

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

No. 16. Read the following Proceedings of the Court of Wards, dated 18th March 1871, No. 1,194:—

Read the following letter from the Collector of Salem, to the Acting Secretary to the Board of Revenue, dated Tripatoor, 23rd February 1871, No. 575.

I HAVE the honour to reply to the Board's Proceedings (Court of Wards) of the 2nd instant, No. 518.

2. Of the eight estates named in the margin of paragraph 2 of the Board's Proceedings, only two, viz., Minnampalli and Yelagiri, belong to single proprietors, and in the last two (Pottanam and Pavethrum) all the proprietors are minors. In all the remaining cases, the property is held jointly by minors and by persons of age.

3. The Board do not wish for any report on the Pottanam and Pavethrum minors, the eldest of whom will be of age at the end of the current Fasli. With regard to Minnampalli and Yelagiri, the Board have been informed that Yelagiri is well managed by the guardian, and from paragraph 10 of Mr. Pochir's last report, it will be seen that the affairs of the Minnampalli estate were improving. Before recommending this or any other estate being taken under the management of the Court of Wards, I wish to satisfy myself as to the manner in which the affairs of the several estates have been managed, especially after a personal warning has been received from the Civil Judge, and shall, therefore, defer reporting fully upon each estate till the end of the Fasli.

4. During the tour I am now making through the district, I shall have an opportunity of seeing every minor, and ascertaining his educational attainments and progress.

5. With regard to paragraph 3 of the Board's Proceedings, I beg to refer you to paragraph 6 of my letter, No. 270, of the 9th December last, in which the cause for the non-submission of a further report on the Minnampalli estate was given.

SUBMITTED to Government, with reference to their Order, No. 119, of the 18th January 1871.

2. As the Collector is now engaged in making a personal investigation into the affairs of all the estates, the Board would prefer to await the result of his inquiries before making any recommendation as to their management.

No. 17. ORDER THEREON, 1st April 1871, No. 612.

Miscellaneous.

ORDERED to be recorded.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Court of Wards.

Exd. F. R. Bantleman.

Recd- 1871. Feb 16
**Court of Wards,
MADRAS. No. 1010.**

PROCEEDINGS, 18TH MARCH 1871, No. 1,194.

Desp. 28 March 1871
Encl.

Received 29/3

MARCH.
No. 1,194.

Estates in Salem District.—Letter from Collector, proposing to defer reporting on question of placing certain, under charges of Court of Wards, till he has personally investigated affairs of those estates, submitted to Government.

No. 612
Received 1st April 1871

14th Feb. 1871. Received by the Collector.

40 1st April 1871. No. 1010.

No. 11-117

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

No. 16. Read the following Proceedings of the Court of Wards, dated 18th March 1871, No. 1,194:—

Read the following letter from the Collector of Salem, to the Acting Secretary to the Board of Revenue, dated Tripatoor, 23rd February 1871, No. 575.

I HAVE the honour to reply to the Board's Proceedings (Court of Wards) of the 2nd instant, No. 518.

2. Of the eight estates named in the margin of paragraph 2 of the Board's Proceedings, only two, viz., Minnampalli and Yelagiri, belong to single proprietors, and in the last two (Pottanam and Pavethrum) all the proprietors are minors. In all the remaining cases, the property is held jointly by minors and by persons of age.

3. The Board do not wish for any report on the Pottanam and Pavethrum minors, the eldest of whom will be of age at the end of the current Fasli. With regard to Minnampalli and Yelagiri, the Board have been informed that Yelagiri is well managed by the guardian, and from paragraph 10 of Mr. Pochi's last report, it will be seen that the affairs of the Minnampalli estate were improving. Before recommending this or any other estate being taken under the management of the Court of Wards, I wish to satisfy myself as to the manner in which the affairs of the several estates have been managed, especially after a personal warning that I received from the Civil Judge, and shall, therefore, defer reporting fully upon each estate till the end of the Fasli.

4. During the tour I am now making through the district, I shall have an opportunity of seeing every minor, and ascertaining his educational attainments and progress.

5. With regard to paragraph 3 of the Board's Proceedings, I beg to refer you to paragraph 6 of my letter, No. 270, of the 9th December last, in which the cause for the non-submission of a further report on the Minnampalli estate was given.

SUBMITTED to Government, with reference to their Order, No. 119, of the 18th January 1871.

