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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1540 Press ~~Mis.~~

604-606.

Dated 27-5- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
27th May 1864.

Read the following :—

No. 604. Proceedings of the Board of Revenue, dated 3rd May 1864.

Read the following letter from J. I. MINCHIN, Esq., Collector of Kurnool, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Fort Saint George, dated Kurnool, 23rd April 1864, No. 58.

SIR,

1. I have the honor to forward for the consideration of the Board, translation of an Arzy presented by the inhabitants of the Zorapore village, a suburb of Kurnool town, on the closing of all their communications by the canal under construction by the Irrigation Company.

2. I have spoken with Mr. Lowe, the Engineer now in charge of the Range, who will make arrangements to remove the obstruction now complained of ; and supply the inhabitants of Zorapore with a temporary crossing, which will meet their requirements until the canal is completed.

3. The subject of communications after the completion of the canal remains for decision, and as I consider that the arrangements proposed by the Chief Engineer of the Company are inadequate for the purpose, I think it right to bring the subject before the Board, as the interests of a large agricultural community are involved, and an expression of opinion by the Board must carry weight with Government in arriving at a decision

4. For the better comprehension of the points at issue, I beg to forward a survey of the different lines of communication about Kurnool, as affected by the Company's canal.

5. After crossing the Hindri bridge there were three roads leading out of Kurnool to the south and east, the Gadidimadgoo, Nannoor, and Gooty roads. The design of the Chief Engineer of the Company has been to carry all these roads across the canal by one bridge, near the line of the Gooty road, and the diversion of all these roads has been completed, though not in a satisfactory manner.

6. This diversion was carried out with the sanction of the former Consulting Engineer, Colonel Rundall, and my opinion as to its sufficiency was not called for until the question was taken up by General Ludlow, after the new lines of road were nearly completed.

7. The Chief Engineer is of opinion that the requirements of the inhabitants of Zorapore will be sufficiently met by the use of a ten feet tunnel, marked on the survey, and at seasons when this cannot be made use of, by the bridge on the Gooty road.

8. As justly stated by the inhabitants of Zorapore in their petition, the tunnel in question will only be dry during the hot months, and is not large enough to admit the passage of carts laden with agricultural produce. It is obviously improper to compel the inhabitants of Zorapore numbering 2,200 people, to make a circuit of several miles in going to and returning from their daily agricultural avocations.

9. General Ludlow shares my opinion as to the necessity for a second bridge in this locality, and on mature consideration I am of opinion that the best site for the bridge will be over the deep cutting in the canal, opposite the village of Zorapore, where its construction will present no difficulties, and whence it can be connected with the new line of the road to Gadidimadgoo.

10. There is another point connected with the construction of the canal on the south side of the Hindri river, which I beg to bring to the notice of the Board, and request that it may be laid before the Government.

11. On the west of the survey plan now submitted, will be observed an oblong drive : a road which after crossing the Hindri bridge turns westwards by the Collector's Cutcherry, and after proceeding in a southerly direction crosses the Gooty road, and returns towards the north crossing the Gadidimadgoo road, by the Tannery, to the Hindri bridge. This is the only drive for recreation possessed by the inhabitants of Kurnool, and it will be observed that it is twice crossed by the canal. The eastern crossing of the canal is already closed, and the western crossing near the Aqueduct will shortly be closed also, when the residents of Kurnool will be deprived of the only drive at their disposal for evening exercise.

Circulars of the same.

J. Irwin

Proceedings of the Madras Government, Public Works Department,
27th May 1861.

2. The communications are as follows :—

Sections.	Bridges.	Ferries.	Aqueducts.	Tunnels.	Locks.	Total.
First	1	2	...	...	...	3
Second	1	6	1	1	...	9
Third	0	6	2	2	...	10
Fourth	2	2	...	5	...	9
Fifth	1	1	1	7	...	10
Sixth	1	2	...	9	5	17
Seventh	4	3	...	15	...	22
Total...	10	22	4	39	5	80

3. The Consulting Engineer reports that the Collector of Kurnool considers the number of crossings sufficient; but recommends the substitution of bridges for ferries between the Hindri Aqueduct and the head of the canal, and strongly urges the necessity of a bridge at or near the 20th mile for the convenience of the village of Zorapore, a suburb of Kurnool town, in addition to the dry weather passage which the ten feet tunnel in that locality will afford.

