M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1732 Press ~~Mis.~~

465.466

Dated 26-7-1865.

Not to be folded or roughly handled

No. 465. Read the following Proceedings of the Board of Revenue, dated 14th July 1865, No. 4,019.

Read the following letter from G. L. MORRIS, Esq., Collector of Tanjore, to R. A. DALYELL, Esq., Acting Secretary to the Board of Revenue, dated Point Calimere, 22nd June 1865, No. 191 :—

SIR,

1. I have the honor to report on the operations of the Department of Public Works in this District, during the past official year 1864-65.

2. From the subjoined Abstract it will be seen that the expenditure on new works during the past and the preceding years has been nearly equal ; while there is an increase of Rupees 43,985 under the head of Repairs.

Works.	Expenditure of 1863-64.	Expenditure of 1864-65.	Difference.	
			Increase.	Decrease.
	RS.	RS.	RS.	RS.
New Works.				
Civil Buildings	5,061	1,373	...	3,688
Agricultural	19,049	31,522	12,473	...
Communication	31,525	21,206	...	10,319
Total...	55,635	54,101	12,473	14,007
			Net...	1,534
Repairs.				
Civil Buildings	7,674	8,953	1,279	...
Agricultural	96,111	1,16,821	20,710	...
Communication	44,638	64,292	19,654	...
Miscellaneous Public Improvements ...	...	2,342	2,342	...
Total...	1,48,423	1,92,408	43,985	...
Grand Total...	2,04,058	2,46,509	...	...

3. Under the head of New Works, the most important are :—

I. *Constructing head Sluice at the Chittar.*—The amount spent on this during the year was Rupees 4,740, and it is completed. This sluice was built to regulate the quantity of water which enters the Chittar, and for the better supply of two small channels hitherto dependant on another river.

II. *Re-constructing fallen portion of the south branch of the lower Anicut.*—The sum of Rupees 20,000 was allotted for this work for the past year, and the expenditure up to April 1865 amounted to Rupees 19,743. Lieutenant Livesay has been in sole charge of this work. At the outset, great difficulty was experienced in collecting materials and procuring labor : but latterly the work has been progressing satisfactorily : the front retaining wall having been carried across the breach, though there are still gaps in the foundations of the body and rear retaining walls.

III. *Metalling road from the Negapatam Railway Station to the town af Nagore, distance six miles.*—The original estimate was Rupees 25,730, of which 21,363 have been spent altogether ; Rupees 1,28,886 having been expended during 1863-64. This road is in first rate order, and is of great service to the large number of bandies passing between Negapatam and Nagore.

IV. *Constructing Railway-feeder from the Railway Station to the town of Kivalore.*—The estimate was Rupees 3,690, and of this Rupees 3,044 have been expended, including Rupees 151 spent during 1863-64. This road is only half a mile in length, but lies across paddy fields. The embankments and masonry works have been completed, but no metalling has been done as yet, and the road is consequently almost useless in its present state.

V. Cutting navigable Canal from the Vedarniem salt pans to the Adapar at Toptorai.—The total estimate was Rupees 13,000, out of which Rupees 11,373 were expended in 1863-64, and Rupees 1,209 in the year under report. The entire length has been excavated, and the work well done, the canal being perfectly navigable for the distance of four miles.

VI. Cutting Junction Canal from Negapatam to Tirupundi.—The entire estimate was Rupees 22,565, of which Rupees 6,193 were expended in 1863-64, and Rupees 8,627 have been spent in 1864-65. There has been some sad mistake about this canal from Negapatam to Toptorai. Government were led to expect, I am informed, that if a channel about two miles in length were excavated to connect existing channels, a canal would exist for a distance of 30 miles. From what the present Superintending Engineer tells me, there is no doubt that a canal connecting Negapatam with Toptorai is perfectly practicable; but to render it navigable throughout the year, it will be necessary to lay out half a lac of Rupees at least and to provide an annual maintenance of about Rupees 10,000, as it will be necessary to have a small dredge to keep the canal in order. It also appears very doubtful whether the original line chosen for the canal near Negapatam is the proper one, and the Superintending Engineer is now engaged in having levels taken in order to report fully on the subject. As the freshes are now down in the rivers, nothing more can be done this year; and although I have heard that the canal could be finished by next year, if the necessary funds were forthcoming, yet I much doubt the fact, and shall be much surprised if it is completed before 1867. That this canal will amply repay Government for any money spent on it, I have no hesitation in asserting. It will, when completed, enable any quantity of salt to be brought up from Vedarniem to Negapatam, and to be sent from thence by rail to Coimbatore, Malabar, and Trichinopoly, and by increasing the receipts of the Railway to an enormous extent, at once do away with the necessity of Government annually paying large sums towards making up the 5 per cent. guaranteed. I beg, therefore, most earnestly to request that any sum required for its completion may be sanctioned.