2. As the Collector is now engaged in making a personal investigation into the affairs of all the estates, the Board would prefer to await the result of his inquiries before making any recommendation as to their management.

No. 17. ORDER THEREON, 1st April 1871, No. 612.

Miscellaneous.

ORDERED to be recorded.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Court of Wards.

Exd. F. R. Bantleman.

Revenue Department
No. 610
②

Proceedings of the Madras Government
Under date the 1st March 1871

Read the following
Proceedings of the Board of Revenue

Requesting Govt. to
allow Aska Sugar Factory
Janjam DC to continue to
supply itself with fire wood
from certain jungles on present
terms.

H. E. 3 February 1871 No. 505

Submitting for orders
report of Colbr of North Arcot
Subject of Signorage on
firewood obtained from Govt. jungles
for Sugar boiling

H. E. 3 March 1871 No. 942

I think this is wrong
in principle. We
may reasonably encourage
a valuable branch of
industry at the district.
but we can hardly be ex-
pected to do so in barba-
rity. The reason here is
that there is no object in

On further consideration
of the arguments advanced
by the Board against increasing
the rate of signorage on
firewood at present paid
by the proprietors of the
Aska Sugar Factory, the
Govt.

1. The Govt. resolve to accede to this recommendation and to allow the existing rate to stand.

~~but would limit it within the limits of the existing rate. The Govt. resolve to accede to this recommendation and to allow the existing rate to stand. The Govt. resolve to accede to this recommendation and to allow the existing rate to stand.~~

2. The main arguments upon which the action of Govt. is based in the above case viz, the absence of any demand for fuel for Railways in the neighbourhood, the expediency of clearing the jungle in the localities concerned, and the policy of providing occupation for the Hill tribes do not apply to the case of the Sugar Factories.

in a letter to the Govt. in the locality for the delivery of the material. The Govt. resolve to accede to this recommendation and to allow the existing rate to stand. The Govt. resolve to accede to this recommendation and to allow the existing rate to stand.

Sd/-
The Secretary to the Govt.
B.A.

factories in the district of North Arcot, and before authorizing an exceptional rate of Seignorage in the latter case, the Govt. resolve to call upon the Conservator of Forests for an expression of his opinion on the subject. 3. Referring to para 3 of the Board's Proceedings dated 3 March 1871 the Govt. observe that the orders increasing the rate of Seignorage on fuel not for sale, do not at all limit the privileges of Ryots for obtaining free supplies of fuel for use from unreserved jungles, and these privileges have been expressly declared applicable to the manufacture by Ryots of the

the produce of their own
lands.

H. The government trust
to receive the Board's report
on the general subject
of Seigniorage on fuel at
an early date.

✓ B

14 To the Board of Revenue
15 To the Board of Revenue

✓ B

*Aska Sugar
Factory & Co.
itself as heretofore
with forward*

Disputed

Cave

Common

*To be used for general
sale in the parts
of the country*

11-13

22/2/1871

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

No. 12. Proceedings of the Board of Revenue, dated 3rd March 1871, No. 942.
Read the following letter from the Acting Collector of North Arcot, to the Acting
Secretary to the Board of Revenue, dated Chittoor, 30th January 1871,
No. 62.

I HAVE the honour, with reference to paragraph 2 of the Board's Proceedings, dated 9th September 1870, No. 5,662, to draw the attention of the Board to Mr. Robinson's letter, No. 93, dated 15th March 1870, wherein he fully reports on the advisability of charging a seigniorage of Annas 8 a bandy-load on wood from Government jungles in this district required for sugar-boiling. In that letter Mr. Robinson fully sets forth his arguments in favour of the reduced charge, and I have only to add that the sugar manufacture in this district is almost entirely confined to the taluqs of Chittoor, Chendragherry, Palmanair, and Gudiattum. The first three of these taluqs are very dry, and many ryots are dependant on the sugar manufacture for their maintenance; it would, therefore, be felt, as a great hardship, if the full rate of seigniorage now proposed were charged.

SUBMITTED for the orders of Government, with reference to Government Order, dated 13th August 1870, No. 1,252.

2. The Board have nothing to add to what they have already said on this subject.
3. In their Order of the 6th January 1871, No. 27, Government remarked that it is "desirable, by all means, to encourage such small industries as the manufacture of indigo and sugar by the growers."

No. 13. ORDER THEREON, 1st April 1871, No. 610.

Forests, No. 1.

