M.R.O. 1—77,000—5-8-37.

(1) Number of pages _____

(2) Date of repair 15-7-40

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1491 Press / Mis.

53-54

Dated 5-9-1874.

8/9

Not to be folded or roughly handled

CTK

No. 53. Read the following Proceedings of the Board of Revenue, dated 12th August 1874, No. 2224 :—

Read the following letter from W. S. FOSTER, Esq., President of the Local Fund Board, Godavery District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Cocanada, 10th July 1874, No. 61 :—

I HAVE the honor to request that the Board will ask the Government to reconsider their orders in the Public Works Department, dated the 4th May 1874, No. 1,174, communicated with the Board's Proceedings of the 28th idem, Miscellaneous No. 3,517, on the subject of widening the bridge over the Ellore Canal at Ellore. The order of the Government is entirely based on the report of the Chief Engineer for Irrigation, from which the Government observed that the widening of the bridge is not absolutely necessary for the accommodation of existing traffic.

2. The Chief Engineer says that, in November last, when he inspected the place, he arrived at the conclusion that with a little management in preventing bandies unyoking on the approaches, and creating a block, all and far more than all the traffic would get backwards and forwards, not only without difficulty, but without delay; but I thoroughly disagree with him in his views. I have had the opportunity of visiting the locality on several occasions, and I always found the bridge too narrow for the traffic. The bridge will not allow an ordinary country cart to pass a palanquin; one must go back if they meet on the bridge. This is too narrow a road for a town like Ellore, and in a part of the town where all the traffic from the canals comes. The Engineer Officers of the district have pronounced the same opinion, and I now beg to forward a letter, No. 18, of the 1st instant, from the Municipal Commissioners of Ellore. They strongly urge that the bridge is in a very dangerous state, owing to the great traffic and its narrowness. I should think that they, as the inhabitants of the town, who have ample opportunities of knowing the real state of things, may be more reliable than the Chief Engineer who had experience of only a single day, and that even, as stated by the Municipal Commissioners at a time of the year, when the traffic is not large.

3. Under these circumstances, I trust that the Board and Government will see the necessity of putting the work in hand at an early date.

ENCLOSURE No. 1.

From the Municipal Commissioners of Ellore, to W. S. FOSTER, Esq., President of the Municipal Commissions of the Godavery District, dated 1st July 1874, No. 18.

AT a meeting held on the 1st July 1874, your letter, No. 152, of the 4th June 1874, was considered. It was resolved that a letter should be written asking you to request Government to reconsider their decision with reference to the iron bridge; and that for the following reasons:—

(1.) The Chief Engineer states that when he was here in November last, he stood upon the bridge for some time, but did not notice much difficulty caused to the traffic through the present narrow dimensions of the bridge.

It happens that there are times of the year when the traffic is much greater than it is at others, and also there are times of the day when the same is the case. During the time when the

canal is closed, which is the case for three or four months every year, the traffic on the bridge is very great, as then every thing is carried in bandies instead of by canal boats. November, "when Colonel Mullins was here," is not a time of year when the traffic is great.

Early morning and late in the evening are the times during the day when the traffic over the bridge is greatest, for then the cattle are either going to, or returning from, the fields. The large and frequent droves of cattle, together with the bandies, and the constant and great foot-passenger traffic, cause frequent and dangerous crushes and "locks," for it must be distinctly borne in mind that—

(2.) The bridge is so narrow as to only allow one bandy at a time to pass over it, and that the approaches to the bridge itself are long, steep, and narrow.

(3.) The present bridge is not of so recent construction as the Chief Engineer's letter would imply. It was constructed about 13 years ago; but, even if it were of recent construction, that would not nullify the fact that its present state is dangerous, for Ellore is a rapidly rising town, and has been growing in size and importance very rapidly from some years past.

(4.) It must also be borne in mind that there is no other bridge within six or seven miles of Ellore, and that there is no other means of crossing the canal than the bridge itself, as the banks are so high and steep.

(5.) The Local Engineers have officially stated that the bridge is in a very dangerous state, owing to the great traffic and its narrowness—a fact which we as inhabitants of Ellore can strongly endorse.

2. Government Order, No. 1,174, dated 4th May 1874, is herewith returned.

SUBMITTED for the favorable consideration of Government.

2. In their Proceedings of the 26th January 1874, No. 129, the Board represented to Government that it was found necessary to construct a new bridge instead of the old one over the place where the Kistna Canal cuts the trunk road at Ellore, and recommended that Government should contribute half the cost, and that the remaining half should be shared between the Local Fund Board and the Ellore Municipality. Government decided, after receiving a report from the Chief Engineer for Irrigation, that a new bridge was not wanted (G. O., P. W. D., dated 4th May 1874, No. 1,174,) and the Collector now asks for a reconsideration of that order.