4. The interruption which bridges would occasion to navigation on the canal westward of Kurnool is a valid objection to the adoption of that means of communication, and the Governor in Council observes that the Collector's recommendation on this point was based on the supposition that the canal would be confined to irrigation above Kurnool.

5. With respect to the means of crossing to be provided for the inhabitants of Zorapore, the Collector and Chief Engineer are at issue. The late Consulting Engineer Major General Ludlow concurred with the Collector, and Captain Mullins also supports Mr. Minchin. The subject is fully explained in the Proceedings of the Board of Revenue above recorded, and the Government are of opinion that besides the ten feet tunnel a bridge should be constructed. The Consulting Engineer will accordingly see that one is provided, the site being fixed upon in communication with the Collector.

6. With this modification His Excellency in Council approves the proposed list of crossings. Referring, however, to the concluding paragraph of the Consulting Engineer's letter, the Government deem it necessary to repeat their order that the introduction of water into the canal shall not be allowed until the means of crossing to the extent now sanctioned have been provided temporarily or permanently.

7. It is to be understood that the villagers are to be allowed the use of the ferries free of charge at all times, and the Government consider it necessary that the Company should have at least one man in charge of each boat.

8. In the Collector's letter laid before Government by the Board of Revenue in their Proceedings already referred to, is raised the question of the Company's obligation to re-place the drive of which the residents of Kurnool will be deprived by the canal.

9. The Chief Engineer maintains that as the closing of the drive will not interfere with the general traffic the Company are not bound to replace it. The Government agree with the Board of Revenue that the objection is untenable, and they request the Consulting Engineer to call upon the Company's Chief Engineer to cause the short road proposed by Mr. Minchin for preserving the drive to be made.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Board of Revenue.
" Consulting Engineer Irrigation and Canal Company.
" Agent for do. do.

Exd. S. T. Augustin.

No 148

Consulting Engineer's Office
Irrigation and Canal Company
Camp at Kurnool 14th March 1864.

From,
Major General, S. C. C. Ludlow
Consulting Engineer for I & C. Co.

To
J. A. Minchin Esqre
Collector of Kurnool

Sir

I In para 9 of Government Proceedings No 2668 dated 15th September 1863 I was informed that water should not be allowed to enter the canal until a sufficient number of crossing places had been provided above Kurnool and in para 10 of the same order I was as were you also requested to state what additional crossing accommodation was required below the Hindry and why.

2. In consequence of this order I called upon the Chief Engineer to furnish me with plans of the Canal, shewing the different passing places and the means of Passage intended to be provided. This he has now done and I forward for your consideration and opinion as to the sufficiency of the accommodation plans of the Canal shewing the localities of the different crossings and statements explaining the particulars of the same.

x To be kindly returned

3. From

3 From these you will perceive that above Kurnool besides the Bridge over the Head Sluice and that under the Hindry Aqueduct and a 10 feet Tunnel in the 30, 31st Mile. It is intended that 8 Ferries should be established and maintained During to same mistake on the part of the Home authorities the Indents for Iron Boats for these ferries have not been sanctioned The boats will consequently not be ready by the next Irrigating Season June/66/ and if they were, owing to the smal quantity of water which will be admitted to the Canal, they could not well be used this year some other temporary means of crossing must therefore be provided and the Chief Engineer proposes as a temporary measure to use Basket Boats except in the passage opposite to the village of Boodyala where he intends to construct a temporary bridge I see no objection to these arrangements provided that they are carried out in a proper manner

4. With respect to the additional Bridge 2100 yards below the old Gooty road. I still think a passage across the Canal near that point is necessary to maintain the communication between the South east part of the Taluk of Kurnool and Gooty and places lying South of the Canal. A ferry will not I think suffice in so populous a neighbourhood if an additional Bridge should be provided. It is true that a 10 feet Tunnel has been made under the Canal further down near the Puppull Tank Buried but it is in my opinion situated too far down to answer the purpose in view.