ON further consideration of the arguments advanced by the Board against increasing the rate of seigniorage on firewood at present paid by the proprietors of the Aska Sugar Factory, the Government resolve to accede to the Board's recommendation, and to allow the existing rate to stand, but the local limit within which this concession will apply should be defined by the Collector and sanctioned by the Board, and the favourable rate will apply to all purchasers alike, and not exclusively to the Aska Proprietors.

2. The main arguments upon which the action of Government is based in the above concession—namely, the absence of any demand for fuel for railways in the neighbourhood, the expediency of clearing the jungle in the localities concerned, and the policy of providing occupation for the hill-tribes—do not apply to the case of the Sugar factories in the district of North Arcot; and before authorizing an exceptional rate of seigniorage in the latter case, the Government resolve to call upon the Conservator of Forests for an expression of his opinion on the subject.

3. Referring to paragraph 3 of the Board's Proceedings, dated 3rd March 1871, the Government observe that the orders, increasing the rate of seigniorage on fuel cut for sale, do not at all limit the privileges of ryots for obtaining free

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

supplies of fuel for use from unreserved jungles; and these privileges have been expressly declared applicable to the manufacture by ryots of the produce of their own lands.

4. The Government trust to receive the Board's report on the general subject of seigniorage on fuel at an early date.

(True Extract.)

Secretary to Government.

To the Board of Revenue.
.. the Conservator of Forests.

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

Read the following papers:—

No. 11. Proceedings of the Board of Revenue, dated 2nd February 1871, No. 505.

Read the following letter from the Acting Collector of Ganjam, to the Acting Secretary to the Board of Revenue, dated Chetterpore, 7th December 1870, No. 1,572.

WITH reference to the Board's Proceedings, dated the 9th September last, No. 5,662, I have the honour to state that the reasons, adduced in my letter of the 21st idem, No. 1,276, in regard to the inapplicability to this district of the increased rate of seigniorage, recommended by the Conservator of Forests for unreserved jungle-timber, are equally applicable to the increased rates of seigniorage on firewood, sanctioned in the Government Order, dated the 19th July 1869, No. 2,093, communicated with the Board's Proceedings of the 26th October of the same year, No. 2,093; a copy of the Aska Factory Manager's letter, dated the 5th instant, expressing his views on the subject, is herewith submitted. This district has undoubtedly greatly benefited since the establishment of the factory at Aska from the impulse given to the cane cultivation; the rates that Government would impose will, if they do not actually put a stop to an already, as pointed out by Mr. Minchin, in a depressed condition, considerable extent the prosperity of the Government ryots, and I would earnestly press on the consideration of the Government, whether the peculiar conditions of trade do not for the present at least merit a relaxation of a measure which is likely to enhance the difficulties with which it is now struggling.

ENCLOSURE No. 1.

From F. J. V. MINCHIN, Esq., Manager of the Aska Sugar Works and Abkarry Renter, to the Acting Collector of Ganjam, dated Aska, 5th December 1870.

ABSENCE from Aska has compelled me to defer acknowledging your letter, No. 1,370, dated 18th October, enclosing the Board's Proceedings of the 9th September, No. 5,662, relative to the Order of Government, dated 13th August last, No. 1,252, declining to accede to the recommendation of the Board, that these works should be exempted from the heavy, and in our case ruinous, seigniorage of 1 Rupee per 1,000 lbs. of wood-fuel.

2. I have already, in my letter to you of 24th February last, pointed out the difficulties under which we labour in procuring our fuel; we are compelled, moreover, to incur the great risk of making advances of money to these hill-men to induce them to cut wood at all, many abscond and not a few die without giving us sufficient fuel to cover even the cost of the licenses we have taken out for them.

3. The depressed state of the sugar-market has already rendered the manufacture of sugar precarious enough, but if to the risks and losses pointed out, a seigniorage which doubles the cost of the fuel is to be imposed, an industry will be crushed which, since its establishment, has, at a moderate computation, enriched this district by upwards of a million sterling.

4. The sources of our fuel-supply are too remote to interfere, probably at any time, with the requirements for railways, and as I have contracts with Government which were made on the supposed continuance of the existing system of seigniorage, I venture to hope Government will consider it no undue concession, under all the circumstances, to allow the continuance of that system in the Ganjam District.

5. I return the Board's Proceedings as desired.

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

SUBMITTED to Government, with reference to Government Order, 13th August 1870, No. 1,252.

