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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

7th June 1877, No. 64 I.

Irrigation.

Read the following papers :—

No. 21. Endorsement of the Chief Engineer for Irrigation, dated Fort St. George, 23rd February 1877, No. 125 W.

From J. H. LATHAM, Esq., Chief Engineer and Manager of the Madras Irrigation and Canal Company, to the Chief Engineer for Irrigation, dated Cuddapah, 8th December 1876, No. 125.

I HAVE the honor to ask you to bring to the notice of the Madras Government two points deserving grave consideration in reference to the opening of navigation in time for the scarcity of next year, of which the Astronomer warns the Government there are indubitably warnings sufficient to call for precaution.

2. The canal will, I fear, have to be closed on the 31st December, on account of the shortness of water on the Kistna anicut. Next half year will therefore be exceptionally favorable for getting in all the foundations of the waste works at locks, the quay walls at the terminal and other goods stations, and all work which lies below ordinary water-level; and the work put in will be the stronger, owing to freedom from percolation of water and the imperfection of being carried out under Native Overseers. All the necessary foundations could be got in next working season between January and July.

3. And there can be no better relief work. It requires not a penny to be spent in material; all goes in wages, and will be spent in food. That may be considered certain; so that the sum spent will be saved from relief, except in the case of the moneyed contractor on each work on which the contractor is not a head workman. For masonry works the contractor is generally the head of a Mahomedan family, and all pay is divided ratably amongst all, as all work. I could not undertake low priced work, such as at ordinary rates would not this year support the workmen, but I feel sure that masonry and its accessory work can be done at ordinary rates (or nearly so), such being sufficient to support workmen, and better than those obtainable at relief works. The Mahomedans would consider it a great boon to be saved from the indignity of attending ordinary relief works, which they feel more than even Brahmans.

4. Relief work is urgently needed at Cuddapah by the Collector, especially some within easy reach. The time of the parties which (from feebleness, &c.,) require work pretty close to the town is now pretty nearly wasted. I beg to urge the construction of the earth work and masonry of the branch line to the canal terminus (of which you have plans and sections). It is an easy simple work which must be made some time or other, and the best mode would be for Government to make it from relief funds. Afterwards the Madras Railway (or Canal Company) when provided with funds for completing the branch would repay the full value of the work done.

No. 21-A. From the same Officer, dated Kurnool, 12th February 1877, No. 20.

I HAVE the honor to enclose an extract from a letter* just received from the Secretary of the Company, referring to
* No. 4 of 19th January 1877. G.O. No. 3,315 of 3th December 1876.

"Looking to the really paramount importance that navigation should be commenced at the earliest possible moment, and the great delay that will arise should a scrutiny be had, it will be preferable that the plan proposed by the Government should be accepted. * * * * * The Board hope that by this time you have been enabled to commence the necessary measures for establishing navigation, if not you will be good enough to address an urgent appeal to Government to hasten their decision."

I trust that Government will now see no difficulty in placing at my disposal the amount of the enclosed bill drawn up in accordance with the wishes of Government expressed in the above G.O. and in G.O. No. 2,909 of 30th October 1876, and that Government will sanction the expenditure of Rupees 8,28,500 for carrying out a regular navigation as described in my letter printed with G.O. No. 1,320 of 5th May 1875,—a measure necessary, in my opinion, to ensure the revenue of the canal sufficing for its maintenance, and sufficient practically to give such assurance.

MADRAS IRRIGATION AND CANAL COMPANY.

Memorandum of Cost of Surveys, &c.

	Survey.			Construction.			Total.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Pennair Division	1,05,830	13	0	...	...	...	1,05,830	13	0
Chithrawathy	1,732	0	2	...	...	...	1,732	0	2
Gundacotta Tank	22,176	10	8	...	...	...	22,176	10	8
Bellary	3,17,917	4	1	...	...	...	3,17,917	4	1
Reservoir Survey	8,679	6	7	...	...	...	8,679	6	7
Imkavally do.	6,664	0	0	...	...	...	6,664	0	0
Huggery do.	2,298	0	8	...	...	...	2,298	0	8
Nellore do.	1,57,884	5	2	...	...	...	1,57,884	5	2
Somnathwaram	14,157	6	0	62,150	11	11	82,309	1	11
Mindry Division	22,923	6	0	1,10,546	2	0	1,33,469	8	0
	6,60,263	3	4	1,78,496	13	11	8,38,760	1	3

Kurnool,
12th February 1877.

