M.R.O. 14-5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1826 Press ~~Mis.~~

141-142

Dated 7—8— 18 67.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
7th August 1867.

No. 141. Read the following Proceedings of the Board of Revenue :—

Submitting, for information, report on Public Works operations in South Arcot during 1866-67, drawing attention of Government to paragraph 7 of Report regarding bridge required over Malattar river, and requesting Collector to report result of communication with French Government regarding alterations to Vicravaudi anicut and channels. } (Here enter 25th July 1867, No. 4,770.)

No. 142. ORDER THEREON, 7th August 1867, No. 1,826.

Miscellaneous.

1. The explanation that may be obtained in the Department Public Works, from the Controller of Public Works Accounts, as to the discontinuance of the Progress Reports of Local Fund Works, will be communicated to the Revenue Department for consideration.

2. The Board will report to Government the result of the Collector's further communication with the French authorities relating to the Vicravaudi works.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

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

Exd. S. T. Augustin.

(2)

No. 4,770.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 25th July 1867.

Read the following letter from C. W. READE, Esq., Collector of South Arcot, to the Secretary to the Board of Revenue, dated Cuddalore, 26th June 1867, No. 162:—

1. I have the honour to report on the Public Works operations in this district, during the official year 1866-67.

2. Annexed is a comparative table showing the entire expenditure on Public Works during the two past official years:—

	Expenditure in 1865-66.	Expenditure in 1866-67.	Comparison.	
			Increase.	Decrease.
	RS.	RS.	RS.	RS.
New Works.				
Irrigation...	13,628	13,203	.....	425
Communications	11,025	13,772	2,747	.....
Buildings...	15,811	9,263	.....	6,548
Miscellaneous Public Improvements ...	.....	480	480	.....
Total	40,464	36,718	3,227	6,973
Repairs.				
Irrigation...	62,042	58,645	.....	3,397
Communications	67,652	61,439	.....	6,213
Buildings...	2,390	1,832	.....	558
Miscellaneous Public Improvements ...	188	.....	.....	188
Total	1,32,272	1,21,916	.....	10,356
Grand total	1,72,736	1,58,634	3,227	17,329
Net Decrease	.....	.....	.....	14,102

It will be observed that the expenditure on new works and repairs, exclusive of the items noted in the margin, was Rupees 1,58,634, or less by Rupees 14,102 than the outlay in the preceding year. The decrease is, as usual, notable in the item of "Irrigation," in which under new works and repairs the expenditure was less by Rupees 3,822 in the past than in the previous year. Only under New Communications and Miscellaneous Public Improvement was there any increase of expenditure, the respective amounts of such increase being Rupees 2,747 and Rupees 480.

	RS.	A.	P.
Tools and Plant... ...	497	5	11
Works by Civil Officers.	2,008	6	8

3. I proceed to notice, briefly, the most important New Works undertaken during the year.

4. NEW IRRIGATION WORKS.—Of these there were three, the first being the anicut across the Manimutta Nady, in the Cullacoorchy taluk, the construction of which I had advocated for sometime past, and which is mentioned in paragraph 3 of my report for last year. The estimate for the work (Rupees 4,000) was sanctioned in Government Order, dated 21st December 1865, No. 3,845; and in my letter on which those orders were passed, it will be seen that I anticipated an additional revenue of Rupees 700 a year from the lands irrigated by this source, and I also pointed out that besides benefiting lands in the immediate neighbourhood of the anicut, it would be the means of securing water to the fields of other and more distant villages which were waste for want of water. The channel connecting the anicut with the Cullacoorchy tank was cut in the previous official year, and the whole cost, Rupees 1,500, was borne by the ryots. The expenditure on the anicut during the year was Rupees 1,600.

5. The second work is the restoration of the Vridachellam Cusbah ruined tank, and which is nearly completed. The estimate amounts to Rupees 2,380, and during the year Rupees 2,220 have been expended. The earthwork and two sluices are finished, and the calingula is in progress.

6. The third large work was the extension of one of the calingulas of the Permal tank, the bund of which is ten miles in length. The cost of this work was Rupees 3,500.