2. The Government have expressed their inability to exempt the Aska Sugar Factory specially from paying the usual rate of seigniorage for firewood, but are apparently ready to consider proposals for such an exemption, if based on the circumstances of the locality from which the firewood is drawn.

3. The firewood used at the Aska Factory is obtained from the jungles at the foot of the hills. It is most desirable to keep down these jungles, and the clearance gives employment to many wood-cutters who would otherwise be destitute of the means of subsistence, but who have been attracted to the spot by the factory which distributes among them some Rs. 25,000 a-year. There is no sufficient reason for protecting or reserving the jungles, for there is no line of railway in the neighbourhood either existing or prospected, and there is no demand, except that of the factory to be supplied. Moreover, no future failure in the supply of fuel can be apprehended. If the ordinary rate of seigniorage is imposed, the expenses of the factory will be increased by at least £1,550, and as it is now struggling for existence, this might, and probably would, compel a stoppage of works which are of great importance to the district and its people. The annual proceeds are a matter of very great importance to Government, and the Board have no fear that mere financial considerations would induce them to adopt a policy which might extinguish the revenue for ever, though it would increase it for a very limited period. The objection to the present mode of levying seigniorage, namely, that it is exceptional, is met by the observation that the existence of such factories in India is as exceptional as it is desirable, and Government have recognized this in their dealings with the Porto Novo Iron Works. In their Order of the 13th August 1870, No. 1,252, the Government speak of the exceptional system as having been authorized by the Board without the sanction of Government, but it must be remembered that it was by an order of the Board that the general system of charging fees on stated quantities of wood was initiated, and their impression that they were not going out of their province in recognizing the peculiar status of the Aska Factory and the nature of the jungles from which its fuel is obtained was, to say the least of it, not unreasonable. But however that may be, it seems to the Board most undesirable now to make a sudden and material change in the conditions on which the factory is working, and raise the annual charge paid by it to the State from £50 to £2,240.

4. The Board earnestly recommend Government to allow the Aska Factory to continue to supply itself with fuel on the present terms.

5. It is obvious that the same arrangement would not be applicable to other consumers in the same part of the district, or elsewhere, and the question of the rates of seigniorage to be fixed for Ganjam will be discussed when the general subject as affecting the whole Presidency which is now before the Board, is disposed of. A letter from the Conservator has been received in which he recommends that firewood cut within twenty miles of a railway should be liable to a seigniorage of one Rupee per 1,000 lbs., and firewood cut elsewhere to a seigniorage of eight Annas on the same quantity, but that does not affect the peculiar case of the jungles which supply the Aska Factory.

*Proceedings of the Madras Government, Revenue Department,
24th March 1871.*

No. 391. Read the following Proceedings of the Board of Revenue, dated 11th March 1871, No. 1,074:—

Read the following letter from the Collector of Malabar, to the Acting Secretary to the Board of Revenue, dated Calicut, 1st February 1871, No. 21.

I HAVE the honour to submit, for sanction of Government, plans* and estimate, amounting to Rs. 7,800, for constructing a road from Kuttipuram railway station to Edapal, together with extract from a letter† from the Deputy-Collector, Southern Division, in which the necessity of the work is fully explained.

* 2 Plans of culverts.
4 Sheets of Surveys.

† Dated 4th July 1870, No. 98.

2. Rs. 1,500 have been provided for this work in the Local Fund Budget for the official year 1871-72.

3. The work will be carried out by the Public Works Department.

ENCLOSURE No. 1.

Extract from a letter from the Acting Deputy-Collector, Southern Division, dated 4th July 1870, No. 98.

I.—Kuttipuram Road.

It appears to be very needful for

the business of the district is carried on there, and is in a promising position. It is situated at the 48th mile of the Trunk Road No. 5, and being a central and conspicuous part of the Taluk, great number of people from the interior resort to it for buying and selling articles. The number of people daily assembled there, exceeds that in Ponany Town. The only existing cart-road communicating with it is the above Trunk Road which runs through the middle of the bazaar. The relationship of the railway to this place stands at present to a very disadvantageous position. Pattambi is the only station connected with this, but situated at a distance of nearly 13 miles, whilst the distance from it to Kuttipuram railway station is only 4½ miles. If a cart-road is opened from Edapal to the latter, various kinds of commodities from different parts of the country as well as from foreign districts, can be conveyed thither through the railway, and communication being facilitated, people of various countries will take advantage of its favourable position. It will be a great opening to the rural parts of the country where crimes of heinous and cruel nature are often perpetrated. The vicinity of the place is an open and extensive high land, admitting pure air, and is generally healthy. For want of a road, the place is shut in as it were, and much advantage is thereby lost. By the proposed cut, the town of Ponany, which is a sea-port, will also be improved to greater importance than at present, as merchants can get things from eastern districts and cart them down direct to Ponany from Kuttipuram through Edapal, the distance being only some 11 miles. The present railway connections with Ponany are the stations of Pattambi and Tirur, a distance of 19 and 10 miles respectively.