4. Reconstructing the wing walls of the south Rajah Voikal surplus sluice of the lower Anicut is the most important work under the head of Repairs. The estimate was Rupees 8,400, of which Rupees 6,149 were expended in the year under report. The work has been completed, the remainder having been finished in the previous year.

5. No buildings of any importance have been constructed during the year under report, and with the exception of the work mentioned in the previous paragraph, all other repairs to irrigation works have been of the ordinary description, consisting chiefly of clearing channels and strengthening embankments to preserve the existing revenue.

6. In the month of July last, the freshes rose to an unusual height and breached the river banks to a large extent, the necessary repairs have been done during the past year; but still the banks of certain rivers in the Nannilam and Tanjore Talooks especially, are not so strong as could be wished, and I always tremble for their safety whenever I hear that high freshes are coming down the rivers.

7. In dry weather the District roads are for the most part in decent order, as a proof of which I may state, that I last month drove a pair of horses from Tanjore to Negapatam by way of Combaconum, Mayaveram, and Tranquebar; but in wet weather they become in a deplorable state, and in many places almost impassable. The discretionary allowance for 427 miles of these roads has been hitherto Rupees 20,000; but it has been reduced by one-third in the Budget of 1865-66, so that we are likely to be worse off than ever in future, which I can only say that I deeply regret to see, though I suppose there is no help for it.

8. In last year's Report, Mr. Cadell dwelt very strongly on "the state of the "Kaveri in its eastern section, and the serious deterioration which that river and "its branches east of Combaconum are year by year undergoing." I only joined

Proceedings of the Madras Government, Revenue Department,
26th July 1865.

the District just at the close of the year, and therefore cannot speak from experience on this subject, though I have no doubt whatsoever that the Talook of Mayaveram does not get as much water as it used to get twenty years ago. This year's remissions are decidedly large; but then last monsoon was a very bad one, and this more than defective irrigation may have been the cause of the losses. By this time next year I trust to be able to place much valuable information on this subject before the Board: my subordinates having been directed to keep during the coming season an accurate Register of the quantity of water which flows down all channels which are said to be much silted up.

9. Having only joined the District a fortnight before the close of the year, I am unable to say any thing from personal knowledge as to how the Department of Public Works have generally been conducting their duties during the past twelve months. I beg also to add, that much of the information contained in this letter has been obtained from Administration and Progress Reports furnished to me from the Superintending Engineer's Office.

---

1. Ordered that the foregoing Report be submitted for the consideration of Government.

2. The Collector does not state what prevents the metalling of the Railway-feeder from the Railway Station to the Town of Kivalore, work No. IV. under New Works.

3. The Government will perceive that the Collector strongly recommends that, notwithstanding any mistake that may have been originally made regarding the canal from Negapatam to Tirupundi (work No. VI.) any further reasonable expenditure that may be required for completing the work should not be spared, as it will be amply repaid to Government by the beneficial effect the work will have, when completed, on the receipts of the Railway from an increase in the Salt trade, and thus relieve Government in some measure in the payment of the interest guaranteed by them on the capital of the Company.

4. The attention of the Department Public Works should be at once requested, by the Collector, to the unsafe condition of the river banks alluded to by him in paragraph 6 of his letter.

No. 466. ORDER THEREON, 26th July 1865, No. 1,732.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) W. HUDLESTON,
Acting ecretary to Government.

To the Board of Revenue.

Exd. S. T. Augustin.

No. 4,019.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 14th July 1865.

