

- (1) Number of pages 6.
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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	307	Press
B.P. No.		Mis.
Dated	3. 2. 1876	196

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
22nd May 1876.

Read the following:—

No. 322.

MEMORANDUM.

With his letter marginally noted the Superintending Engineer, Chingleput District, forwards, in reference to G.O., No. 2,842, dated 8th October 1875, No. 3,210, of the 13th November 1874, lists of tanks in the Mount Range, which affect either the South Indian Railway or the South-west Line of the Madras Railway.

2. Five tanks are included in the list relating to the former railway line. The names and the areas respectively drained by them are as follow:—

Tanks.	Drainage.	Area.
Mambalam Zameen	0.75	square miles.
Palavant (tangle)	0.25	"
Trumbalur	0.25	"
Pirkankaranai or Garoodan (tangle)	1.5	"
Pirkankaranai	0.75	"

3. The proposed repairs and improvements to these works include the addition of earth to the banks, the repair of sluices and calingulahs, and the extension of calingulahs and formation of rough stone escapes. The estimate for one tank has been prepared, and that for another is in course of preparation. Those for the other three tanks should be proceeded with without delay, and substantial progress should be reported in the next half-yearly return.

4. The tanks stated to affect the South-west Line, and entered in the list furnished by the Superintending Engineer, are twenty-three in number. Their names and catchment areas are as follow:—

	Square Miles.
Perambore (lower)	1.0
Perambore (upper)	0.5
Ayamaputur (Shrotriem)	1.0
Corattoor	6.0
Aucha (tangle)	0.125
Ambathoor	6.0
Paramanary	0.25
Aurapathary	0.50
Soshanary	1.00
Annary	0.50
Ulli (tangle)	1.00
Ayappaukam	2.5
Parithepatu	2.5
Palareppatu	0.5
Velangiembakam	0.75
Perumaul Naidoo (tangle)	0.75
Govindappa (tangle)	0.75
Sekkadu	2.5
Tandarai Chittary	0.5
Tandarai	3.0
Shilapattary	0.75
Tinnanore	5.0
Nadugothagay or Kottan tangle	0.75

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22nd

Public Works Department,
1876.

5. It is to be observed that the tanks which, although they are near the railway, do not appear to be

Coratoor.
Aucha (tangle.)
Parithapatu.
Palarepattu.
Velangiembakam.

s tanks which, although they are
they are—

akkadu.
andarai Chittary.
andarai.
Tinnanoor.

They should be excluded from succeeding the above inference, which is for surplus land incorrect.

arts and dealt with in ordinary course, a consideration of the direction of their

6. The repairs to new works proposed tanks above the South Indian line. The of what is required for the tanks above

are similar to those entered in the list of following abstract will give a general idea Railways:—

Bunds to be repaired	...	No. 26
Sluices and calingulabs repaired	...	" 34
New sluices required	...	" 9
New calingulabs or rough stone escapes required	...	" 19
Calingulabs to be lengthened	...	" 9

7. All the work is of the simplest kind. The necessity for repairs must of course be judged of by the officer who makes the inspection. The question of the need for new calingulabs or escapes, or for extensions of those which already exist, depends primarily on a correct estimation of the catchment area of each tank and of the supply, if any, from other sources. It is probable that the estimation made is often a very rough one, and every opportunity should be taken of correcting it. Such will be given by the extension of the Revenue and other Surveys. In the meantime the calculation now made must for the present be accepted.

8. The notes on the various tanks and bridges affected have been carefully written, and the details are copious. The inspections have evidently been well performed, and the result is creditable to the officers concerned. Care should be taken in future returns to enter in every case in the columns provided the miles and chains identifying the points at which the surplus from the tanks crosses the railway. This information is often omitted, and when given, is usually entered in the remark column. The capacity of the tanks should be given, when it can be ascertained, in cubic feet. The statement that such a tank contains three or four months' water is of no utility for the purpose of this return.

9. No progress appears to have been made in the preparation of estimates for the work described to be necessary to protect the South-west Line, and now that information has been collected there should be no further delay.

(By order,)

FORT ST. GEORGE,
11th January 1876.

(Signed) A. DEC. SCOTT, Major, R.E.,
Asst. Chief Engineer, Irrigation Dept.

No. 323.

ORDER THEREON, 22nd January 1876, No. 165.

IRRIGATION, No. 24.

ORDERED to be recorded.

2. The returns for the half-year ending the 31st December 1875 are now

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at, Public Works Department,
1876.

due and their submission should be. The Government expect that each successive return shall exhibit a fair of progress in carrying out the repairs and improvements, the necessity for which has been noted in former reports, and full information should be given in the special column in reference to estimates forwarded and sanctioned and wholly or partially carried out.
(T. ... ct.)

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

To the Superintending Engineer, Chingleput.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Revenue Department.

Exd. S. T. Austin.

Spare Copies

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118763 Madras.

BUBLIC WORKS.

THE SUPERINTENDING ENGINEER,
CHINGLEPUT,
&c., &c., &c.

Dated January 22nd.

Issued

Recd. 3rd Feb.

Encl.

G.O., 22nd January 1876, No. 165.

JANUARY.

Nos. 322 323

Return of Tanks affecting Railways in the
Mount Range, Chingleput District. The
for the half-year ending 30th June 1875,
recorded with remarks.

12 307
Comm to the
Board of Revenue
32

14 to the Board of Revenue in 7-2/76

New No. Sectt. I (0)-1—Old No. M.R.O. 1—10,000—10-6-63.

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