256	..	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	..	..
96. P. Chinappa ..	VII-3	11	68	..	1 75	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	..	..

A-cont.

Name of ryot and number of patta.	Description of land.	Tahsil.	Survey number.	Letter.	OCCUPIED.		CULTIVATED.		EXTENT LEFT WASTE.		Estimated grain produce of land given in settlement report in Madras 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.		
56. Parasumigan, &c. ..	IRRIGATED. VII-2	8	210 224 223	C A A	AC. CTS. 0 2 0 0 70 3 8 0 0 82 4 2 0	RS. A. P. 0 2 0 3 8 0 4 2 0	ACS. CTS. 0 2 0 0 70 3 8 0 0 82 4 2 0	RS. A. P. 0 2 0 3 8 0 4 2 0	ACS. CTS. 0 2 0 0 70 3 8 0 0 82 4 2 0	RS. A. P. 0 2 0 3 8 0 4 2 0	..	..	..	..	..	..
59. Annasani Mudali ..	VII-3	11	370	A-2	0 66 2 13 0	..	0 66 2 13 0	..	0 66 2 13 0	..	648-00	39 4 4	3 10 0	8 2 7	11 12 7	27 7 9
62. Yoda Parabu Muthu.	VII-3	11	280	A	0 60 2 9 0	..	0 60 2 9 0	..	0 60 2 9 0	..	511-50	31 0 0	2 13 0	6 9 6	9 6 6	21 9 6
65. V. Ramasawmy ..	VII-2	8	283	C	0 45 2 4 0	..	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-2	8	223 226 .. 285	E B C A	0 20 1 0 0 0 11 0 9 0 0 19 0 15 0 0 13 0 10 0 0 60 3 0 0	 3 0 0	0 20 1 0 0 0 11 0 9 0 0 19 0 15 0 0 13 0 10 0 0 60 3 0 0	 3 0 0	0 20 1 0 0 0 11 0 9 0 0 19 0 15 0 0 13 0 10 0 0 60 3 0 0	 3 0 0	1,302-00	78 14 7	7 2 0	16 12 8	23 14 8	54 15 11
67. Gurusarasa Chetty.	VII-3	11	243 264 280 282 365 ..	D B B-2 B C	0 90 3 13 0 0 67 2 7 0 0 73 3 2 0 0 10 0 7 0 0 46 1 15 0 0 55 2 12 0		0 90 3 13 0 0 67 2 7 0 0 73 3 2 0 0 10 0 7 0 0 46 1 15 0 0 55 2 12 0		0 90 3 13 0 0 67 2 7 0 0 73 3 2 0 0 10 0 7 0 0 46 1 15 0 0 55 2 12 0		..	..	..	..	..	..