7. New Communications.—A long gravelled embankment with three small bridges has been carried across the sandy bed of the Malattar, at the point where it crosses the Trunk Road No. 8. This work the estimate for which was sanctioned in Government Order, 20th December 1865, No. 3,819, will cost only Rupees 5,030, whereas the estimate for two bridges of 22 and 6 arches respectively, over the same river at the same point, which was sanctioned in August 1856, amounted to Rs. 42,670, and another estimate for a single bridge of 5 arches, approved of in Government Order, 6th November 1858, amounted to Rupees 16,300. All this money is now saved and these bridges are no longer required, owing mainly to the construction, in 1861, of the anicut over the Poniar, and also of a sluice at the head of the Malattar, works which have had the effect of converting the latter river into little else than an irrigating channel, and of bringing under perfect control the water which now flows through it. A bridge, estimated to cost 5,000 rupees, is all that is required to render communication between both banks of this river complete. The expenditure on the embankment in the year was Rupees 3,950.

8. Two bridges, estimated to cost Rupees 1,980 and 1,820, respectively, were commenced on the road from Cuddalore to Salem via Olundoorpet, but owing to the difficulty of getting labour during the past season neither was finished, and the actual expenditure has been only Rupees 1,130 and 850, respectively.

9. The gravelling of Trunk Road No. 9, between Papanapett and the Coleroon, has been in progress for several years on an estimate of Rupees 24,900. The expenditure during the year under notice was Rupees 9,999, and the work is still going on south of the Vellar.

10. The piers and abutments of a bridge of 30 feet span on the road between Cuddalore and Vridachellam (estimate 5,900) were built at a cost of Rupees 2,883, and a bridge of one arch of 30 feet on the same road, commenced in the previous official year, has been completed in the past, the expenditure during the year being Rupees 2,572.

11. New Buildings.—A Sub-Magistrate's Cutcherry has been built at Tittagudi, in the Vridachellam taluk, at a cost of Rupees 2,010, and the Police lines at Manjacooppam, commenced in the previous official year, have been completed, the expenditure during the past year being Rupees 1,067.

12. Additions have been made to the Government buildings, occupied by the Head Assistant Collector at Tindivanam, at a cost of Rupees 1,200, and the house now affords more accommodation, and has been made a comfortable residence.

13. A sum of Rupees 3,000 has been laid out in the preparation of materials for the improvements contemplated to the District Jail at Cuddalore, and Rupees 6,562 have been sanctioned for expenditure on the building in the present year.

14. A Sub-Magistrate's Cutcherry at Vanoor, long much wanted, has been estimated for, the amount being Rupees 1,657, of which a sum of Rupees 1,150 has been set apart from the reserve of 1864-68, to enable the building to be proceeded with at once.

15. Repairs.—The expenditure under this head amounted to Rupees 10,356: 218 tanks, 10 embankments, 40 channels, 10 anicuts, 4 calingulas, and 15 sluices have been repaired at a cost of Rupees 58,646, and 450 miles of imperial road have been kept in repair on a maintenance allowance of Rupees 61,439.

16. The alterations to the Viccravaudy anicut and channels, referred to in paragraphs 12 and 13 of my last year's report, are, I believe, nearly completed by the French Public Works Department; but I am apprehensive, from what has since transpired, that, in carrying out their own designs and projects, the interests of the English villages dependent on the branch channels have been somewhat overlooked, and, unless the shutters of the sluices built across the main channel are made higher, and other work is carried out, I am afraid the result will not be satisfactory: but I am in communication with the French Government and the Superintending Engineer on the subject, in view to have done what is wanted, and I trust that matters may yet be arranged so as to secure the full irrigation rights of the English villages, which, of course, cannot be allowed to suffer, while those of the French subjects have been so greatly benefited by our concessions, a state of things never contemplated when those concessions were made in deference to the urgent solicitations of our neighbours.

17. I beg to forward copy of a letter* from my Sub-Collector, in which he strongly advocates the construction of a bridge over the Vellar, and I quite concur with him that the bridge is much needed, and will prove a great blessing to the local trade and general public. In my letter to Government of the 19th December 1865, recorded in Government Order, 10th January 1866, No. 115, Public Works Department, I withheld my recommendation of this bridge at that time, because there were other bridges crossing the Salem road, which were more urgently called for, but these have now been, or are being, constructed, and I am, therefore, prepared to support Mr. Hathaway's proposal, and I have accordingly already applied to the Superintending Engineer to submit a revised plan and estimate for the bridge, and this Colonel Foord has promised to do.