5 I agree with you in thinking that a ferry will suffice for the Nundyhotkoor and Allumpoor road.

6 With respect to the means of passage provided or intended to be so on the whole line for as the 112 miles. You will observe from the Statements which accompany that they are 80 in number being on an average rather more than one in 1½ miles. This though smaller than the number thought necessary by Colonel Rundall is nearly double the allowance made in the case of the Ganges Canal. Of these 80. 10 will be Bridges, 22 ferries, the remainder passages through Tunnels, under side arches of Aqueducts and under Locks. The passages under the locks will be convenient and liable to no interruption. Those under Aqueduct will be equally if not more commodious

but

liable to interruption when the streams are in fresh which will be but seldom and for very short periods. The passages through the Tunnels will be liable as those under the Aqueducts to interruption but more frequently. They will also be dark and muddy but notwithstanding these defects generally serviceable and in my opinion preferable to ferries.

Upon the whole I think that as full a provision as could be demanded has been made for the public convenience in the way of means of passage, but before reporting to Government on the subject it is necessary that you should inform your views relative to it, and this I shall feel obliged if you will do.

I am &c.

(signed) A.C. Ludlow Major Genl.
Canal Engr. for N.C.

(True Copy)

W. Lenthall Captain R.E.
Canalling Engineer for N.C.

Copy in a Letter to England
of 9th July 1864 No 39.

No 148

From.

The Consulting Engineer
I & G. Cs

To

The Collector of Kurnool

Dated 14th
Despd 14th } March 1864

Encl: 5 Plans
5 Lists of Stakes
to be returned.

Rs 2101/8

Forwards for opinion
Plans & Statements shewing
the means of crossing over
the main Canal from the
1st to 112th mile.

4th Section Passage

Passages

2 Chains of 45 links — Bridge No 1

6 — do — 46 — do — 8 feet Tunnell No 1

4 — do — 48 — do — do — do — No 2

4 — do — 50 — do — do — do — No 3

70 — do — 52 — do — Ferry No 1

30 — do — 53 — do — 8 feet Tunnell No 4

18 — do — 58 — do — Ferry No 2

55 — do — 59 — do — 8 feet Tunnell No 5

50 — do — 60 — do — Bridge No 2.

Observations

26 February

Examined [illegible]

Signed H. B. Cottam

1st March 1864

Chief Engineer

Section

Passages

29 Chains of 66 links — 8 feet Tunnel No 1

9 — do — 72 — do — do — No 2

52 — do — 162 — do — do — No 3

50 — do — 163 — do — Aqueduct Temporary

(Proposed to be permanent)

76 — do — 164 — do — 8 feet Tunnel No 4

42 — do — 166 — do — 8 feet — do — No 5

79 — do — 167 — do — 8 feet — do — No 6.

21 — do — 170 — do — Ferry

30 — do — 171 — do — 8 feet Tunnel No 7

36 — do — 172 — do — Bridge

Examined

1st March 1864

Signed H. B. Cottam

Chief Engineer

6th Section Passages

9 Chains of 76th Mile — 10th Single Tunnel No 1
4 — do of 75th — do — Do — Do — No 2
52½ — do of 75th — do — Bridge — No 1
62 — do of 77th — do — 10 feet Tunnel No 4
65½ — do of 77th — do — Lock No 3
4 — do of 82nd — do — Lock No 5
32 — do of 82nd — do — Tunnel No 5
70 — do of 83rd — do — Lock No 7
20 — do of 84th — do — Tunnel No 6
51 — do of 85th — do — Ferry
14 — do of 85th — do — Tunnel No 7
38 — do of 86th — do — do — No 8
25 — do of 87th — do — Ferry
18½ — do of 88th — do — Lock No 8
64 — do of 88th — do — Tunnel No 10
18 — do of 89th — do — do — No 11
50 — do of 90th — do — Lock No 11