68. Para Muttan ..	VII-2	8	289	..	1 11 4 11 0	..	1 11 4 11 0	..	1 11 4 11 0	..	99-00	6 0 0	0 9 0	1 3 11	1 12 11	4 3 1
71. Sevvan ..	VII-3	11	184	B	0 11 0 9 0	..	0 11 0 9 0	..	0 11 0 9 0	..	387-50	23 7 9	2 2 0	6 0 0	7 2 0	16 5 9
72. Kosa Pichan, &c. ..	VII-2	8	234	B	0 50 2 2 0	..	0 50 2 2 0	..	0 50 2 2 0	..	126-00	7 10 2	0 11 0	1 9 5	2 4 5	5 5 9
74. N. Munian ..	VII-3	11	244-4	..	0 48 2 1 0	..	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	368	A	1 40 5 15 0	..	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	2 17 9 4 0	0 67	2 14 0	..	1 50 6 6 0	..	1,162-50	70 7 3	6 6 0	14 15 11	21 5 11	49 1 4
78. P. Mari ..	VII-3	11	378	..	0 66 3 5 0	..	0 66 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	A-1	0 78 3 5 0	..	0 78 3 5 0	..	0 78 3 5 0	..	604-50	36 10 2	3 5 0	7 0 0	10 5 0	26 5 2
82. Krishnappa Chetty.	VII-2	8	287 207 293	B	1 81 9 1 0 0 40 2 0 0	..	1 81 9 1 0 0 40 2 0 0	..	1 81 9 1 0 0 40 2 0 0	..	1,959-00	120 8 9	11 1 0	25 0 11	36 1 11	84 6 10
83. Venkatesa Aiyar ..	VII-2	8	225 221	A B	2 21 11 1 0	..	2 21 11 1 0	..	2 21 11 1 0	..	..	..	..	..	..	..
84. K. Aroonachella Mudali.	VII-3	11	277	D.	0 75 3 12 0	0 75	3 12 0	..	0 75 3 12 0	..	..	..	..	..	..	..
89. Merayan ..	VII-2	8	223	A.	0 68 3 6 0	..	0 68 3 6 0	..	0 68 3 6 0	..	711-00	43 1 5	3 15 0	8 15 4	12 14 4	30 3 1
90. Nallathambi ..	VII-3	11	252 255	..	0 79 3 15 0	..	0 79 3 15 0	..	0 79 3 15 0	..	..	..	..	..	..	..
92. Kada Munien ..	VII-3	11	66	..	2 71 11 8 0	..	2 71 11 8 0	..	2 71 11 8 0	..	..	..	..	..	..	..
94. Nallathambi ..	VII-2	8	256	..	0 60 2 2 0	..	0 60 2 2 0	..	0 60 2 2 0	..	387-50	23 7 9	2 2 0	5 0 0	7 2 0	16 5 9
96. P. Chinnappa ..	VII-3	11	68	..	1 15 5 12 0	..	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

