M.R.O. 14-5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2987 Press ~~Mis.~~

77-78

Dated 3 - 11 — 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 3rd November 1866.

No. 77. Read the following Proceedings of the Madras Government in the Public Works Department:—

Passing orders on papers relating to the proposed construction of embankments on the North-West Line of Railway beyond Ghooty, in such a manner as to serve the double purpose of carrying the rail and of storing water. } (Here enter 9th October 1866, No. 3,201.)

No. 78. ORDER THEREON, 3rd November 1866, No. 2,987.

Land Revenue.

1. Communicated to the Board of Revenue, for their observations, after reference to the Collector.

2. The Board will state their views as to the propriety of levying a charge, in the form of a royalty, or a share in the profits of such undertaking, for the water derived from Government sources of irrigation.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 3,201.

Exd. S. T. Augustin.

No. 182. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 13th September 1866, No. 380:—

1. I have the honor to submit, for the consideration and orders of Government, two letters* from the Acting Agent and Manager of the Madras Railway Company, in which he suggests that, in certain favorable places, the embankments of the North-West Line beyond Ghooty should be made to serve the double purpose of carrying the line and of storing water, and proposes, with the approval of Government, to submit a separate plan and estimate for each project.

* No. 449, 22nd August 1866.
,, 473, 7th September ,,

2. In Mr. Smart's first letter, he assumed that "the profit to be derived from "the sale of the water would, as a matter of course, be credited to the Revenue "Account of the Railway." While I believed his suggestions to be, in the main, most valuable, it seemed to me that there were several grave objections to the condition which I have just quoted, and I suggested† to him that it would be well, if possible, to modify that part of his proposal which related to the sale of the water, as I thought it very improbable that Government would accord their approval to it.

† In letter No. 414, copy enclosed.

3. Mr. Thomas' proposition, to which I drew Mr. Smart's attention, had reference to the District of Coimbatore, and was laid before Colonel Pears, the then Consulting Engineer, in January 1856. His suggestions seem to me most practical and valuable, but, from some cause of which I am unaware, they were not acted upon. The subject seems to have been again brought forward during 1861 by the District Engineer of Coimbatore, and Colonel Horsley, the then Chief Engineer, Public Works Department, called on the Consulting Engineer for his opinion upon Mr. Thomas' proposition. In replying‡ thereto Colonel O'Connell forwarded letters upon the subject from the Agent and the Chief Engineer of the Madras Railway, and stated that he agreed with them in thinking the proposed arrangements to be suitable; but I am not aware that any further steps were taken in the matter.

In letter No. 4,681, 6th September 1861.

‡ Letter No. 64, 15th May 1862.

4. In the second of the letters now enclosed, Mr. Smart suggests that, in place of the Railway Company themselves disposing of the water, "the Revenue "Officer in charge of the District should assess the value of each tank, and let the "Company receive that amount from Government, placing the tank under the "control and authority of Government." By removing all necessity for the Railway Company themselves levying a water rate, this seems to me to dispose of most of the objections to Mr. Smart's proposition, and to render it deserving of the favorable consideration of Government.

5. There can be no question as to the immense benefit which the construction of a series of reservoirs would confer upon the arid plains through which the line runs to the north-west of Ghooty; and, from what I know of the country, I do not think that any difficulties of an engineering character are to be apprehended, or that the cost of the line will be materially enhanced by the construction of

the reservoirs. The terms upon which the water in these reservoirs should be utilized, and the manner in which it should be appropriated, will probably form a question for decision in the Revenue Department, but it seems to me to be not unreasonable that the Railway Company should share in the profits which will certainly accrue from the execution of the proposed works, and Mr. Smart's present proposition seems to be a practicable mode of settling this. If it be acceded to, the cost of the site of each reservoir, which will of course be furnished by Government, must be considered in estimating its value; and it must be borne in mind that the duty of keeping in repair the reservoirs, and the various masonry works for regulating the discharge of water, &c., must necessarily devolve upon the Railway Company.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 22nd August 1866, No. 449.

1. On looking over the section of the North-West Line beyond Ghooty, where it traverses the cotton plains, it has occurred to me that our embankments might in several places be made to serve the double purpose of carrying the line and storing water, the want of which throughout this part of the country is, as you are aware, severely felt. If the general principle is approved of, I propose to send in a separate plan and estimate for each project, showing the comparative cost of constructing the line with and without storage, and the land likely to be inundated, which I presume will come under class C. The profit to be derived from the sale of the water would, as a matter of course, be credited to the Revenue Account of the Railway. If you approve of my suggestion, I will at once request the Chief Engineer to let me have reports on two or three sites I will point out.

2. I may mention that we have an example of this mode of construction in the embankment that carries the North-West Line over the low ground between the old Fort of Curcumbaddy and the Travellers' Bungalow. There was formerly a bund there, but it has been very much improved and strengthened by the construction of the embankment. New sluices had to be built, and the surplus water finds an exit through the 20 feet arch at the north end of the bund. We derive no revenue from this work.

From the Acting Consulting Engineer for Railways, to the Acting Agent and Manager, Madras Railway Company, dated Madras, 24th August 1866, No. 414.

