M.R.O. 14—18,000—27-6-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 827 — Press ~~Mis.~~

152 153

Dated 10 — 6 — 18 67

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
10th April 1867.

No. 152. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating papers regarding the breaching of tanks in the North-West Line of the Madras Railway in 1866, with a view to the Collectors concerned being required to exercise their influence to induce the Zemindars to take proper measures for keeping their tanks in good order. } (Here enter 2nd April 1867, No. 1,017.)

No. 153. ORDER THEREON, 10th April 1867, No. 827.

Miscellaneous.

1. Communicated to the Revenue Board, who will instruct the Collectors to warn all Zemindars and Mutadars of the responsibility resting on them to make good any damage that may happen to the Railway works from their neglect to maintain in good order the tank and channel bunds in their estates, and to see that the calingulahs, &c., are in an efficient state.

2. There can be no question whatever of their legal liability in the matter.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,017.
,, the Public Works Department.

Exd. S. T. Augustin.

No. 28. Read again Endorsement of the Consulting Engineer for Railways, dated 25th February 1867, No. 52, and recorded in G. O. No. 766, dated 13th March 1867 :—

Read also the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 18th March 1867, No. 77.

1. Referring to G. O. No. 766, dated the 13th instant, requiring information regarding breaching of tanks on the North-West Line of Railway in the year 1866, I have the honour to forward a copy of a letter addressed to me by the Agent and Manager Madras Railway, reporting that the Coyampett tank, situated in the Carvetnugger Zemindary, breached on the 10th October 1866, and damaged, though not very seriously, the revetment of the Railway bridge at the 88th mile.

No. 510, dated 15th October 1866.

2. On the 19th October 1866, the Deputy Magistrate of the Zemindary tracts, North Arcot, reported to the Collector that the people of Satravada had sent in a petition stating that the Naggari river had suffered a slight breach in its bank, and sent a portion of its floods into the Satravada channel; and expressing apprehension that in one of these inundations the river might turn on the village and destroy it; further, that damage was liable to occur to the Railway. Intimation was at the same time given to the Zemindar of Carvetnugger of the dangerous state of the river-bank, with a request that he would take steps to secure it.

3. The Collector, in forwarding the Deputy Collector's letter, requested a report on the extent of the danger to be apprehended to the Railway embankment; and stated that if danger were imminent, any repair or other precautionary measure that might be considered necessary should be executed, and that he would undertake to arrange that funds should be forthcoming.

4. The above was duly notified to the Railway authorities, and a copy of the report by the Resident Engineer is attached.

5. Further reports (dated 15th November and 13th December) were submitted, explaining that, after waiting for a considerable time in the hope that the Zemindar would secure the river-bank, the Chief Engineer had instructed the Resident Engineer to commence the necessary repairs, as they could not be longer delayed without imminent danger to the Railway. I had previously authorized the Railway authorities to carry out such measures as were expedient for the security of the Railway.

6. The Zemindar, however, considers that the cost of the work is not a charge which he can be reasonably called on to pay.

7. It will be observed from the Agent's letter, No. 78, dated 28th February, that Rupees 937-3-6 had been expended on the work, which was urgently required to protect the channel, but that a further expenditure is required for effecting a thorough repair. A copy of this communication was forwarded to the Collector, and I only awaited his reply to submit the correspondence to Government, but as no

further information on this subject has yet been received, I do not delay my reply to the Order of Government of the 13th instant.

8. I may add that I have requested the Agent and Manager to suspend operations on the Naggery river-bank for the present.

From the Acting Agent and Manager Madras Railway, to the Consulting Engineer for Railways, dated Madras, 15th October 1866, No. 510.

I have the honor to inform you, that I learn* from the Acting Chief Engineer that the bund of the Coyampet tank, near the 80th mile, North-West Line, was breached on the night of the 10th instant. The rush of water through the screw-pile bridge at the 80th mile damaged the reveting of the abutment, but not very seriously. The Resident Engineer of the 1st Division, North-West Line, reports that the bund was breached last December, but has not since been repaired. A smaller bund has been constructed inside the breach, but was not sufficiently strong to withstand a heavy rain like that on the night of the 10th instant. I shall be obliged by your kindly taking the necessary steps to get the tank-bund properly restored.

* No. 480, dated 15th instant.

From the Resident Engineer, 1st Division, North-West Line, to the Acting Chief Engineer, dated Arconum, 30th October 1866, No. 1,299.

Yours No. 681, enclosing correspondence received from the Deputy Magistrate at Naggery.

1. I enclose a rough sketch showing the position of breach in bank of river which the villagers of Satravada report as dangerous. The breach is in an embankment thrown up to protect the mouth of the irrigation channel. The original width of the bank was 93 feet, but it is now reduced to 17 feet. A bandy road, made three or four years ago along this bank, has been destroyed by the encroachment of the river.