3. The Board are of opinion that the Collector has shown the necessity for a wider bridge than that now in existence, which is so narrow as not to allow two vehicles to pass each other.

3. The letter from the Municipal Commissioners, enclosed in that of the Collector, deserves consideration, and it appears to the Board that the residents on the spot must of necessity be in a better position to judge of the state of the case than the Chief Engineer who visited the bridge on one occasion only, and that at a time of year when there was the least amount of traffic.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

(3)

Proceedings of the Madras Government, Financial Department,
5th September 1874.

No. 54. ORDER THEREON, 5th September 1874, No. 1491.

The Government are satisfied that good cause has been shown for the construction of a wider bridge.

G. O., dated 11th November 1868, No. 2831, Revenue Department,
G.O., dated 8th January 1869, No. 54, Public Works Department, and
G.O., dated 11th March 1869, No. 656, Revenue Department.

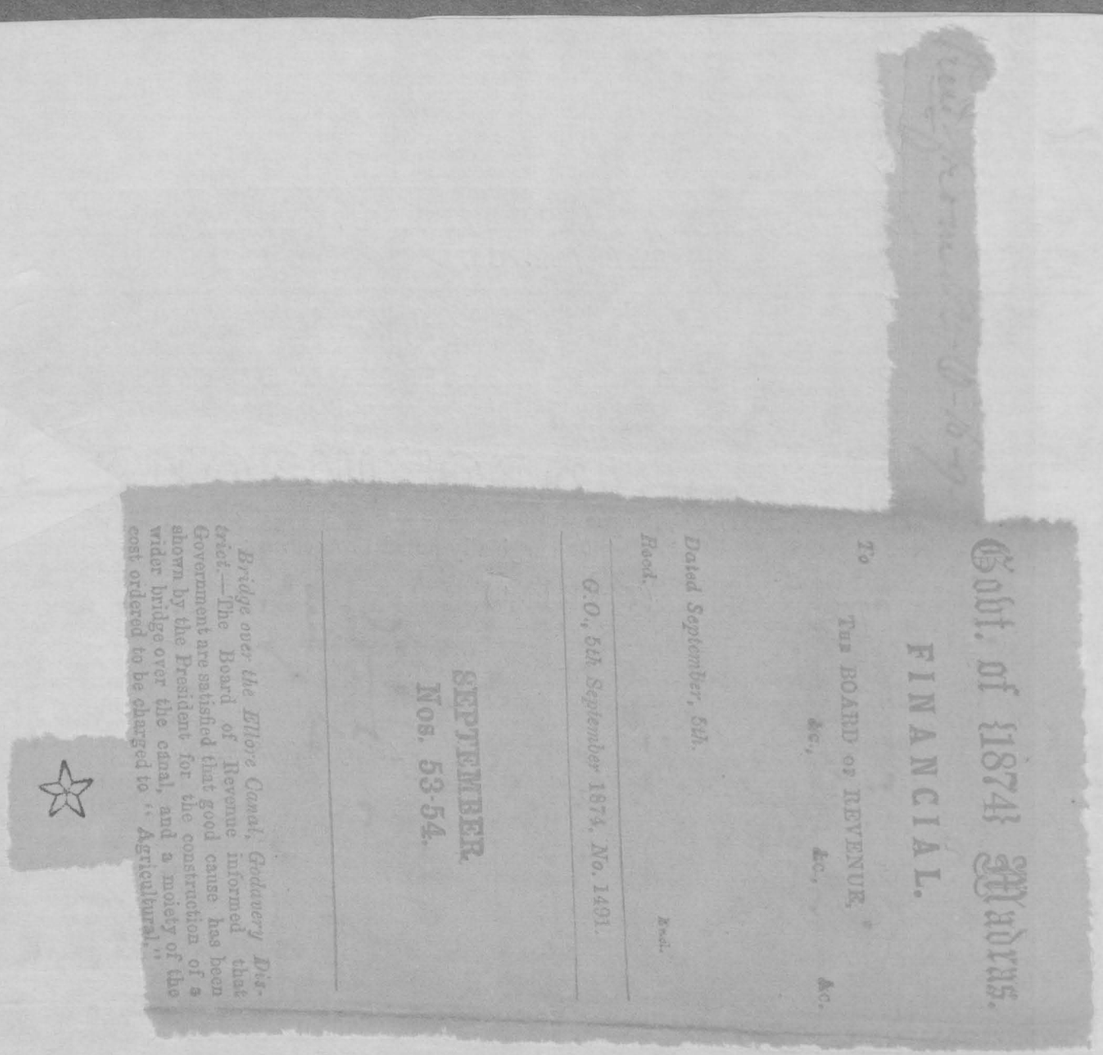
2. A moiety of the cost will be charged to "Agricultural" in accordance with the principle laid down in the marginally noted Proceedings.