7. On the other hand, the railway station at Kuttipuram is in a very insignificant position at present, owing to the want of traffic in that direction, but if the above road be opened, it will turn out to be an important one, and good prospect can be expected by the Railway Company, as the trade in that direction will be much increased.

8. A cart-road can be started without much expense and inconvenience. The trace can be made almost through the upland which is of but little value, with the exception of a few acres of nunjah lands. It requires only a few bridges and tunnels. At a rough calculation, I think an

**Proceedings of the Madras Government, Revenue Department,
24th March 1871.**

excellent cart-road can be made with a cost of between 3 or 4,000 Rs., and considering the advantages derivable by the road, I venture to think that that cost is but comparatively small.

9. There is a river to be crossed on the proposed line at a distance of 1½ miles from the Kuttipuram railway station. This is fordable during the dry season, and during the monsoon, Jangadan will have to be employed. There is a ferry already in existence, but very insignificant. If the proposed cart-road is opened, it will turn out important, and a much higher sum can be anticipated on it.

Thus it will be seen that the opening of the road has several advantages to recommend it.

ENCLOSURE No. 2.—Estimate.

ENCLOSURES Nos. 3 and 4.—Plans of culverts..

ENCLOSURES Nos. 5 to 8.—Sheets of Surveys.

The estimate, amounting to Rs. 7,800, for constructing a road from the Kuttipuram railway station to Edapál (length 5 miles 1 furlong and 40 yards) is submitted for the sanction of Government.

2. The work appears as Item No. 166 in the Road Fund Budget of 1871-72, at of Rs. 1,500.

The estimate is made up of the following items:—

1. Turfing	...	...
2. Turfing	...	...
3. Gravelling	...	...
4. Tunnels	...	4,610
5. Compensation for land	...	403
6. Sundries.	...	258

Total... 7,800

4. The road in question appears to be very necessary for the development of trade and for facilitating communication, as is explained by the Deputy-Collector, Southern Division.

No. 392.

ORDER THEREON, 24th March 1871, No. 547.

Local Funds, No. 10.
Civil Works.

The work is approved and sanctioned.

(True Extract.)

(Signed)

W. HUFFLESTON,

Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.
,, the Accountant-General.

Exd. F. R. Bantleman.

No. 1,074.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 11th March 1871.

Read the following letter from A. MACGREGOR, Esq., Collector of Malabar, to the Acting Secretary to the Board of Revenue, dated Calicut, 1st February 1871, No. 21:—

I HAVE the honour to submit, for sanction of Government, plans* and estimate, amounting to Rupees 7,800, for constructing a road from Kuttipuram Railway Station to Edapál, together with extract from a letter† from the Deputy-Collector, Southern Division, in which the necessity of the work is fully explained.

* 2 Plans of Culverts.

4 Sheets of Surveys.

† Dated 4th July 1870, No. 99.

2. Rupees 1,500 have been provided for this work in the Local Fund Budget for the official year 1871-72.

3. The work will be carried out by the Public Works Department.

ENCLOSURE No. 1.

Extract from a letter from the Acting Deputy-Collector, Southern Division, dated 4th July 1870, No. 98.

I.—Kuttipuram Road.

6. A cart road from Kuttipuram Railway Station to Edapál appears to be very needful for the development of trade and the facility of communications.