Kumool
4th March 1864

{signed} H. C. Cotton
Chief Engineer

7th Section Passages

11 Chains of 92nd Mile — Bridge No 1 over backwater
57 Do of 92nd Do — Tunnel No 3 (8 feet)
48 Do of 93rd Do — Bridge No 2
5 Do of 94th Do — Tunnel No 5 (8 feet)
78 Do of 95th Do — Ferry No 1
8 Do of 99th Do — Tunnel No 11/2 Vents 20 feet)
9 Do of 99th Do — Ferry No 2
43 Do of 99th Do — Tunnel No 12 (8 feet)
9 Do of 101st Do — Do — No 15 — Do —
17 Do of 101st Do — Do — No 16 — Do —
49 Do of 101st Do — Do — No 17 — Do —
61 Do of 101st Do — Do — No 18 — Do —
47 Do of 102nd Do — Ferry — No 3 —
37 Do of 103rd Do — Tunnel No 20 (8 feet)
15 Do of 104th Do — Do — No 19 — Do —
11 Do of 105th Do — Do — No 3 (3 Vents of 8 feet)
21 Do of 107th Do — Do — No 4 (2 Vents of 8 feet)
40 Do of 107th Do — Bridge No 1
19 Do of 108th Do — Tunnel No 5 (6 feet)
44 Do of 109th Do — Do — No 6 — Do —
75 Do of 110th Do — Do — No 7 (3 Vents of 8 feet)
19 Do of 112th Do — Bridge No 2

Kumool
4th March 1864

{signed} H. C. Cotton.
Chief Engineer

True Copies
H. Cunningham Captain R. E.
Consulting Engineer 1866

6th Section Passages

9 Chains of 78 Miles — 10 Single Tunnel No 1
4 — do of 79 — do — Do — Do — No 2
52½ — do of 79 — do — Bridge — No 1
62 — do of 79 — do — 10 feet Tunnel No 4
65½ do of 79 — do — Lock No 3
4 — do of 82 — do — Lock No 5
32 — do of 82 — do — Tunnel No 5
70 — do of 83 — do — Lock No 7
20 — do of 84 — do — Tunnel No 6
51 — do of 85 — do — Ferry
14 — do of 85 — do — Tunnel No 7
38 — do of 86 — do — do — No 8
25 — do of 87 — do — Ferry
18½ — do of 88 — do — Lock No 8
66 — do of 88 — do — Tunnel No 10
18 — do of 89 — do — do — No 11
50 — do of 90 — do — Lock No 11

Kumool
4th March 1864

(signed) H. C. Cotton
Chief Engineer

7 Section Passages

157

11 Chain of 92 Mile — Bridge No 1 over backwater
57 Do of 92 Do — Tunnel No 3 (8 feet)
48 Do of 93 Do — Bridge No 2
5 Do of 94 Do — Tunnel No 5 (15 feet)
78 Do of 95 Do — Ferry No 1
8 Do of 99 Do — Tunnel No 11/2 Vents 20 feet)
9 Do of 99 Do — Ferry No 2
43 Do of 99 Do — Tunnel No 12 (8 feet)
9 Do of 101 Do — Do — No 15 — Do —
17 Do of 101 Do — Do — No 16 — Do —
49 Do of 101 Do — Do — No 17 — Do —
61 Do of 101 Do — Do — No 18 — Do —
47 Do of 102 Do Ferry — No 3 —
37 Do of 103 Do Tunnel No 20 (8 feet)
15 Do of 104 Do — Do — No 19 — Do —
11 Do of 106 Do — Do — No 3 (3 Vents of 8 feet)
21 Do of 107 Do — Do — No 4 (2 Vents of 8 feet)
40 Do of 107 Do Bridge No 1
19 Do of 108 Do Tunnel No 5 (8 feet)
44 Do of 109 Do — Do — No 6 — Do —
75 Do of 110 Do — Do — No 7 (3 Vents of 8 feet)
19 Do of 112 Do — Bridge No 2

Kumool
4th March 1864

(signed) H. C. Cotton.
Chief Engineer

True Copies
H. Hutchinson Captain R. E.
Consulting Engineer 1866

Copy of a Letter to Govt. Kurnool
dated 1st May 1862. No 89.

Revenue Department.

No 177

Proceedings of the Board of Revenue.
dated 2nd May 1862.

Read the following letter

No 58.

From James Innes, Mineliu Esq.
Collector of Kurnool

To W. Huddleston Esq.
Secretary to the Board of Revenue
Fort St. George.

Sir.

1. I have the honor to forward for the consideration of the Board, translation of an arzy presented by the inhabitants of the Gorapoor Village a Suburb of Kurnool town, on the closing of all their communications by the Canal under construction by the Irrigation Company.

