

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1867	Press Mis
112-113	
Dated	12-10-1864.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
12th October 1864.*

No. 112. Read the following Proceedings of the Board of Revenue, dated 30th September 1864, No. 6,427.

Read the following letter from W. M. CADELL, Esq., Collector of Tanjore, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 16th September 1864, No. 308:—

1. I have the honor to submit the following report of the Progress of Public Works during the past official year 1863-64.

2. The subjoined abstract shows, in one view, the amount spent on the different kinds of works during the past year, as compared with the preceding one, and from which it will be seen that while the gross expenditure in the two years has been nearly equal the expenditure on what are termed new works was considerably greater, or Rupees 40,798 in the latter year.

Works.	Expenditure of 1862-63.	Expenditure of 1863-64.	DIFFERENCE.		Estimate of 1863-64.
			Increase.	Decrease.	
	Rupees.	Rupees.	Rupees.	Rupees.	Rupees.
NEW WORKS.					
Irrigation	2,494	19,649	16,555	...	} 57,895
Communications	1,795	31,525	29,730	...	
Buildings	10,548	5,061	...	5,487	
Total...	14,837	55,635	40,285	5,487	Net in-crease. } 40,798
REPAIRS.					
Irrigation	1,22,617	96,111	...	26,506	} 1,51,604
Communications	67,383	44,638	...	22,745	
Buildings	8,025	7,674	...	351	
Total...	1,98,025	1,48,423	...	49,602	...
Grand Total...	2,12,862	2,04,058	...	8,804	...

Under the head of New works are,

Since this was written I regret to say that six of these arches have again fallen down, and I fear this part of the anicut has been again undermined.

(1.) The restoration of part of the lower anicut and the re-construction of seven of the arches of the bridge over that work, and which fell down in December 1863.

- (2.) The construction of the new head sluice at the head of the Chittar.
- (3.) The metalling of the road from Nagore to Negapatam (Railway feeder).
- (4.) The completion of the bridge over the river Vettar at Kordacherri.
- (5.) The Canal from Vadarniem to the Adaypar, and that from the Chandranadi to the Vellaiyar.

3. The latter work, as the Board are aware, is intended to form a line of communication between Vedarniem and Negapatam for the purpose of facilitating the transport of salt from the former to the latter station; 2,000 yards of the excavations were carried out by this Department, and I only regret that the rest of the work was not entrusted to us, as, in this case, I should have hoped to have completed the work in time to have tested its use in bringing up the salt from Vedarniem, instead of the very expensive transit by sea. The work is nearly completed, I believe, but the passage cannot be made available till the next year.

4. No new buildings of any importance have been constructed during the past year.

5. Under the head of Repairs may be enumerated.

- (1.) The fitting up of the late Government School at Negapatam as a Talook Cutcherry
- (2.) Strengthening the southern bank of the Kodamuriti.

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(3) Repairs to the upper Coleroon Anicut.

(4.) Improving the road from the grand Anicut to Shialli, &c.

6. These works call for no particular remark. The removal of the Talook Cutcherry at Negapatam from a distance of two miles to the river side, and close to the harbour and town, is, it may be observed, a great public convenience.

7. I most earnestly wish, I had it in my power to report that the expenditure which has been made was anything like adequate to the wants and requirements of this large and important District. Unfortunately, and of late years, I am constrained to remark that Tanjore has not received either that amount of the public money, or that share of attention which its importance and the large number of its existing works, both irrigation and of communication, so imperatively demand. The number of professional Officers of acknowledged skill and experience is few, and the multiplicity of small works, together with the small amount of money, and the still smaller number of trained and useful subordinates under the Range officers, renders them almost helpless. The consequence is that all minor works are left to be carried out by temporary agency, or by Amins without any professional training whatever, and in most cases these works are carried out in such a way as to make bad worse. For this, and most unjustly (as I think) the Public Works Department are blamed, and I would again take occasion to urge, what I have done so often before, that the execution of all minor works, and which do not require any great amount of professional skill should be left to this Department.

8. This, as the Board are aware, was the system in Tanjore for many years, and its success in this District, and the progress which the District made for many years previous to the introduction of the new system, are well known. The return to the old system would, I am sure, be as acceptable to all the Officers of the Corps of Engineers, who are acquainted with how work was done in Tanjore in former years, as I know it would be to the whole body of the Mirassidars, and who are clamorous for the change. It would also, I submit, be most beneficial to the State, inasmuch as, work done by the people themselves, and for works in which they are so deeply interested, would be far more efficiently and thoroughly executed by them than by any system of Contractors or temporary Amins; in short it would be a gain to every one except to the latter named class.