Edapál is a petty town, but various kinds of trade are carried on there; and is in a central position at the 48th mile of the Trunk Road No 5, and being a central and from the interior resort to it

the above trunk road which is the only station connected with this, but present to a very disadvantageous position. Pattambi is the only station connected with this, but situated at a distance of nearly 13 miles, whilst the distance from it to Kuttipuram Railway Station is only 4½ miles. If a cart road is opened from Edapál to the latter, various kinds of commodities from different parts of the country as well as from foreign districts, can be conveyed thither through the Railway, and communication being facilitated, people of various countries will take advantage of its favourable position. It will be a great opening to the rural parts of the country where crimes of heinous and cruel nature are often perpetrated. The vicinity of the place is an open and extensive high land, admitting pure air, and is generally healthy. For want of a road, the place is shut in as it were, and much advantage is thereby lost. By the proposed cut, the town of Ponany which is a sea port, will also be improved to greater importance than at present, as merchants can get things from eastern districts and cart them down direct to Ponany from Kuttipuram station through Edapál, the distance being only some 11 miles. The present Railway connection with Ponany are the stations of Pattambi and Tirur, a distance of 19 and 10 miles respectively.

7. On the other hand the Railway Station at Kuttipuram is in a very insignificant position at present, owing to the want of traffic in that direction, but if the above road be opened, it will turn out to be an important one, and good prospect can be expected by the Railway Company, as the trade in that direction will be much increased.

8. A cart road can be started without much expense and inconvenience. The trace can be made almost through the uplands which is of but little value, with the exception of a few acres of Nunjah lands. It requires only a few bridges and tunnels. At a rough calculation, I think an excellent cart road can be made with a cost of between 3 or 4,000 Rupees, and considering the advantages derivable by the road, I venture to think that that cost is but comparatively small.

9. There is a river to be crossed on the proposed line, at a distance of 1½ mile from the Kuttipuram Railway Station. This is fordable during the dry season, and during the monsoon, Jangadan will have to be employed. There is a ferry already in existence, but very insignificant.

If the proposed cart road is opened, it will turn out important, and a much higher sum can be anticipated on it.

Thus it will be seen that the opening of the road has several advantages to recommend it.

(True Extract.)

(Signed) A. MACGREGOR,
Collector.

ENCLOSURE No. 2.—Estimate.

ENCLOSURES Nos. 3 and 4.—Plans of Culverts.

ENCLOSURES Nos. 5 to 8.—Sheets of Surveys.

The estimate amounting to Rupees 7,800, for constructing a road from the Kuttipuram Railway Station to Edapál (length 5 miles, 1 furlong and 40 yards) is submitted for the sanction of Government.

2. The work appears as item No. 166 in the Road Fund Budget of 1871-72 with an allotment of Rupees 1,500.

3. The estimate is made up of the following items:—

	RS.
1. Earth-work	2,021
2. Turfing.....	97
3. Gravelling ..	411
4. Tunnels	4 610
5. Compensation ..	
6. Sundries	

Total... 7,800

4. The road in question appears to be very necessary for the development of trade and for facilitating communication, as is explained by the Deputy-Collector, Southern Division.

(True Copies and Extract.)

J. Gole
Acting Secretary.

To the Secretary to Government, Revenue Department,

with seven enclosures.

Copy to the Collector of Malabar.

.. to the Acting Superintending Engineer, 7th Division..

.. Controller of Public Works Accounts.

Exd. G. A. Thurton.

Road from Kuttipuram Railway Station
to Edapál in Malabar District.—Estimate, amounting to Rupees 7,800, for construction of, submitted for sanction of Government. No. 547.

MARCH.
No. 1,074.

PROCEEDINGS, 11TH MARCH 1871, No. 1,074.

MADRAS. 11th March 1871.

Board of Revenue

Rev. 1871. 10th March

*Proceedings of the Madras Government, Revenue Department,
1st April 1871.*

No. 18. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Issuing instruction } the preservation of canal } (Here enter 20th March 1871, No. 823.)
banks from damage

No. 19. ORDER THEREON, 1st April 1871, No. 613.

Irrigation, No. 1.

COMMUNICATED to Collector of the
Godavery District, who will notify to
the heads of villages in the delta that it
is the duty of all village officers to protect Government property to the best of
their ability, to give the earliest intimation of any injury to them, and to do all in
their power to discover the perpetrators, and that proved neglect of this duty will
be very seriously noticed.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Department Public Works.
,, the Board of Revenue.
,, the Collector of the Godavery District.

Exd. F. R. Bantleman.

To

REVENUE.

THE BOARD OF REVENUE,

Secy, Secy, &c.

Dated April 1st.
Recd.

G. O., 1st April 1871, No. 610.

APRIL
Nos. 11-13.