2. I have spoken with Mr Lowe, the Engineer now in charge of the Range, who will make arrangements to remove the obstruction now complained of; and supply the inhabitants of Gorapoor with a

a temporary crossing which will meet their requirements until the Canal is completed.

3. The subject of communication after the completion of the Embankments for decision, and as I consider that the arrangements proposed by the Chief Engineer of the Company are inadequate for the purpose, I think it right to bring the subject before the Board, as the interests of a large agricultural community are involved, and an expression of opinion by the Board must carry weight with Government in arriving at a decision.

4. For the better comprehension of the points at issue, I beg to forward a Survey of the different lines of communication about Kumool, as affected by the Company's Canal.

5. After crossing the Sunday bridge there were three Roads leading out of Kumool to the South, and East, the Gadidi-madgoo, Namoor and Gooty roads. The design of the Chief Engineer of the Company has been to carry all these roads across the Canal by one bridge, near the line of the

the Gooty road, and the diversion of all these roads has been completed, though not in a satisfactory manner.

6. This diversion was carried out until the sanction of the former Consulting Engineer, Colonel Randall, and my opinion as to its sufficiency was not called for until the question was taken up by General Sullow after the new lines of road were nearly completed.

7. The Chief Engineer is of opinion that the requirements of the inhabitants of Gorapoor will be sufficiently met by the use of a ten feet tunnel, marked on the Survey, and at seasons when this cannot be made use of, by the bridge on the Gootty road.

8. As justly stated by the inhabitants of Gorapoor in their petition, the tunnel in question will only be dry during the hot months, and is not large enough to admit the passage of Carts laden with agricultural produce. It is obviously improper to compel the inhabitants of Gorapoor, numbering 2,200 people

people, to make a circuit of several miles in going to and returning from their daily agricultural avocations.

9. General Pudlon shares my opinion as to the necessity for a second bridge in this locality, and on mature consideration I am of opinion that the best site for the bridge will be over the deep cutting in the Canal, opposite the Village of Goorpoor, where its construction will present no difficulties, and whence it can be connected with the new line of the road to Gadedinadgoo.

10. There is another point connected with the construction of the Canal on the South side of the Tindry river, which I beg to bring to the notice of the Board, and request that it may be laid before the Government.

11. On the West of the Survey plan now submitted, will be observed an oblong drive: a road which after crossing the Tindry bridge turns westwards by the Collectors Cutcherry, and after proceeding in a Southerly direction crosses the Goolty road, and returns towards the North crossing the Gadedinadgoo road, by the Tannery, to the Tindry bridge. This is the only drive for recreation possessed by the inhabitants of Kurnool, and it will be observed that it is twice crossed by the Canal. The eastern crossing of the Canal is already closed, and the Western crossing near the acqueduct will shortly be closed also, when the residents of Kurnool will be deprived of the only drive at their disposal for evening exercise.

12. I have pointed out to the Chief Engineer that as the drive is destroyed by the Canal, the Company is bound to supply the best substitute in its power, and I suggested a short line of road, entered on the Survey plan, the completion of which would in some way compensate for the closing of the existing drive.

13. As the work proposed by me could be carried out at a very small expense, I was in hopes that Colr Cotton would have acquiesced in the advisability of my suggestion, but I regret to find

said that he is now of opinion that the Company cannot be called on to provide a diversion for a road destroyed by the Canal, when that road was constructed for the purpose of affording a drive to the Residents of Kurnool, and not for General traffic.

14. I should have referred this question for the consideration of the Consulting Engineer, but being uncertain whether General Ludlow is still in Madras, and no successor having been appointed, the closing of the drive being imminent, I trust that the Board will be good enough to take the matter into their favorable consideration, and obtain the immediate orders of Government on the subject.

15. The question is one of principle, rather than detail, the point involved being simply the liability of the Company to replace in the least expensive manner, a drive constructed for recreation, which is destroyed by their works.

Kurnool,
Collector's office,
23d April 1862.

I have &c
(Signed) J. J. Hinchin
Collector.

Ordered to be submitted to Government with the Board's recommendation that the Company be required to construct a bridge over their Canal, for the accommodation of the inhabitants of Gorapore, as proposed by the Collector and concurred in by the Consulting Engineer, and further that they be required to replace the drive which will be destroyed by their Canal, by making the short branch road proposed by the Collector and shown on the Map.