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.		
						RS. A. P.	CTS.									RS. A. P.	
1. Balasami Iyer 6. Periamunnian 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	15	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	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			
7. Muthan and others ..	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	..	..	..	..	..	..	..		
	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	A	..	0 30	1 4 0	8	0 5 0	..	..	..	..	..	..	..		
	282	A	..	2 43	10 9 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	A	..	0 65	3 4 0	..	0 14 0	..	..	..	..	..	..	..			
	248	A	..	0 68	3 6 0	..	0 15 0	..	..	..	..	..	..	..			
	257	A	..	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	0 47	7	0 10 0	47 0 0	9 6 0	37 10 0	35 10 0	9 6 0	26 4 0	
9. Murgesan and others.	VII-3	371	A	11	1 40	5 15 0	1 40	8	1 6 0	105 0 0	28 0 0	77 9 0	89 1 0	20 10 0	68 7 0	
	VII-2	205	C	8	0 17	0 14 0	0 17	7	0 4 0	..	..	..	..	..	..	
		210	C	8	0 29	1 7 0	0 29	7	0 6 0	..	..	..	..	..	..	
		214	B	8	0 41	2 1 0	0 41	7	0 9 0	..	..	..	..	..	..	
		225	B	8	0 76	3 13 0	0 76	7	1 1 0	..	..	..	..	..	..	
		274	B	8	1 56	7 13 0	1 56	7	2 2 0	..	..	..	..	..	..	
		288	A	8	0 56	2 13 0	0 56	7	0 12 0	..	..	..	..	..	..	
		357	B	8	0 36	1 13 0	0 36	7	0 8 0	..	..	..	..	..	..	
		..	..	8	0 48	2 6 0	0 48	7	0 11 0	..	..	..	..	..	..	
10. Peruma Mudali	VII-2	305	A	8	4 59	23 0 0	4 59	7	6 5 0	459 0 0	91 13 0	367 3 0	345 0 0	94 11 0	250 5 0	
		210	D	8	0 60	3 0 0	0 60	7	0 13 0	..	..	..	..	..	..	
		214	C	8	0 32	1 10 0	0 32	7	0 7 0	..	..	..	..	..	..	
		220	B	8	0 47	2 6 0	0 47	7	0 10 0	..	..	..	..	..	..	
		221	G	8	0 42	2 2 0	0 42	7	0 9 0	..	..	..	..	..	..	
		222	D	8	0 7	0 6 0	0 7	7	0 2 0	..	..	..	..	..	..	
		239	A-1	8	0 23	1 2 0	0 23	7	0 5 0	..	..	..	..	..	..	
		..	..	8	0 71	3 10 0	0 71	7	1 0 0	..	..	..	..	..	..	
	VII-3	251	A	11	2 82	14 4 0	2 82	8	3 14 0	282 0 0	56 6 0	225 10 0	213 12 0	58 2 0	155 10 0	
12. Annagan	VII-3	244-1	A	11	0 64	2 12 0	0 64	8	0 10 0	48 0 0	12 13 0	35 3 0	41 4 0	9 6 0	31 14 0	
13. K. Ramasamy	VII-2	206	A	8	0 25	1 1 0	0 25	7	0 4 0	18 12 0	5 0 0	13 12 0	15 15 0	3 12 0	12 3 0	
		287	A	8	0 48	2 6 0	0 48	7	0 11 0	..	..	..	..	..	..	
		210	B	8	1 21	6 1 0	1 21	7	1 11 0	..	..	..	..	..	..	
		212	A	8	0 41	2 1 0	0 41	7	0 9 0	..	..	..	..	..	..	
		215-1	A	8	0 12	0 10 0	0 12	7	0 3 0	..	..	..	..	..	..	
		216	A	8	0 10	0 8 0	0 10	7	0 2 0	..	..	..	..	..	..	
		221	D	8	0 6	0 3 0	0 6	7	0 1 0	..	..	..	..	..	..	
		222	D	8	0 62	3 2 0	0 62	7	0 14 0	..	..	..	..	..	..	
		284	A	8	0 27	1 6 0	0 27	7	0 6 0	..	..	..	..	..	..	
	VII-3	227	A	11	3 41	17 2 0	3 41	8	4 13 0	341 0 0	68 3 0	272 13 0	256 14 0	72 3 0	184 11 0	
14. Nallatambi	VII-2	291	A	8	0 49	2 1 0	0 49	7	0 8 0	36 12 0	9 13 0	26 15 0	30 15 0	7 8 0	23 7 0	
	VII-3	230	A	11	1 91	8 2 0	1 91	8	1 15 0	149 0 0	29 13 0	119 3 0	111 9 0	30 15 0	80 10 0	
		245	A	11	2 22	9 7 0	2 22	8	2 4 0	..	..	..	..	..	..	
		281	A	11	0 70	3 0 0	0 70	7	0 11 0	..	..	..	..	..	..	
		..	..	11	4 83	20 9 0	4 83	8	4 14 0	382 4 0	96 10 0	265 10 0	308 7 0	73 2 0	235 5 0	
16. K. Kuppan	VII-2	221	C	8	0 52	2 10 0	0 52	7	0 11 0	..	..	..	..	..	..	
		357	C	8	0 84	4 3 0	0 84	7	1 3 0	..	..	..	..	..	..	
		..	..	8	1 36	6 13 0	1 36	7	1 14 0	136 0 0	27 3 0	108 13 0	102 3 0	28 2 0	74 1 0	

B.

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.		Compensation.	VALUE OF LAND UNDER BOARD'S STANDING ORDER.		Remarks.	
					Extent.	Assessment.	Taram.	Assessment.	Wet VII-2 Rs. 100.	Dry VII-2 Rs. 20.		Wet.	Dry.		
															6
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. Murugan ..	VII-2	215-2	B-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 6 0	..	2 0 0	..	..	..	..	..	..	
		221	H	..	0 47	2 6 0	..	0 10 0	..	..	..	..	..	..	
		232	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	..	..	..	..	..	..	
VII-3		187-2	B	11	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	
		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	
					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	..	..	..	..	..	..	
		253	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	