* Dated 20th April 1867, No. 163.

18. The year under review has been one of the most disastrous, perhaps, on record in this district. The failure of the periodical rains seriously affected the cultivation of every kind of dry grain, and, as a consequence, food and fodder were very scarce and very dear, causing great distress to the people, and the destruction of cattle was great, and in some places they perished by hundreds. The timely liberality of Government in providing work for the able-bodied poor on Public Works, and by assisting local efforts for the supply of food to such as were not capable of working, very materially mitigated the severity of the distress which otherwise would have proved most calamitous in my belief.

19. In my last Report I ventured to advert to the desirability of raising funds, by public loans, for the prosecution of Public Works of Irrigation, which have for so long past been neglected, owing entirely to the general revenues not being able to bear the burden of any extensive outlay; and it is, consequently, gratifying to learn that the Secretary of State for India has signified his readiness to furnish any amount of money that may be really necessary for the immediate carrying out of approved and remunerative Irrigation works fulfilling the required conditions. The Superintending Engineer, Colonel Foord, in communication with me, will hereafter submit a list of the works contemplated for the sanction of Government.

20. The Public Works have been inspected by the several Revenue Officers of the district, and all speak favourably of their condition in their respective Divisions.

21. It is, I think, to be regretted that the system which, till recently, obtained of Range Officers submitting to the Collector Progress Reports of Imperial and Local Fund Works under execution has been discontinued, under orders, I believe, of the Controller of Public Work Accounts. In the absence of these reports the Collector is in comparative ignorance of the progress of works in his district, with the well-being of which agricultural and other works under the control of the Engineer's Department are so intimately mixed up; and it is impossible that he can interest himself in, or be *au fait*, as he should be, with all that is going on in so important a branch connected with the administration if he be not furnished with any other account than that which now finds its way to his office, and which is nothing more than a monthly Statement showing the total amount expended on Public Works in general without specifying the particular works under construction or repair, or how far each has progressed towards completion. The Board may possibly, agree with me, and, if so, I would ask their support of my request to return to the system of Progress Reports of all works undertaken in the district, a system which has, I believe, been in force from the date of the institution of the Department itself, and which is attended with very obvious advantages requiring no illustration.

22. I have only in conclusion to bear testimony to the excellency of the work performed during the year by the Public Works Department Officers in most of the ranges, and also to the fact that the utmost appears to have been made of the means available whether in executing repairs or new works. The presence in the district of the Superintending Engineer, Colonel Foord, for several consecutive months during the year, has been of much benefit to the district as regards the working of the important department immediately subject to his supervision and control.

ENCLOSURE No. 1.

From W. F. HATHAWAY, Esq., Acting Sub-Collector of South Arcot, to the Collector of South Arcot, dated Porto-Novo, Chidambaram taluk, 20th April 1867, No. 163.

1. As a supplement to my report on the state of the Public Works in this Division, No. 148 of the 5th instant, I have the honour to report specially on the proposed bridge over the Vellar, referred to in the Proceedings of Government of the 10th January 1866, Public Works Department, as it seems to me that the matter has not been viewed quite in its proper light.

2. It being clearly impossible to estimate a matter of this sort properly without thorough and reliable information, the amount of traffic has been carefully noted for six months, and I send you the results. I think you will admit that they speak for themselves.

3. This traffic which is a regular stream, varying from 200 to 1,000 carts per day, is simply the large harvest of this Chidambaram taluk pouring down to the sea, either this place or Cuddalore, and cannot in the slightest way be affected by any railway. You may be sure that the owners would not struggle against the difficulties of this long wearisome miles of bad road, with which, as it were, they are taunted, if they could avoid it; but there is no help for them, the grain is in the taluk and has to get out, and they are simply trying to struggle down to the nearest port. To a man trying to get his grain the eight miles from Chidambaram to Porto-Novo it is no consolation to be told that there is a Railway fifty miles off at Negapatam, and that fact, perfectly true though it may be, cannot concern him in any way, as the road to Negapatam is, as far as I can learn, equally heavy; so that eight miles are decidedly better than fifty, and if he did get there by any possibility, he would merely export from there; and thus the existence of the Trichinopoly railway appears to have very little real bearing on the case.