The objection that because the drive was constructed for purposes of public recreation, rather than ordinary traffic, therefore the Company are not bound to replace it, is in the Board's opinion utterly untenable.

It would need considerable hardihood to propound such a theory in England and even in India it is somewhat astounding.

(A true Copy and Extract)

To J. D. Inn Esq
Secretary to Government
Revenue Department.

J. Thomson
Secretary.

with 2 Enclosures

19 to 6 Gorumbon

find that he is now of opinion that the Company cannot be called on to provide a diversion for a road destroyed by the Canal, when that road was constructed for the purpose of affording a drive to the Residents of Kurnool, and not for General traffic.

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Kurnool
Collector's office
23d April 1862

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(Signed) J. A. Kinchin
Collector.

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The objection that because the drive was constructed for purposes of public recreation, rather than ordinary traffic, therefore the Company are not bound to replace it - is in the Board's opinion utterly untenable.

It would need considerable hardihood to propound such a theory in England and even in India it is somewhat astounding.

(A true Copy and Extract)

J. Thornton
Secretary.

To J. D. Inn Esq
Secretary to Government
Revenue Department. with 2 Encl

Consulting Engineer's Office,
Irrigation & Canal Company,
9th May 1864.

No. 6

From,
Captain J. Mullins R.E.
Consg. Engr. for I. & C. Company

To,
Colonel C. A. Orr R.E.
Secy. to Government, D.P. Works.

Sir,

To Collr. of Kurnool No. 148. 14 March/64.
From do. 15 do.
Chief Engr. I.&C. Co. 7th April.

1. With reference to paras 9 and 10 of the order of Government of the 15th September 1863, No. 2668, I have the honor to forward a copy of the correspondence as per margin, together with the tracing of the line of the Canal from the head to the 112th mile, and a list of the passages or crossings provided, or to be provided.

2. West of the Hindry Aqueduct and between that and the Head Sluice of the main channel, it will be seen that the means of communication will be a 10 feet tunnel and 8 iron ferry boats. The Collector considers the number of crossings sufficient but he would prefer rubble stone bridges, and, on the supposition that this 1st section of the canal will not be used for general navigation, he proceeds to shew, that the ultimate cost to the Company of bridges would not greatly exceed that of ferry boats.

paras. 2 to 5.

3. For the current year's irrigation season however, as the iron ferry boats will not be ready, and if ready could hardly be used in the small depth of water, which will require to be admitted into the canal, basket boats and temporary bridges are intended to be used, but up to April the 7th the Chief Engineer

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P.G. 15 Septr 1863 No. 316–319
Copy in a Letter 6 ... 29 July 1864 ...

Proceedings of the Board of Revenue
Dated 3rd
Despd. 3rd May 1864
Recd. 6th

No. 1540 – 24th May 1864.
Submitting with the Board's recommendation letter from the Collector of Kurnool bringing to notice certain [illegible] the Irrigation Co. [illegible]

C. 11 Rec'd 18 May 1841 No 204

Engineer had not finally decided upon the sites of the crossings or the description of crossing to be used at each— With regard to this part of the subject however, the question of the description of crossing to be permanently given, is ready for the decision of Government. Great as would be the benefit to the villagers, were the bridges proposed by Mr Mechin constructed, the Chief Engineer's strong objections to obstructing the Canal at eight places in eighteen miles, appear to me valid.— The Collector made the new intention of carrying general navigation west of Harnoul, the principal ground for advocating the substitution of bridges and ferry boats, and as that intention exists, this part of the line, in common with that to the eastward, should be left as free from obstruction as may be practicable.—

East of the Sindry Aqueduct, the Chief Engineer, at the 20th mile, proposed a ferry for the accommodation of the South Eastern part of Harnoul and the village of Loupoor. The Collector of Harnoul and the late Consulting Engineer are both strongly of opinion that a bridge is required at or near this point, in addition to that already partly constructed 1¼ miles further westward on the Harnoul road.— The population to be accommodated is stated to be large, and the object Tunnel, the alternative crossing, is 1½ miles to the eastward, or, as the Collector points out, very nearly as far as the Harnoul road bridge from the part of the town requiring the accommodation.— As however this is the only point East of the Sindry Aqueduct at which the means of crossing are proposed to be provided