283	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	..
280	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	VII-3	373	B	11	0 49	2 1 0	8	0 8 0	..	..	..	..	..	..	..
374	VII-3	374	..	..	0 74	3 2 0	..	0 12 0	..	..	..	..	..	..	..
375	VII-3	375	A	..	0 74	3 2 0	..	0 12 0	..	..	..	..	..	..	..
223	VII-2	223	E	8	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	..
226	VII-2	226	B	..	0 20	1 0 0	7	0 4 0	..	..	..	..	..	..	..
226	VII-2	226	C	..	0 11	0 9 0	..	0 4 0	..	..	..	..	..	..	..
226	VII-2	226	D	..	0 19	0 15 0	..	0 3 0	..	..	..	..	..	..	..
226	VII-2	226	A	..	0 13	0 10 0	..	0 13 0	..	..	..	..	..	..	..
286	VII-2	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	..
243	VII-3	243	D	11	1 23	6 2 0	..	1 10 0	..	..	..	..	..	..	..
254	VII-3	254	B	..	0 90	3 13 0	8	0 14 0	..	..	..	..	..	..	..
280	VII-3	280	..	..	0 57	2 7 0	..	0 12 0	..	..	..	..	..	..	..
282	VII-3	282	B-2	..	0 73	3 2 0	..	0 2 0	..	..	..	..	..	..	..
365	VII-3	365	B	11	0 10	0 7 0	..	0 2 0	..	..	..	..	..	..	..
289	VII-2	289	..	..	2 30	9 13 0	..	2 5 0	172 8 0	46 0 0	126 8 0	147 3 0	..	..	..
234	VII-2	234	B	8	0 46	1 15 0	8	0 7 0	..	..	..	..	..	..	..
184	VII-3	184	B	11	0 65	2 12 0	..	0 10 0	..	..	..	..	..	..	..
244-4	VII-3	244-4	..	..	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	..
368	VII-3	368	A	11	0 11	0 9 0	7	0 2 0	11 0 0	2 3 0	8 13 0	20 10 0	5 10 0	15 0 0	..
376	VII-3	376	..	..	0 28	1 6 0	7	0 6 0	28 0 0	5 10 0	22 6 0	31 14 0	7 8 0	24 6 0	..
278	VII-2	278	A	8	0 50	2 2 0	8	0 8 0	37 8 0	10 0 0	27 8 0	30 15 0	7 8 0	23 7 0	..
378	VII-3	378	..	..	0 48	2 1 0	8	0 8 0	36 0 0	9 10 0	26 6 0	89 1 0	20 10 0	68 7 0	..
250	VII-2	250	..	..	1 40	5 15 0	8	1 6 0	105 0 0	28 0 0	77 0 0	138 12 0	32 13 0	105 15 0	..
288	VII-2	288	A-1	..	2 17	9 4 0	8	2 3 0	162 12 0	43 6 0	119 6 0	49 11 0	14 1 0	35 10 0	..
207	VII-2	207	B	8	0 66	3 5 0	7	0 15 0	66 0 0	13 3 0	52 13 0	49 11 0	12 3 0	37 8 0	..
287	VII-2	287	..	..	0 78	3 5 0	8	0 13 0	58 8 0	15 10 0	42 14 0	49 11 0	..	..	..
293	VII-2	293	B	..	1 81	9 1 0	7	2 8 0	..	..	..	..	..	..	..
					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	..
					2 21	11 1 0	..	3 1 0	..	..	..	..	..	..	..
					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	..