2. A more than ordinary flood in the river would most probably carry away the remainder of the bank, it would then overwhelm the irrigation channel, inundate the country between the river and Satravada tank, fill the tank, breach the bund, and seriously endanger the Railway line in the 61st mile.

3. All this could be easily prevented by the repair of the breach in river embankment, but it should be done without delay.

4. The villagers have frequently complained of the state of the bank to the Zemindar of Naggrum, but without any satisfactory result.

From the Resident Engineer, 1st Division, North-West Line, to the Acting Chief Engineer, dated Arconum, 15th November 1866, No. 1,374.

With reference to the Consulting Engineer's letter regarding the repair of the breach near the village of Satravada, I beg to inform you that I was on the point of commencing the necessary works last week, when some of the Zemindar's officers appeared on the ground, and requested a delay of a few days, saying that they had been sent down to report upon the threatened breaches to the Zemindar. I have accordingly left the matter alone, but in the present threatening state of the weather it will be necessary, I think, in some way to impress upon the Zemindar's people that they must use expedition in case the river should rise.

From the Collector of North Arcot, to the Consulting Engineer for Railways, dated Trivattore, 11th February 1867, No. 2.

With reference to copy of a letter from the Agent and Manager Madras Railway, to your address, dated 13th December last, No. 591, forwarded for my information, I have the honor to state that the Zemindar of Carvetnugger has written to say that the cost of the repairs now being executed by the Railway Department to the bank of the Naggery river is not a charge which he can be reasonably called on to bear. I enclose an abstract in English of the khat in which he gives his reasons for objecting to such a requisition.

Proceedings of the Madras Government, Public Works Department, 2nd April 1867.

From the Zemindar of Carvetnugger, to the Collector of North Arcot.

1. In reply to your khat of 17th December last, I beg to state that the cost of the repairs now being executed to the bank of the Naggery river is not a charge which I can be reasonably called on to bear.

2. The necessary repairs have been ordered to be made to the several channels dug from that river, and which irrigate our lands, at a cost of Rupees 1,000. I pray that this may be intimated to the Consulting Engineer for Railways.

From the Agent and Manager Madras Railway, to the Consulting Engineer for Railways, dated Madras, 28th February 1867, No. 78.

Adverting to your letter of the 20th instant, No. 49, I have the honor to quote as follows from a communication of this date, No. 109, from the Chief Engineer, with reference to the outlay which has been incurred in repairing the bank of the Naggery river.

"The Resident Engineer states as follows :—

"I have received your letter, No. 118,* calling on me for the expenditure incurred to "date on the bank of the Naggery river near the Satravada channel.

"No amount of money has actually been paid away yet, but there is due to the contractor "payment for the following works already executed :—

"Earth-work, cubic yards 6,518, at Rupees 0-2-3 = Rupees 916 9 6

"Revetment, square yards 33, at ,, 0-10-0 = ,, 20 10 0

"The earth-work is complete, but there is a good deal of revetment still to be done ; I cannot "at present say how much, but I am endeavouring to limit the quantity as much as possible, it will "probably amount to 1,000 square yards more.

"The work I have already executed is only what was urgently required to protect the channel "itself from danger. To repair the river bank thoroughly would entail a much heavier expenditure, "and this work must some day be carried out.

"The expenditure incurred up to date has consequently been Rupees 937-3-6, and the approxi- "mate estimate of the outlay still necessary will be Rupees 625."

* Of 22nd instant.

No. 29. ORDER THEREON, 2nd April 1867, No. 1,017.

RAILWAY, No. 6.

Ordered that the papers above read be forwarded to the Home Government, and that they be also communicated to the Revenue Department, with a view to the Collectors concerned being called upon to exercise their influence with the Zemindars to induce them to take proper measures for maintaining their tanks in good order.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Revenue Department.
,, Consulting Engineer for Railways.

Exd. S. T. Augustin.

P.W. Pro. 13 March/67
No. 283-284

30-8-67

No. 152 & 153

Lo-8th April/67 Rq.

Perma 1867 - Oct. Pro of Govt Feb April
No. 879

Proceedings in the
P. W. Ospt.

Dated 2d. 3 Apl.
Received 3d. 1867.
No. 1017.

No 827-9 Apl

Communicating papers regarding the breaching of Tanks in the Nellore West Line of the Madras Ry. in 1866 with a view to the Collr. Concerned being required to exercise their influence to induce the Zemindars to take proper measures for keeping their tanks in good order.

No. 827.

Grand Trunk Road.

Permit to Mr. Tolbert Evans Mr. Junior Contractors of the Grand Trunk Road Extension. Claim for damage done by passing of the Railway Works from the Regulation Supply Channel under the Contract Specifications &c. are in an efficient state. Same can be enquired when the Engineer Officer is in the District.

10th Apl. 67.

Mr. Capper Collr. Nellore Mr. Ospt. Dr. 20 Mr. Despatch