(Signed) J. H. LATHAM,
Chief Engineer and Manager.

Submitted for the consideration of Government.

In letter No. 2,658, 3rd October 1876, the question was referred to the Government of India, as to whether the money refunded on account of the surveys, &c., of works not in the future to form any part of the Company's undertaking was to be considered available for further capital expenditure on navigation or otherwise. On the 19th January a telegram was addressed to the Government of India asking for a reply to the question regarding the application of such funds to navigation, but so far as is known no answer has been received.

(Signed) JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

No. 21-B.

MEMORANDUM.

ADVERTING to memorandum No. 8, dated the 24th January 1877, the undersigned has the honor to enclose copy of letter* from the Agent of the Madras Railway, with enclosure from the Chief Engineer, giving the views of those officers with regard to the proposal to construct a branch railway to connect the Irrigation Company's Canal with the Madras Railway.

The three tracings which accompanied the memorandum under reply are returned.

MADRAS, (Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
24th March 1877. Consulting Engineer for Railways.
To the Chief Engineer for Irrigation, Fort St. George.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 23rd March 1877, No. 497.

With reference to your letter of the 26th of January last, No. 136, I have the honor to enclose you a copy of the Chief Engineer's letter No. 278, dated the 22nd instant, in which with reference to the proposed position and arrangements for connecting the Irrigation Company's Canal terminus with this line, he expresses the opinion that the radius of the curve at the junction as shown in the plan is too small and that it should be at least 20 chains.

2. I do not think that the Board of Directors would be disposed to provide the rails for the proposed branch except as a charge to guaranteed capital, which would probably not meet with the approval of Government until something definite is known as to what amount of traffic may be expected if the scheme is carried into effect.

3. I return the plans forwarded with your letter under reply.

From W. R. ROBINSON, Esq., Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 22nd March 1877, No. 278.

Your endorsement on Consulting Engineer's letter No. 136 of the 26th January 1877.

2. It is proposed to connect the Irrigation Canal with the Madras Railway by a branch railway joining the Madras line at a point 5½ miles north-west of Cuddapah.

3. This would necessitate a block signal-house at the junction, and this portion of the line would have to be worked under the block system. The radius of the curve at the junction, as shown in the plan forwarded with the Consulting Engineer's letter, is too small. It should be at least 20 chains.

4. The cost of laying permanent-way and building a block-house would be about Rupees 75,000, and I think that it would be premature to bind ourselves to incur this expenditure till it can be proved that the traffic will justify it. I know absolutely nothing at present about the traffic prospects of the canal, and I think it will be time enough to consider the question of a railway (which can be constructed in a few months) when the canal has been made navigable and traffic is assured.

No. 22. ORDER THEREON, 7th June 1877, No. 64 I.

ORDERS on the foregoing letters from the Chief Engineer and Manager, Madras Irrigation and Canal Company, have been deferred pending the receipt of an answer from the Government of India to a reference, No. 2,658, of the 3rd October 1876, made to ascertain whether the amount refunded to the Company on account of surveys and investigations in connection with abandoned portions of their schemes, and ordered

by the Secretary of State to be treated as repaid capital, could be made use of for further capital outlay on navigation or other works. A reply* having now been received from the Government of India indicating that the question has been referred to the Secretary of State, the proposals of the Company with regard to navigation must lie over until the Secretary of State's instructions are received.

(True Extract.)

Lieut.-Col., R.E.
Joint Secy. to Govt., P.W.D.
Irrigation Branch

To the Chief Engineer for Irrigation,
Chief Engineer and Manager, Madras Irrigation and Canal Company,
Examiner of Irrigation Company's Accounts,
Consulting Engineer for Railways,
Assistant General.

Rev. B. P. 10

Rev. B. O. Shanker.

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Revenue Department
1927

OFFICE OF THE COMMISSIONER

REVENUE DEPARTMENT

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15 June

REVENUE DEPARTMENT

REVENUE DEPARTMENT

REVENUE DEPARTMENT

REVENUE DEPARTMENT
The proposal of the Commission
to the Board of Revenue
is hereby approved.
15 June 1927

No 5584

Approved for the
Board of Revenue

15 June 1927

15 June 1927