82. V. Krishappa Chetti and others.

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. 100.	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
83. Venkatesayyan ..	VII-2	225 221	A B	8 ..	AC. 0 68 0 11	RS. A. P. 3 6 0 0 9 0	7 ..	RS. A. P. 0 15 0 0 2 0							..
	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	
84. Arunachala Mudali.	VII-2	288	D	8	0 23	1 0 0	8	0 4 0	17 4 0	4 10 0	12 10 0	15 0 0	3 12 0	11 4 0	
89. Meruyan ..	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	
	VII-3	252 255			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	
92. K. Munien ..	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	
94. Nallatambi ..	VII-2	256	..	..	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	
96. P. Chinnappa	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	
97. K. Kundan..	VII-3	184 ..	A C-1	..	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	
	VII-3	..	..	..	0 38 0 54	1 10 0 2 4 0	8 ..	0 6 0 0 9 0							..
98. Peria Munien	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	
111. Kudikatti ..	VII-2	364 ..	H M	..	0 26 0 8 0 2	1 2 0 0 6 0 0 2 0	8 7 ..	0 4 0 0 2 0 0 1 0	19 8 0	5 3 0	14 5 0	16 14 0	3 12 0	13 2 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	1 4	5 3 0	..	1 7 0	104 0 0	20 13 0	83 3 0	77 13 0	21 9 0	56 4 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	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. Kunnan	VII-2	268	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. Kunnan	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. Monisami	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. Chinnasani 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	1,993 2 0	5,631 9 0	..
1. Ramakal	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. Dasu 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 Perumal	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	..	..	1 92 0 75	3 12 0 ..	7 ..	2 10 0 1 1 0	..	..	..	..	..	..	..
5. Toti Munian and others.	VII-3	269	..	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. Maniam Alayar.	VII-2	240 288	..	..	1 23 0 4	5 4 0 0 3 0	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	112 8 0	27 3 0	85 5 0	..
7. K. Annasani Pillai	VII-2 VII-3	242 253	..	..	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-2	..	..	..	8 71	40 3 0	..	..	758 8 0	174 3 0	584 5 0	822 10 0	155 0 0	627 10 0	..

Government.

Government.									
VALUE OF LAND UNDER BOARD'S STANDING ORDER.									
Compensation.									
Wet.									
Dry.									
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(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.)

(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.

Ed. J. Moses,
Spare Copies

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.

691. Ray 19-5-90
1319 Ray 6-9-90
1201 Ray 18-8-90

1890.

P. W. DEPARTMENT.

Current No. 10372

From

The Rev. Dept

Enclos.—

No. 6517

Dated 27-10-90

Received 31-10-90

SUBJECT.

Reg: the payment of
compensation to the
ryots in consequence
of the abandonment
of the Talangai Tank
Walajah Taluk - N.
Arcot D.C.

DISPOSAL.

No. 4640. Dated 11 November 1890

Referred to the
Consgr. Engr. for Rep.
for compliance.

sgd. S.

S.R.

Du/c

sgd. S.

4TH DECEMBER 1890, No. 1933 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

G.O., dated 27th October 1890, No. 6517, Revenue.

Read—Proceedings of the Public Works Department, dated 4th September 1890, No. 1319 R., communicating the sanction of Rs. 8,126-15-0 for payment to the ryots in consequence of the abandonment of the Talangai tank, Wárajápet taluk, North Arcot district.

Order—dated 27th October 1890, No. 6517, Revenue.

Communicated to the Commissioners of Land Revenue in continuation of G.O., dated 5th September 1890, Mis. No. 5509. The Collector should be instructed to pay the ryots concerned the compensation shown in statement B printed in G.O., dated 19th May 1890, No. 691 R., Public Works.

2. In the Consulting Engineer's letter printed in G.O., dated 18th August 1890, No. 1201 R., Public Works, the total amount of compensation to be paid by the Railway Company is shown as Rs. 21,439, which, from the papers printed in G.O. of 19th May, appears to be made up of the following items :—

	RS.
i. To the ryots, for loss of crops for a year	3,887
ii. The difference in value between the wet and dry assessment	8,127
iii. To Government capitalised assessment	9,425
Total	21,439

3. The loss of assessment incurred by Government in the past year, viz., Rs. 470-10-10, has therefore been omitted. The Public Works Department will be requested to revise the estimate so as to include the amount.

4. The Accountant-General will arrange to have the compensation due from the Madras Railway Company credited in the accounts. It amounts to Rs. 21,909-10-10 including the amount shown in para. 3 above.

(True Extract.)

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

No. 4640 C.

Referred to the Consulting Engineer for Railways for compliance.

11th November 1890.

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

From the Consulting Engineer for Railways, dated Madras, 27th November 1890, No. 840.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 25th November 1890, No. 6207-1228.