Last para

para 6

para 6

as the officers, who state the circumstances to be necessary, have both had ample opportunities of forming a judgment of the wants of the community, I think the substitution of the bridge for the ferry should be ordered.—

5. The Collector in para 6 of his letter alludes to the necessity of giving the villagers the use of the ferries free of charge.— I do not suppose that any other idea has been entertained, but as difference of opinion may hereafter arise as to degree of assistance to be given to the villagers, it may be as well that Government should decide, whether it will be considered sufficient that the Company should provide serviceable boats and tow lines secured to either bank, or whether it will be considered necessary that some one should be in charge of each boat. The former arrangement I believe to be common in some of the Government canals, and when the boats are small, I know of no objection to it.—

6. From para 6 of the late Consulting Engineer's letter it will be seen, that eight crossings will be provided in a length of 112 miles, of which 10 will be bridges, 22 ferries, and the remainder passages through tunnels, under side arches of aqueducts, and locks &c.—

7. There is no information in this office as to the progress which has been made in the provision of temporary crossings in the 1st section of the canal.— Major General Lindow wrote again to the Agent on the 13th instant on the subject, and as it has been re-

peatedly

Public Works Department

No. 1540

Proceedings of the Madras Government. Under date the 27th May 1864. Read the following

Rec. of the Board of Revenue submitting with the Board's recommendation letter from the Collector of Kurnool bringing to notice certain inconveniences caused by the Irrigation Company's works & forwarding petition presented by the inhabitants of the village of Zoraspoor on the subject. From Consulting Engr. for I. & P.C.	B.E.	3rd May 1864
Forwards copy of the correspondence with reference to paras 9 & 10 of the order of Govt. of the 15th Sept. 1863 No 2668 together with the traces of the line of the canal from the head of the 112 mile & a list of the passages or crossings provided or to be provided.	H.E.	9th May 1864

In compliance with the requisition contained in paras 9 & 10 of Proc. of Govt. No 2668 dated 15th Sept. 1863, the Consulting Engineer, Irrigation & Canal Company has submitted with his letter entered at the head of these Proc. a statement of the passages or crossings which the Company's Chief Engineer proposes to establish in the first 7 sections

112 miles

repeatedly stated that water could not be admitted until such provision had been made, the arrangements will, there can be little doubt, ere long be finished, and if the Government consider them sufficient under the circumstances of the present season, provided they are actually ready, and the canal in other respects fit to receive water, there will be no further necessity for delaying its admission.—

I have the honour to be,
Sir,
Your most obedient Servant,
H. Chamberlain Captain,
Consulting Engineer for I. & P. Company.—

To
The Chief Secretary to Government,
Public Works Department,
Fort St. George.

15 Sept. 63 or 2668—
Copy of a Letter to England
dated July 1864 Encl.

Read 9 May 1864

Encl. 9

2 Original Statements with Letter

Commr. & Engr. for I. & P. Company's
Requisition with statement attached
with reference to Govt. Proc. of 15th
September 1863 No 2668 Paras 9 & 10
Public Works Department
Fort St. George
dated 3rd May 1864

Ent. Thos. Lock R.

Do Rec.

Ent. Thos. Lock R.

Ent. Clerk 1864 R. 20th

1/12 miles of the Canal

The communications are as follow.

Sections.	Bridges	Ferries	Aqueducts	Locks	Locks	Total
First-	1	2	.	.	.	3
Second	1	6	1	1	.	9
Third	0	6	2	2	.	10
Fourth	2	2	.	5	.	9
Fifth-	1	1	1	7	.	10
Sixth-	1	2		9	5	17
Seventh	4	3	.	15	.	22
Total	10	22	4	39	5	80

The Committee of Engineers report that the Collector of Rumford considers the number of Crossings unnecessary; but the substitution of bridges for ferries between the Aqueduct and the Head of the Canal and strongly urges the necessity of a bridge at or near the [illegible]

of the village of Jamestown, a suburb of Rumford Town, in addition to the navigable passage which the 10 feet tunnel in that locality will afford.

