

(1) Number of pages 1 2.
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	33	Press.
B.P. No.		Mis.
Dated	5-1-1872	197

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Archives 1-5,806-24-2-78.

187

No. 557. Read the following enclosed dated Madras, 1900

Note on

THE Chief Engineer for Irrigation
effect of the flood of 1874 on the soil

See Proceedings of Madras Government,
February 1875, No. 395.

2. In my opinion, owing to the
prevented by the construction of a railway
the bridge to the nearest point of the
Engineer for Irrigation, from the
parallel to the river bank. On the former
costly, more secure and, as effective,
the latter alignment, the clearing of
would be protected from flood, and
entail far more work, and therefore
an object).

3. An embankment on the left
injury and certainly be of value to
of the river currents. In my opinion
sandy bed should be thus led up to; and
this locality has the advantage of "a
"propinquity to the railway," and
work," the soil being sandy and thus
thus affording employment for many
the work, I did so under the belief that
time was to "hut," "feed," and "clothe"
who would otherwise die, and, if possible,
and I proposed to Mr. West that I build
hamlets, each containing five sheds,
grain stores, &c., the arrangements being

4. I estimated that he would require

- 1 Cashkeeper.
- 8 Maistries, 1 per hamlet.
- 8 Timekeepers.
- 32 Peons.
- 2 Inspectors.
- 2 Apothecaries.
- 16 Scavengers.

of the Consulting Engineer for Railways,
ber 1876, No. 628:—

Embankment.

been misinformed apparently as to the
approach to the Cheyair bridge; the rail-
way bank here was badly breached, 200
yards of line were completely obliterated,
and communication was interrupted for
nineteen days.

of the country here, this can only be
embankment, either from the south wing of
rising hill, or, as suggested by the Chief
Commandant 1½ miles above the railway,
alignment the embankment would be less
railway interests are concerned; but on
channels would be saved, the villages
from being buried in sand; it would
employment for more people (if this be

It would secure the railway bank from
large as tending to control the direction
by bridge over a river with a shifting
employment is needed for the poorer classes,
"peace of water," "good supervision," and
work is of a character fitted for "relief
of the poor," the distance to be carried great,
and children. When I first suggested
great object of Government at the present
"good health" some thousands of people
get some return for the assistance afforded,
I build huts for 4,000 people in eight
days, with wells in the river-bed, latrines,
foreign labor entirely.

- A Military or Police guard.
- 40 Sheds.
- 8 Grain Stores.
- 1,000 Mamooties.
- 500 Crow-bars.
- 16,000 Baskets.
- 16 Pot-wells.

*Proceedings of the Madras Government, Public Works Department,
23rd December 1876. No. 3,530.*

5. From what I learnt when with the Collector on the spot I should not expect to find that remunerative work from a revenue or purely pecuniary point of view could be found for 4,000 people for five months. The clearing of the channels, the removal of river sand from the fields, and the injury sustained by flood all fall on the villagers; but there can be no question as to the general utility of the work as affecting the well-being of the villagers. It appears to me the work may be regarded from the same point of view as "clearing away prickly-pear" or deepening village wells.

6. I would recommend that the Chief Engineer, Madras Railway, be invited to undertake the south embankment of this river above the bridge at once, the Government supplying the funds on condition that the laborers be lodged and fed. That the District Engineer of Cuddapah be asked to send in the estimates and surveys for the north bank for consideration, and that the Chief Engineer of the Madras Railway be also invited to submit proposals for similarly embanking on like terms the Parpugnee and Naggery or other rivers, with a view to improve the hydraulic conditions of the railway bridges.

7. I venture to urge that the present opportunity be taken for increasing the earthwork section of such tanks and river channels as affect by their breaching the railway bridges and banks, in order that all such works may be placed beyond the possibility of failure. I would instance the Munnoor supply channel, the Munnoor Kitchamah tank, and the Zemindar tank, on which abuts the "Naggery" river embankment lately made by the Railway Company. An order to the District Officers

130 Inches.
131 "
60 "

to raise the margin of safety for all such tanks (for instance, by increasing the usual height given to a bund above maximum water-level and by making the rear slope at least two to one) would I believe lead to money being well laid out, and afford employment near the houses of the suffering poor of a kind they would fully appreciate.

MADRAS,
19th December 1876.

(Signed) C. J. SMITH, Major, R.E.,
Cons. Engr. for Railways.

SUBMITTED for the information of Government, with reference to their Proceedings, No. 3,349, dated 11th December 1876.

(Signed) C. J. SMITH, Major, R.E.,
for Consulting Engineer for Railways.

No. 558.

ORDER THEREON, 23rd December 1876, No. 3,530.

IRRIGATION, No. 44.

ORDERED to be recorded, with reference to G.O., No. 3,504, of 20th December 1876.

2. The Consulting Engineer for Railways will request the Railway Authorities to send in the proposals alluded to in

*Proceedings of the Madras Government,
23rd December 1876.*

paragraph 6. of Major Smith's report.
Irrigation is called to paragraph 7.

(True E.)

*Public Works Department,
No. 3,530.*

on of the Chief Engineer for

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

- „ District Engineer, Cuddapah.
- „ Chief Engineer for Irrigation.
- „ Revenue Department.
- „ Financial Department.

Exd. E. C. Shunkér.

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Revenue Dep.
No 6194.

30 Dec.

7 13 Total Revenue 21571

No 33 ✓
Commd to the
Board of Revenue
5 Jan 77