9. I have already in my Administration and Jumma-bund Reports alluded to the state of the Cauvery in its eastern section, and to the serious deterioration which that river and its branches east of Combaconum are year by year undergoing. I am aware that to grapple with this evil effectually, the remedies proposed by

Captain Mullins in his report noted in the margin are doubtless the most suitable; and on such a point I of course bow to professional opinion, but as there is not the remotest prospect of funds being available for such expensive works for some years to come, and as the evil is year by year increasing, while the revenue dependent on these rivers is annually decreasing, I submit, that something ought to be done, and that an attempt at least should be made to remove the accumulations of sand in the bed of these rivers. This has always been hitherto done at lengthened intervals, and so well is its necessity understood by the Mirassidars that they are quite prepared and willing themselves to pay from one-fourth to one-third of the required expenditure. The Sub-Collector has in his Jumma-bund Report brought to notice the very defective state of the channels, both of irrigation and drainage in the Negapatam Talook, and this is also the case in the Talook of Tirutarapundi. In the former Talook the loss of revenue from this cause only, is upwards of 9,000 Rupees.

10. I would, in conclusion, advert to the state of our roads, and I regret to state that these are also in a very unsatisfactory state. We have nominally and on paper upwards of 1,100 miles of roads, but of these some have ceased to exist; as instances, I may mention that on what is termed the high road from Negapatam to Ceylon there is in many places no trace of a road at all, and it is with the greatest difficulty, and not without extra hire that bandymen can be persuaded to go by that line even in the dry season; in the monsoon it is altogether impassable. Again, on the road from Muttupetta to Tirutarapundi, and from Tirutarapundi to Tiruvalore the road

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is, after a slight shower of rain, all but impassable for any wheeled conveyance, the so-called repairs having been left to Amins utterly ignorant of, and caring not how the work is done. I mention these as instances of what some of our roads are, but the generality of them are not much better, and of this I can speak from my own personal experience, having visited eight out of the nine Talooks in the District during the present year.

11. In the construction of roads in a delta like this, I am well aware of the great disadvantages under which we labor for the want of materials, but I am also aware that even with the materials we have, much may be done by a little care and attention, and by a more liberal expenditure of money.

12. I venture to think also, that the time has now come when it is due to the District and to the people who contribute so large a share of the public revenue (nearly one-eighth of the whole revenue of the whole Presidency) that a more liberal expenditure of public money should be made on our roads and communications. In the revision of assessment now going on, it has been laid down that four Pice per Rupee, or two per cent. on the Land Revenue, should be allotted for local purposes, and as it is, I believe, an admitted fact that a revision of the settlement of this District is neither necessary nor desirable, I would most respectfully but earnestly urge that it should not on that account be treated less liberally than others. I trust therefore the Board will support my proposition in recommending to Government that the same advantages should be extended to Tanjore as to the adjoining Districts of South Arcot and Trichinopoly, and that from the present Fund two per cent. of the Land Revenues, should be credited to our District Road Fund for the improvement of our roads and communications; two per cent. on our present Land Revenue (41 lacs) would give a sum of no less than 82,000 Rupees, and if the Government are pleased to grant us this concession, the discretionary allowance of Rupees 20,000 for roads now made, as also the special grant for the maintenance of roads, which are not Imperial, might at once be dispensed with.

1. Ordered to be submitted for the consideration of Government.

2. The Board have received this report with great regret, and trust that means may be found for undertaking on a large scale the repairs which are so urgently needed. They cannot but anticipate a serious diminution in the revenues of the District unless an effective remedy be speedily applied to check the rapidly advancing deterioration of the irrigation works, on which those revenues depend.

3. The Board observe that in the year under report the actual expenditure was considerably less than the estimate, which they presume to mean the Budget provision.

4. On Mr. Cadell's request for an assignment of two per cent. on the Land Revenue for the District Road Fund, the Board observe that in the Districts where the Local Road Cess has been charged on the land, it is not an assignment out of the Land Revenue, but an additional charge on the land for a special purpose.

ORDER THEREON, 12th October 1864, No. 1,867.

No. 113.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) C. G. MASTER,

Deputy Secretary to Government.

To the Board of Revenue.
„ the Department Public Works.

Exd. S. T. Augustin.

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Secretary.

To Major J. H. M. S. Stewart, R. E., Deputy Secretary to Government, D. P. W.

Copy to J. D. Sim, Esq., Secretary to Government, R. D.

" to W. M. Cadell, Esq., Collector of Tanjore.

Exd. J. Wright.

Nov: 1864. Department.
Dear Mr. Taylor

PROCEEDINGS OF THE BOARD OF REVENUE,
No. 2614-

Dated 30th September 1864.
 Wm Lloyd Garrison
 Recd 17. —

No. 6,427.

Submitting for consideration letter from the Collector of Tanjore reporting on the progress of Public Works during 1863-64.

RECORDED.

12th Oct 1884.

Ms 112.57.13.

14 Feb 1962
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