The situation which bridges would occasion to navigation on the Canal towards Rumford is avoided by the adoption of that recommendation and the Committee think that the Collectors recommendation, as to Mrs. Pond's was based on the supposition that the Canal would be carried through above Rumford.

With respect to Mrs. Means of

crossing the provided for the inhabitants of Zamboanga. the Collector & Chief Engr are at issue. ~~The subject is reported to have been posted to Lieut Reynolds Ludlow~~ The late Cmd.g Engr. Reynolds Ludlow concurred with the Collector, ~~but~~ and Capt Mullins also inspects the Engineering. The subject is fully explained in the Rpt of the Bd of Rev. above recorded and the Govt. are of opinion that besides the 70 feet tunnel a bridge should be constructed ~~across the Basilan~~ The Cmd.g Engr. will

according

according to the provided. the site being fixed upon in communication with the Collector.

With this modification H.E. will approves the proposed list of Corps Reports, however, to be including para 4 of the Consulting Engr's letter, the Govt. deem it necessary to depart there order that the introduction of water into the canal shall not be allowed until the means of crossing the existing streams, ~~bridges~~ have been provided - temporarily or permanently.

It is to be understood that the villages are to be

allowed

allowed the use of
the fences free of
charge at all time
and the Govt. consid
it necessary that the
Company should have
at least one man in
charge of each boat

In the Collector's
letter laid before Go
by the Bd. of Revenue
in therein: already
referred to, is raised
the question of the
Company's obligation
to replace the drift
of which the Resident
of Kumarkhali has be
deprived by the cana

The Chief Engr.
maintains that on
the closing of this
drift will not
interfere with
the General Conservancy

the Company are not
bound to replace
it. The Govt. agree
with the Bd. of Rev.
that the objection
is untenable
and they request the
Consulting Engr. to
call upon the Co's
Chief Engineer to
cause the short
road proposed by
Mr Meacham for
preserving the drift
to be made.-

R.B.

Board of Revenue
Mag Mgr & C.L. Comp
Govt S

Water Cons
Wks Dept Letters to Govt
Dated 30th May-

allowed the use of the ferries free of charge at all times and the Govt. consider it necessary that the Company should have at least one man in charge of each boat.

On the Collectors letter laid before Govt by the Bd. of Revenue in Chittagong already referred to, is raised the question of the Company's obligation to replace the drain of which the Residents of Rumoo will be deprived by the canal.

The Chief Engr. maintains that on the closing of this drain will not interfere with the general [illegible]

the Company are not bound to replace it. The Govt. agree with the Bd. of Rev. that the objection is untenable and they request the Financial Secy. to call upon the Co's Chief Engineer to cause the short road proposed by Mr Meacham for preserving the drain to be made.-

H.S.B.

Board of Revenue
Chief Engr. & Co. Comp
Govt. Dept.

Writers Enclosures
Political Dept. Letters & Plans

Draft 30th May.

crossing the proposed for the inhabitants of Zoar pier. The Collector & Chief Engr are at issue. ~~The subject is reported to have been treated while Engr Ludlow~~ The late Cons.g Engr. Raynsford Ludlow concurred with the Collector, ~~that~~ and Capt Mullins also supports his opinion. The subject is fully explained in the Rep.t of the Bd of Rev. above referred and the Govt. are of opinion that besides the 70 feet tunnel a bridge should be constructed ~~where a boat~~ about The Public The Cons.g Engr. will according

according see that one is provided. the site being fixed upon in communication with the Collector.

With this modification the Board approves the proposed list of Contracts, however, to be including para 9 of the Consulting Engr.'s letter, the Govt. deem it necessary to depart from order that the introduction of water into the canal shall not be allowed until the means of escape to the extent now prescribed, ~~shall be~~ have been provided - temporarily or permanently.

It is to be understood that the villagers are to be allowed

Copy in a letter to Engr
dy 9th July 1864. No 34.

P. W. 1864 Depot
Pro: of Govr for May

Pro 1570

Pro: of the Allegan

Dy 27 May 1864

Lumber Contr 3 by 2 of
1864.

Ct No 82/65

Pro Ch 739 /65

Lumber Roe Ct 8/11 : 4 11

The list of crossings
proposed to be established within
the first seven sections of the
S & C Co's Canal, sanctioned
with a certain modification

Pro 1047 @ 606.