(True Extract.)

Acting Chief Secretary.

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

Exd. T. O'Connor.


Govt. of 1874 Madras.

FINANCIAL.

To

The BOARD of REVENUE,

&c., &c.

Dated September, 5th.

Read.

G.O., 5th September 1874, No. 1491.

SEPTEMBER.

Nos. 53-54.

Bridge over the Ellore Canal, Godavery District.—The Board of Revenue informed Government are satisfied that good cause has been shown by the President for the construction of a wider bridge over the canal, and a moiety of the cost ordered to be charged to "Agricultural."

(5)

No. 2,224.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 12th August 1874.

Read the following letter from W. S. FOSTER, Esq., President of the Local Fund Board, Godavery District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Cocanada, 10th July 1874, No. 61 :—

I HAVE the honor to request that the Board will ask the Government to reconsider their orders in the Public Works Department, dated the 4th May 1874, No. 1,174, communicated with the Board's Proceedings of the 28th idem, Miscellaneous No. 3,517, on the subject of widening the bridge over the Ellore Canal at Ellore. The order of the Government is entirely based on the report of the Chief Engineer for Irrigation, from which the Government observed that the widening of the bridge is not absolutely necessary for the accommodation of existing traffic.

2. The Chief Engineer says that, in November last, when he inspected the place, he arrived at the conclusion that with a little management in preventing bandies unyoking on the approaches, and creating a block, all and far more than all the traffic would get backwards and forwards, not only without difficulty, but without delay; but I thoroughly disagree with him in his views. I have had the opportunity of visiting the locality on several occasions, and I always found the bridge too narrow for the traffic. The bridge will not allow an ordinary country cart to pass a palanquin; one must go back if they meet on the bridge. This is too narrow a road for a town like Ellore, and in a part of the town where all the traffic from the canals comes. The Engineer Officers of the district have pronounced the same opinion, and I now beg to forward a letter, No. 18, of the 1st instant, from the Municipal Commissioners of Ellore. They strongly urge that the bridge is in a very dangerous state, owing to the great traffic and its narrowness. I should think that they, as the inhabitants of the town, who have ample opportunities of knowing the real state of things, may be more reliable than the Chief Engineer who had experience of only a single day, and that even, as stated by the Municipal Commissioners at a time of the year, when the traffic is not large.

3. Under these circumstances, I trust that the Board and Government will see the necessity of putting the work in hand at an early date.

ENCLOSURE No. 1.

From the Municipal Commissioners of Ellore, to W. S. FOSTER, Esq., President of the Municipal Commissions of the Godavery District, dated 1st July 1874, No. 18.

AT a meeting held on the 1st July 1874, your letter, No. 152, of the 4th June 1874, was considered. It was resolved that a letter should be written asking you to request Government to reconsider their decision with reference to the iron bridge; and that for the following reasons:—

(1.) The Chief Engineer states that when he was here in November last, he stood upon the bridge for some time, but did not notice much difficulty caused to the traffic through the present narrow dimensions of the bridge.

It happens that there are times of the year when the traffic is much greater than it is at others, and also there are times of the day when the same is the case. During the time when the canal is closed, which is the case for three or four months every year, the traffic on the bridge is very great, as then every thing is carried in bandies instead of by canal boats. November, "when Colonel Mullins was here," is not a time of year when the traffic is great.

Early morning and late in the evening are the times during the day when the traffic over the bridge is greatest, for then the cattle are either going to, or returning from, the fields. The large and frequent droves of cattle, together with the bandies, and the constant and great foot-passenger traffic, cause frequent and dangerous crushes and "locks," for it must be distinctly borne in mind that—

(2.) The bridge is so narrow as to only allow one bandy at a time to pass over it, and that the approaches to the bridge itself are long, steep, and narrow.

(3.) The present bridge is not of so recent construction as the Chief Engineer's letter would imply. It was constructed about 13 years ago; but, even if it were of recent construction, that would not nullify the fact that its present state is dangerous, for Ellore is a rapidly rising town, and has been growing in size and importance very rapidly from some years past.

(4.) It must also be borne in mind that there is no other bridge within six or seven miles of Ellore, and that there is no other means of crossing the canal than the bridge itself, as the banks are so high and steep.

(5.) The Local Engineers have officially stated that the bridge is in a very dangerous state, owing to the great traffic and its narrowness—a fact which we as inhabitants of Ellore can strongly endorse.

2. Government Order, No. 1,174, dated 4th May 1874, is herewith returned.

SUBMITTED for the favorable consideration of Government.