With advertence to your letter No. 1046, of 15th November instant, I have the honor to advise you that the sum of Rs. 21,909-10-10, due on account of compensation for the abandonment of the Talangai tank, was paid into the Bank of Madras on the 24th November instant.

Submitted to Government with reference to Public Works endorsement No. 4640 C., dated 11th November 1890 (herewith returned).

ORDER—dated 4th December 1890, No. 1933 R., Public Works.

Communicated to the Revenue Department with reference to that Department G.O., No. 6517, dated 27th October 1890.

(True Extract.)

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

To the Revenue Department.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Chief Engineer for Irrigation.

Exd. P. L. Pereira.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated December, 4th.

Recd.

Encl.

G.O., 4th Dec. 1890, No. 1933 R.

DECEMBER.

Talangai Tank, Walajapet
Taluk, North Arcot District

Letter from the Agent, Madras Railway, advising that the sum of Rs. 21,909-10-10, due on account of compensation for the abandonment of the —, was paid into the Bank of Madras, communicated to the Revenue Department.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read Proceedings of the Public Works Department dated 4th September 1890 No 1319 R. Communicating the sanction of Rs 8726-15-00 for payment to the ryots in consequence of the abandonment of the Talangai Tank, Walajah Taluk North Arcot District.

Order thereon 27th October 1890 No 6517

Communicated to the Commissioner of Land Revenue in continuation of G.O. dated 5th September 1890 No 5509 Mis. The Collector should be instructed to pay the ryots concerned the compensation shown in statement B. printed in G.O. dated 19th May 1890 No 691 R. Public Works.

2. In the Consulting Engineer's letter printed in G.O. dated 18th August 1890 No 1201 R. Public Works, the total amount of compensation to be paid by the Railway Company is

is shown as Rs 21,439, which from the papers printed in G.O. of 19th May appears to be made up of the following items.

- i) To the ryots - for loss of crops for a year - Rs 3,887
 - ii) The difference in value between the wet and dry assessment } 8,127
 - iii) To Government Capitalised assessment 9,425.
- 21,439

3. The loss of assessment incurred by Government in the past year viz Rs 470-10-10. has therefore been omitted. The Public Works Department will be requested to revise the estimate so as to include the amount.

4. The Accountant General will arrange to have the compensation due from the Madras Railway Company credited in the accounts. It amounts to Rs 21,909-10-10 including the amount shown in para 3 above.

N^o. 1319 R of 4.9.90
.. 1201 R of 18.8.90
.. 691 R of 19.5.90
/ True Extract /

Secretary to Govt

To
Commissioners of Land Revenue.
P. W. Dept.
Accountant General.



1931.10.90

N^o. 4640.c.d/11. Nov/90
11/11/90
18/11/90
Referred to
the Consulting Engineer
for Railways for compliance.
Sd/- J. Smith
Under Secy. to Govt. R. & S. D. Dept.

13/11/90

Shd. papers including the
return amount. Sd/- J. Smith

(No. 11.)
No. 6207
1228

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 25th November 1890

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

SIR,

With advertence to your letter N^o. 1046 of 15th November instant, I have the honour to advise you that the sum of Rs 21,909-10-10 due on account of compensation for the abandonment of the Salangai Sank was paid into the Bank of Madras on the 24th November instant.

I have the honour to be
Sir

Your most obedient servant

J. Smith
Agent & Manager

REGISTERED
No. 1266
FILE
No.

Form No. 2.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 27th November 1890.

Letter from the Agent and Manager,
Madras Railway, No. $\frac{6267}{1228}$, Dated 25th
November 1890.

No. 840

SUBMITTED

to

Government with

reference to P. W. endorse-
ment No. 4640 C, dated
11th November 1890 (herewith
returned).

Sd/-
Major R. E.

for Offg. Secy. Genl. for Rys.
K. N. S.

To

From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 25th Nov. 1890
Recd. 26th Nov.

No. 1228

Advising payment
of your proposition
for standardisation
of the railway track.