I have the honor to acknowledge receipt of your letter dated the 22nd instant, No. 449, in which you propose, with the approval of Government, to send in plans and estimates for the construction of embankments at suitable sites along the North-West Line beyond Ghooty, to serve the double purpose of carrying the line and storing water, the profits accruing from the sale of the water so stored being credited to the Revenue Account of the Company. Several grave objections to the details of your proposal have presented themselves to me, and I think it very improbable that Government would accord their approval to it. Before, however, laying it before Government, I wish to draw your attention to the correspondence* noted in the margin, which refers to a proposal made in January 1856 by Mr. E. B. Thomas, the then Collector of Coimbatore, to make use of a portion of the embankments on the South-West Line for the formation of a number of small tanks in his District. You will observe that in some respects Mr. Thomas' proposal differed considerably from what has now been brought forward by you: that all the additional outlay entailed by the formation of the tanks was to be borne by the Government, and that the water stored in those tanks was to be considered the property of Government, the Railway Company having the right to use such portion of it as might be required for their own purposes. Upon these conditions the proposal was approved of both by the Company's Agent and by the then Chief Engineer; and I now beg to suggest, for your consideration, whether it would not be well to assimi-

* From Consulting Engineer to Agent, No. 732, 7th September 1861.
From Agent to Consulting Engineer, No. 335, 12th May 1862.

Proceedings of the Madras Government, Public Works Department, 9th October 1866.

late to it the details of the scheme brought forward in your letter under reply, as I am of opinion that owing to insuperable objections, the Government would withhold their approval from it.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 7th September 1866, No. 473.

1. With reference to your letter No. 414, dated the 24th ultimo, I regret that you should foresee grave objections to the adoption of my proposal to form tanks on the North-West Line. I have perused the correspondence referred to in the margin of your letter, and while all parties seem to have agreed that Mr. Thomas' suggestion was both valuable and practicable, the subject was allowed to fall to the ground with Mr. Elwin's letter of the 12th May 1862. This is very much to be regretted, and I trust that the present proposal will not be allowed to share the same fate. It does not appear that Mr. Thomas contemplated applying the water to irrigation purposes, but merely meant to store it, and he proposed to deal with a line of Railway already formed, the alterations in which would have necessitated some extra outlay. Under these circumstances the Company could not dispose of the water as I have suggested, and the only way in which they could indemnify themselves for the extra outlay was in the way proposed by Mr. Elwin.

2. I gathered from the conversation I had with you at the last Meeting of the Committee, that the difficulties you apprehended are not of an engineering character, but connected with the financial part of the question. I hope we shall find that these are not insuperable. If the Government object to our regulating the supply and levying a water rate, a very simple arrangement will be for the Revenue Officer in charge of the District to assess the value of each tank, and let the Railway Company receive that amount from Government, placing the tank under the control and authority of Government. In the case of the Curcumbaddy tank, the Ryots are enabled to regulate the supply of water to their fields without encroaching on the Railway property and quite irrespective of the Railway servants. The same arrangement might, without any difficulty, be adopted elsewhere.

No. 183. ORDER THEREON, 9th October 1866, No. 3,201.

RAILWAY, No. 16.

1. These papers have reference to a proposal made by the Acting Agent and Manager of the Madras Railway Company for the construction of the embankments on the North-West Line of Railway beyond Ghooty in such a manner as to enable them to serve the double purpose of carrying the rail and of storing water. Similar proposals appear to have been made for converting portions of the embankments of the South-West Line in the Coimbatore District into tank bunds, but they seem to have been dropped, apparently from the circumstance of the Railway having been nearly completed before they were brought forward.

2. The plan appears both practicable and beneficial, and as the terms on which it is proposed to carry it out leave the control of all the water that may be stored, and the management of its distribution, in the hands of the Government, who will make all necessary arrangements through the local Revenue Officers for disposing of it to the Ryots and for collecting a cess upon it as Railway revenue, it appears that, in principle, there is nothing to prevent the acceptance of the Railway Officers' proposals.

3. The Government will therefore be glad to receive plans of the proposed embankments showing the quantity of water to be stored by each, the extent of country to be submerged, and the probable area of culturable land suitably situated to be irrigated. With this information and the plans before them, the Government

will be able to take the question into consideration as respects each site, and will be in a position to decide definitively as to the advantages or disadvantages of the Railway Officers' proposals in each case.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

[True Copy]
Charles A. Orr Colonel R.E.
Secretary to Government

To the Consulting Engineer for Railways.
[Rec'd Sept]

Erd. S. T. Augustin.

R. 2987.

Com^d to the Bd of Rev^e for their observations after reference to the Collr

The ~~Bd~~ Bd will state whether there is the probability of obtaining a charge in the form of a royalty or a share in the profit of such undertaking for the water derived from such sources as may be [illegible]

Rev: 1866. Oct. 20th
Pro: of your Lordships
No—3728.

Proceedings of the
Madras Govt: in
the P.W. Dept.

Dated 9th Oct.
Received 23d " 1866.

No—3201.

From P.W.D. Ootacamund 16 May 66

Col. 1314—
From the Board of Rev. dy 20th
May 66 No. 366.

Passing orders on
papers relating to the pro-
posed construction of em-
bankments on the North-
West Line of Railway be-
yond Ghaoty in such a
manner as to serve the
double purpose of car-
rying the rail and of
storing water.

No 298 dy. 3d November
With said Orders

Copy sent to Govt. Ootacamund 3801 dy 9th Nov

No. 77878