2. In their Proceedings of the 26th January 1874, No. 129, the Board represented to Government that it was found necessary to construct a new bridge instead of the old one over the place where the Kistna Canal cuts the trunk road at Ellore, and recommended that Government should contribute half the cost, and that the remaining half should be shared between the Local Fund Board and the Ellore Municipality. Government decided, after receiving a report from the Chief Engineer for Irrigation, that a new bridge was not wanted (G. O., P. W. D., dated 4th May 1874, No. 1,174,) and the Collector now asks for a reconsideration of that order.

3. The Board are of opinion that the Collector has shown the necessity for a wider bridge than that now in existence, which is so narrow as not to allow two vehicles to pass each other.

3. The letter from the Municipal Commissioners, enclosed in that of the Collector, deserves consideration, and it appears to the Board that the residents on the spot must of necessity be in a better position to judge of the state of the case than the Chief Engineer who visited the bridge on one occasion only, and that at a time of year when there was the least amount of traffic.

(True Copies and Extract.)

J Grubert

Secretary.

To the Acting Chief Secretary to Government, Financial Department.
,, the President, Local Fund Boards, Godavery District.

Exd A. Grubert.

Board's Proc. 5th Sept 1874
No. 1491

Extract from the
Proceedings of the
Board of Revenue,
MADRAS.

PROCEEDINGS, 12TH AUGUST 1874, No. 2,224.

Read No. 1491

Despatch from Govt. Ellore, 25th June 1874.

Received 29th September 1874.

AUGUST.

No. 2,224.

Bridge—over the Ellore Canal, in Godavery District.—Letter from President of Local Fund Boards, Godavery, requesting a reconsideration of G. O., 4th May 1874, No. 1,174, Public Works Department, on subject of widening —, submitted to Government with Board's opinion that necessity for a wider bridge than that now in existence has been shown by President.

No. 55.

1491

namely the proprietary charging the Govt contribution to "Agricultural" it is submitted that the question has been fully discussed in the marginally noted proceedings in which it was decided that such charges should be debited to Irrigation.

Assuming that the Govt are satisfied of the necessity of the work the merits of the case cannot be affected by the fact that the bridge is to replace an insufficient existing bridge, and not to be an entirely new structure.

JL
22/8

G.O.d 11th Oct. 1866 No 2831 R.D
G.O.d 8th June 1869 No 54 P.W.D
and
G.O.d 11th March 1869 No 656 R.D

Order of Board 5 Sept 1874
No. 1491.

Govt are satisfied that good cause has been shown for the construction of a wider bridge

a moiety of the cost will be charged to "Agricultural" in accordance with the principle laid down in the marginally noted proceedings

JL
4/9

The Board of Revenue
P.W. Department
Accountant General

dispd 12/9

62 do

Bridge over the Eldon Canal

Memo for Order

Copies to the undermig. Bridge
Dept of the Environment
Transport
3/9

(11)

In Orders

In G.O.S/12 dated 18/4/1974 the Govt. sanctioned the construction of a new bridge across the Kiotina canal at Eldon & the Local Fund Board and the Municipality and referred for consideration in the P.W. Department the application for a Govt. contribution of a moiety of the cost, as such contribution, if paid, would be chargeable to "Agricultural".

On receipt of this order in the P.W. Dept. Colonel Rawlins as Chief Engineer for Irrigation recorded a note to the effect

(1) that no new bridge was required as only a little management for more than all the traffic would get backwards and forwards each day without difficulty but without delay.

(2) that order seemed to be required as to why the Govt. contribution should be charged to Agricultural

I think just could have been done for widening the bridge. I think the cost should be debited to Irrigation cultivated, in accordance with the Municipal Bill now drawn

I agree

I D S

As this an order was
passed in the Public Works
Department concerning the
sanction for the execution of
the work accorded in the
Financial Department as the
ground that the ~~Contract~~ work
was not absolutely necessary.

~~The~~ In forwarding the papers
were I be enclosed the Board
of Revenue ~~was~~ are of opinion
that the Collector has shown the
necessity for a wider bridge
than that now in existence,
and it appears that the Revenue
and Engineer officers of the District
and the Municipal Commissioners
of Bellary are all in accord
on the subject. The Chief
Engineer appears to have visited
the bridge on one occasion
only and that at a time of
year when there was the least
amount of traffic.

With reference to the 2nd
point raised by Colonel Mullins

Govt. of the Madras.

4

Financial

To The Board of Revenue.

Sep: 5. 4 1491.

53. 54.

Bridge over the Ellore Canal

Godavery Dt. The Board of Rev: informed that Govt: are satisfied that good cause has been shown by the Presidt: for the Construction of a wider bridge over the Canal. & a moiety of the cost ordered to be charged to "Agricultural".