Read the following letter from G. L. MORRIS, Esq., Collector of Tanjore, to R. A. DALYELL, Esq., Acting Secretary to the Board of Revenue, dated Point Calimere, 22nd June 1865, No. 191 :—

1. I have the honor to report on the operations of the Department of Public Works in this District during the past official year 1864-65.

2. From the subjoined Abstract it will be seen that the expenditure on new works during the past and the preceding years has been nearly equal; while there is an increase of Rupees 43,985 under the head of Repairs.

Works.	Expenditure of 1863-64.	Expenditure of 1864-65.	Difference.	
			Increase.	Decrease.
New Works.	Rs.	Rs.	Rs.	Rs.
Civil Buildings	5,061	1,373	...	3,688
Agricultural	19,049	31,522	12,473	...
Communication	31,525	21,206	...	10,319
Total...	55,635	54,101	12,473	14,007
			Net...	1,534
Repairs.				
Civil Buildings	7,674	8,953	1,279	...
Agricultural	96,111	1,16,821	20,710	...
Communication	44,638	64,292	19,654	...
Miscellaneous Public Improvements	...	2,342	2,342	...
Total...	1,48,423	1,92,408	43,985	...
Grand Total...	2,04,058	2,46,509	...	...

3. Under the head of new works, the most important are :—

I. Constructing head sluice at the Chittar. The amount spent on this during the year was Rupees 4,740, and it is completed. This sluice was built to regulate the quantity of water which enters the Chittar, and for the better supply of two small channels hitherto dependant on another river.

II. Re-constructing fallen portion of the south branch of the lower anicut. The sum of Rupees 20,000 was allotted for this work for the past year, and the expenditure up to April 1865 amounted to Rupees 19,743. Lieutenant Linesay has been in sole charge of this work. At the outset, great difficulty was experienced in collecting materials and procuring labor; but latterly the work has been progressing satisfactorily: the front retaining wall having been carried across the breach, though there are still gaps in the foundations of the body and rear retaining walls.

III. Metalling road from the Negapatam Railway Station to the town of Nagore, distance six miles. The original estimate was Rupees 25,730, of which 21,363 have been spent altogether; Rupees 1,28,886 having been expended during 1863-64. This road is in first rate order, and is of great service to the large number of bandies passing between Negapatam and Nagore.

IV. Constructing Railway-feeder from the Railway station to the town of Kivalore. The estimate was Rupees 3,690, and of this Rupees 3,044 have been expended, including Rupees 151 spent during 1863-64. This road is only half a mile in length, but lies across paddy fields. The

embankments and masonry works have been completed, but no metalling has been done as yet, and the road is consequently almost useless in its present state.

V. Cutting navigable canal from the Vedarniem salt pans to the Adapar at Toptorai. The total estimate was Rupees 13,000, out of which Rupees 11,373 were expended in 1863-64, and Rupees 1,209 in the year under report. The entire length has been excavated, and the work well done, the Canal being perfectly navigable for the distance of four miles.

VI. Cutting Junction Canal from Negapatam to Tirupundi. The entire estimate was Rupees 22,565, of which Rupees 6,193 were expended in 1863-64, and Rupees 8,627 have been spent in 1864-65. There has been some sad mistake about this Canal from Negapatam to Toptorai. Government were led to expect, I am informed, that if a channel about two miles in length were excavated to connect existing channels, a Canal would exist for a distance of 30 miles. From what the present Superintending Engineer tells me, there is no doubt that a Canal connecting Negapatam with Toptorai is perfectly practicable; but to render it navigable throughout the year, it will be necessary to lay out half a lac of Rupees at least and to provide an annual maintenance of about Rupees 10,000, as it will be necessary to have a small dredge to keep the Canal in order. It also appears very doubtful whether the original line chosen for the Canal near Negapatam is the proper one, and the Superintending Engineer is now engaged in having levels taken in order to report fully on the subject. As the freshes are now down in the rivers, nothing more can be done this year; and although I have heard that the canal could be finished by next year, if the necessary funds were forthcoming, yet I much doubt the fact, and shall be much surprised if it is completed before 1867. That this canal will amply repay Government for any money spent on it, I have no hesitation in asserting. It will, when completed, enable any quantity of Salt to be brought up from Vedarniem to Negapatam, and to be sent from thence by rail to Coimbatore, Malabar and Trichinopoly, and by increasing the receipts of the Railway to an enormous extent, at once do away with the necessity of Government annually paying large sums towards making up the 5 per cent guaranteed. I beg, therefore, most earnestly to request that any sum required for its completion may be sanctioned.