4. I quite agree with you that it is equally necessary to metal the *road* and put it into good order; but I cannot see that the one project should necessarily exclude the other.

5. It must not be supposed, however, that the road from Chidambaram to Porto-Novo is so *very* bad: on the contrary, bearing in mind the nature of the soil that it passes through, and the fact that it is a mere earthen road which has never been metalled, I consider it good. All the parts that are heavy, if put together, would only represent about 1¼ miles out of the eight, and here the loose soil on the surface is not sand, but simple dust and earth from the wearing away of the whole road by the heavy and uninterrupted traffic. In the *wet* weather, of course, it is all exceedingly soft and heavy. But the river itself is a cruel obstacle; bullocks half way up the chest in water can do very little in dragging carts across, and I see too that, notwithstanding paragraph 7 of your letter of the 9th December 1865, No. 90, the approach to the river on the south side is as bad as ever, the slope down the bank being terribly steep and precipitous. To make a proper incline for carts the bank should be cut away so as to lengthen it out some twenty or twenty-five yards.

6. If the proposed bridge be positively negatived, I do not know whether any improvement of the ford by means of something approaching to a raised stone causeway, similar for instance to what is so successfully made use of across the river at Madura and other places, would be feasible.

7. Might I suggest the propriety at the present season, when reports are being sent on the Public Works in the district, of taking the opportunity to bring the matter to the notice of Government in the way that you may consider best, to prevent it being again passed over, as it is a matter vitally concerning a tract of land that forms a large proportion of the whole district.

Statement showing the average amount of traffic across at Malattar.

	Months of	Weekly amount according to the actual number that passed in the first week of the: People.	Cattle.	Carts.	Horses.	Sheep.	Proximate number of costs in each month.
From North to South.	April...	8,520	3,180	538	31	...	
	May	8,936	817	4,422	20	...	
	June	8,859	5,555	1,740	199	...	April... ... 5,004
	July	19,478	4,123	1,003	256	3,233	May*... ... 35,161
	August	7,774	3,721	670	592	1,234	June 13,824
	September	7,970	3,310	729	9	...	
From South to North.	April	9,255	3,610	630	59	...	July 9,150
	May	9,381	1,558	3,782	18	...	August.. ... 5,510
	June	8,030	5,551	1,486	270	...	September ... 5,622
	July	20,583	5,433	1,132	225	3,977	
	August	6,695	3,927	616	655	1,188	
	September	7,916	4,069	583	11	...	

* The great increase in this month is owing, to a great extent, to a festival in a village in the Sheally taluk of Tanjore in this month.

SOUTH ARCOT,
20th April 1867.

(Signed) W. F. HATHAWAY,
Acting Sub-Collector.

(True Copy.)

(Signed) C. W. READE,
Collector.

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1. Submitted for the information of Government.

2. The Board beg to draw the attention of Government to the latter part of paragraph 7, proceeding the bridge required over the Malattar river.

3. The Collector should report the result of his communication with the French authorities referred to in paragraph 16.

4. The Board entirely concur with Mr. Reade in regretting the discontinuance of the Progress Reports of Imperial and Local Funds works under execution to the Collector, and they request the attention of Government to his remarks in paragraph 21 on that subject.

5. Progress Reports for Local Funds works are specially prescribed in the rules passed by Government, and the Board do not understand on what authority the Controller has set them aside.

(True Copies and Extract.)

H. Conneell
Acting Secretary.

To the Secretary to Government, Department of Public Works.
,, the Secretary to Government, Revenue Department.
Copy to the Collector of South Arcot.

Exd. J. Wright.

Rev. 1867. Department.
Pro of Govt for Augt
No. 2045

PROCEEDINGS OF THE BOARD OF REVENUE,

From Board
D/12 September/67 Ch. 2446.

Dated 25th July 1867.

Dept 31 Dec
Rd. 1st Augt.

From Rd 20 December 1867
No 96 of 1868 No. 4,770.
From Board. 28 Sept/68 A 361

Submitting for information, report on Public Works operations in South Arcot during 1866-67, drawing attention of Government to Para 7 of report regarding bridge required over Malattar river, and requesting Collector to report result of communication with French Government regarding alterations to Viceravaudy Anicut and channels.

No 1826-7 Augt

No 141-142

Dr. 1826.