*Fuel cut for Sugar Factories.—Proceed-
ings Board of Revenue on the rate of seigniorage
to be paid by the Factories in Ganjam and North
Arcot, with orders thereon.*

27/3/81

21/6/12

22/11/54-8/1871

Dist. of 1871 30/1/1871

21

2,
2,
1

J. Traut. Esq.
Collector

Major J. St. Leger M.D.
Adj. Supr. Engineer 1st Regt.

Dr.

In reply to your letter of the
19th ultimo No 3207, I have the honor to
inform you, that unless the fact of the
breaches stated to have been cut by
Ryots, is fully proved, I am unable
to collect from them the cost of closing
them as you desire.

(C) Home Hgn Hgn.

Ms. L. Grace
Collection

True Copy

Wirtschin Major V. A.

Ag. Supp Engineer 1st D.

Chief Engineer's Office
Hassimbury 5
19th January 1871

Thru.

J. C. Varnum Esq.
Atty. General C. D.

20

The Executive Engineer
in Charge Ho 1 or E D Range

Ch.

Opdavery Dick.

With reference to the Superintending Engineer's Memo No 3476 of the 16th Instant I have the honor to inform you, that although I have no doubt the breaches in question were made by the ryots, to drain the flood water from their lands, still I am unable to Offer any positive proof that they really were.

Have you you

Prof J. C. Carmine
Asst Engineer

True Copy

12 of L.O. Wasted

Esse. Eugenein Godavery Dist.

/ True Copy /

Wm. T. Wheeler Major W. R.

Ag. Supg. Engineer 1st 1942

87-822/71

16502

Causa & Decisio huiusmodi
Ex Regijis Officiis

27th January 1871

From.

The Officer in charge.

Dist or Eastern Delta Range.

20.

Godsmy District

The Superintending Engineer

1st Division.

Ch.

Drosera lucorum

In reply to your Memoir No 3592
dated 24th Instant I have the honor
to annex a Memo of the Cost of filling
breaches in the upper part of the Canga
Canal as requested.

Change from Jan.

Wm. L. O. Haslet Capt. Mo.

For Eugene's Goddard's Book
Free Copy

Mr. T. T. Schenck Major N. B.

49 Supr Engineer 1st. Div.

Memo

98

Stop filling Breach at the Palurak Sluice near Seela Village.	15	3	5
" Bunding Moorhannilly drainage Channel & for closing breach in the North bank made by Seela Village.	10	2	9
" Filling breach near the Palurak Sluice thro which water flows into Aravattim Village.	6	3	4
" Strengthening banks at Calais and Nigloor Village limits.	22	6	
" Throwing Earth over the Sluice in the above Village limits.	5	10	
" Protecting the wing Dalls of the Calais Aqueduct from the current by driving posts &c.	2	8	
" Filling breach in Chalapak Irrigation Channel.	11	11	6
— Do — Kungasoo — — — — —	9	14	7
	83	11	7

/s/ J. O. Wasted Capt R.R.
 (see Enquiry regarding ditto)
 (true copy)

Major R.R.

By Supy Puzumalau

No. 3476

MEMORANDUM.

Encls.

On forwarding herewith Copy of a letter from the Collector of Godavery on the subject of breaches in the Upper part of the Coringa Canal which was reported by Mr. Laminie Assistant Engineer as having been cut by ryots, the undersigned has the honor to request Mr. Laminie will be good enough to report if he has any proof for the statements made by him.

Maj. J. H. Fischer Major P.R.
By Supg Engineer 1st Dec

True Copy

W. T. Fischer Major P.R.
By Supg Engineer 1st Dec

No. 3592

MEMORANDUM.

Encl.

With reference to Mr. Assistant Engineer
Carmine's letter, which formed an
enclosure to the docket No. 490 dated 21st
Instant of the Executive Engineer in charge
Mr. Ranaj Godavery, the undersigned has
the honor to request Captain Wasted
will be good enough to ascertain the
cost, in each case, of filling up the
breaches in the upper part of the Coringa
Canal, which Mr. Carmine does
not doubt having been made by the
ryots.

Maj J. F. Fischer Major M.C.
Ag. Supg. Engineer 1st Div.

True Copy

W. T. Fischer Major M.C.

Ag. Supg. Engineer 1st Div.

90571

MS 82271

Enclosure in a
letter to 3067
about the ~~land~~
from the ~~high~~ ^{high} ~~land~~
18 ~~land~~ ^{land} ~~land~~
the ~~land~~ ^{land} ~~land~~
see 5-2-82

MS 8271