4. Reconstructing the wing walls of the south Rajah Voikal surplus sluice of the lower Anicut is the most important work under the head of Repairs. The estimate was Rupees 8,400, of which Rupees 6,149 were expended in the year under report. The work has been completed, the remainder having been finished in the previous year.

5. No buildings of any importance have been constructed during the year under report, and with the exception of the work mentioned in the previous paragraph, all other repairs to irrigation works have been of the ordinary description, consisting chiefly of clearing channels and strengthening embankments to preserve the existing revenue.

6. In the month of July last, the freshes rose to an unusual height and breached the river banks to a large extent, the necessary repairs have been done during the past year; but still the banks of certain rivers in the Nannilam and Tanjore Taluks especially, are not so strong as could be wished, and I always tremble for their safety whenever I hear that high freshes are coming down the rivers.

7. In dry weather the District roads are for the most part in decent order, as a proof of which I may state, that I last month drove a pair of horses from Tanjore to Negapatam by way of Combaconum, Mayaveram, and Tranquebar; but in wet weather they become in a deplorable state, and in many places almost impassable. The discretionary allowance for 427 miles of these roads has been hitherto Rupees 20,000; but it has been reduced by one-third in the Budget of 1865-66, so that we are likely to be worse off than ever in future, which I can only say that I deeply regret to see, though I suppose there is no help for it.

8. In last year's Report, Mr. Cadell dwelt very strongly on "the state of the Kaveri in its "eastern section, and the serious deterioration which that river and its branches east of Comba- "conum are year by year undergoing." I only joined the District just at the close of the year, and therefore cannot speak from experience on this subject, though I have no doubt whatsoever that the Taluk of Mayavaram does not get as much water as it used to get twenty years ago. This year's remissions are decidedly large; but then last monsoon was a very bad one, and this more than defective irrigation may have been the cause of the losses. By this time next year, I trust to be able to place much valuable information on this subject before the Board: my subordinates having been directed to keep during the coming season an accurate Register of the quantity of water which flows down all channels which are said to be much silted up.

9. Having only joined the District a fortnight before the close of the year, I am unable to say anything from personal knowledge as to how the Department of Public Works have generally been conducting their duties during the past twelve months. I beg also, to add, that much of the information contained in this letter has been obtained from Administration and Progress Reports furnished to me from the Superintending Engineer's Office.

1. Ordered that the foregoing Report be submitted for the consideration of Government.

2. The Collector does not state what prevents the metalling of the Railway-feeder from the Railway Station to the Town of Kiralore. Work No, IV under New Works.

3. The Government will perceive, that the Collector strongly recommends that, notwithstanding any mistake that may have been originally made regarding the Canal from Negapatam to Tirupundi (Work No. VI), any further reasonable expenditure that may be required for completing the work should not be spared, as it will be amply repaid to Government by the beneficial effect the work will have, when completed, on the receipts of the Railway from an increase in the Salt trade, and thus relieve Government in some measure in the payment of the interest guaranteed by them on the capital of the Company.

4. The attention of the Department Public Works should be at once requested, by the Collector, to the unsafe condition of the river banks alluded to by him in paragraph 6 of his letter.

(A true Copy and Extract.)

Acting Secretary.

To Colonel C. A. Orr, R. E., Secretary to Government, P. W. D.
" W. Hudleston, Esq., Acting Secretary to Government, R. D.
Copy to G. L. Morris, Esq., Collector of Tanjore.

Exd. R. H. Lee.

Revr 1865. Department
Fin. & Govt. for July

No. 1972.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 14th July 1865.
Dup 18 Dec
Rec 19 do

No. 4,019.

Submitting for consideration with remarks report from Collector of Tanjore on operations of D. P. W. in District during 1864-65.

Rr 1732

RECORDED

26th July 1865.

No 165 to 168

R. 21 July 1865 ASH

14 Aug Board's Ord & Dup to Spl