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M.R.O. 1-50,000-10-10-20

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	<i>425</i>	Press Mis.
Dated	<i>3-4</i>	<i>1968</i> .

Not to be folded or roughly handled

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11-36

*Proceedings of the Madras Government, Public Department,
3rd April 1868.*

No. 19. Read the following Proceedings of Government in the Public Works Department, dated 27th March 1868, No. 1003.

Ruling that the State should be charged)
with the cost of restoring the Coda- } (Vide Proceedings, Public Works De-
moorty embankment only, the road- } partment, dated 27th March 1868, Nos.
way thereon being made by the Muni- } 631 & 632).
cipality of Trichinopoly.

No. 20. ORDER THEREON, 3rd April 1868, No. 425.
Communicated to the President of the Municipal Commission at Trichinopoly.
(Signed) R. S. ELLIS,
Chief Secretary.

To the President of the Municipal Commission, Trichinopoly.

Erd. F. B. Bantleman.

*Proceedings of the Madras Government, Public Works Department,
27th March 1868.*

No. 631. Read the following letter from the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Lower Anicut, 2nd March 1868, No. 1,698:—

1. With reference to paragraph 7 of my letter*No. 1,563, I have the honor to inform you that the Executive Engineer received a letter from the Municipal Commission at Trichinopoly, requesting him to restore the Codamoorthy bank to admit of the roadway being formed above it. In a personal interview with the Vice President of the Municipal Commission, I stated that it was advisable that the Codamoorthy bank should be raised, and as the earth required for the purpose might, with advantage, be taken from the Codamoorthy Padugay, I proposed to widen and improve the river bed, while restoring the embankment on which the Tirutantony road runs, and in consideration of the improvement to the river by excavating the earth as I proposed, and to the fact that the bank was to be raised, I stated that I would recommend to Government that only half the cost of restoring the embankment should be charged to the Municipality; this the Vice President proposed at a subsequent Meeting, and he has informed the Range Officer that the Commissioners are unwilling to share the cost to be incurred in repairing the Tirutantony road.

2. The road is a cross road between the Madras and the Caroor roads, and was repaired in 1867 at the cost of the Municipality.

3. In discussing the question with the Vice President, I pointed out that the road's surface, and the embankment on which the road ran, could not well be separated so as to form different charges, and I proposed that Government should share the cost of the restoration of this embankment as an exceptional case, for the reasons stated above.

4. As the railway embankment runs a great risk of being injured should a heavy storm break over the valley of the Areyaur and Coriyaur, as often happens in April or May, before the Codamoorthy bank is restored, I have directed the Executive Engineer, at once, to undertake the restoration of the bank, the estimate for which, inclusive of the cost of raising it $1\frac{1}{2}$ yards above the late flood-level is Rupees 6,400, this does not include metalling, which should not be carried out for a year, till the new embankment has become consolidated.

5. I have the honor to request the decision of Government on the point raised by the Municipality relative to the department to be debited with the cost of restoring this embankment, and would point out that the decision now arrived at will rule under similar circumstances in connection with the river embankments in the Tanjore District, on many of which the roads run, as it is under contemplation to transfer most of the Tanjore roads to the Collector for repair from Local Funds.

6. In a deltaic district the river beds and the lands in the delta generally, are constantly, but slowly, rising, while the level of the river embankments, where they form roads, may be said to remain unaltered. Under these circumstances, after the lapse of half a century or more, it would become absolutely necessary to raise the embankments on which the roads run, supposing them to be sufficiently high now, and this would destroy the road's surface. Under such circumstances, should the

*Proceedings of the Madras Government, Public Works Department,
27th March 1868.*

Road or Irrigation Department undertake the raising of the embankment: as many of the river embankments on which roads run are not now sufficiently high, the question is one a decision on which cannot be postponed.

7. With reference to paragraph 1, of G. O., No. 540, I have the honor to state
that application has been made in the
statements forwarded with letter* No.

* Dated 25th February.
1,679 for such funds as are likely to be required in 1867-68, for the restoration of the embankments and roads breached in January.

No. 632.

ORDER THEREON, 27th March 1868, No. 1,003.

IRRIGATION, No. 24.

The Government consider that the State is not bound to do more than restore the embankment, leaving the

roadway to be formed by the Municipal Commissioners.

(True Extract)



Colonel R. E.,

Secretary to Government.

To the Superintending Engineer, 6th Division.
,, Public Department.

April 7 1868

Wm. H. H. H. H.

Mar. 20 1868

Wm. H. H. H. H.

Mar. 20 1868

Wm. H. H. H. H.

Mar. 20 1868

Wm. H. H. H. H.

Mar. 20 1868

No. 4235 of 3rd March 1868
Communicated to the
President of the House
of Representatives at
Richmond. J. M.

to the President of the
House of Representatives.
Richmond. J. M.