

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <i>2360</i>	Press
<i>357-358</i>	~~Mis.~~
Dated <i>14</i> - <i>8</i> - <i>1865</i>	

Not to be folded or roughly handled

17

Proceedings of the Madras Government, Public Works Department,
14th August 1865.

No. 357. I enclose the following letter from Captain A. S. MOBERLY, R. E.,
Superintending Engineer, 3rd Division, to Colonel C. A. ORR, R. E.,
Secretary to Government, Public Works Department, dated Bellary,
22nd July 1865, No. 91.

SIR,

1. With reference to paragraph 1 of G. O. No. 2,438, of 24th August 1864,
(With plans, to be returned.) I have the honor to submit original
reports, from Major Flint and Serjeant

Supervisor Plummer, on the number of crossings proposed by the Irrigation
Company for the accommodation of the villagers. The delay in submission has
been caused, first, by the Officers of the Company not furnishing the information to
Supervisor Plummer until the middle of March; and second, from my having to
refer back to Supervisor Plummer for a sketch of the line through his Range, to
show where he suggested the crossings should be, and only having received it a few
days ago.

2. I agree in considering that the culverts will be of little or no use, as their
height is, generally speaking, insufficient for a loaded cart; most of them are also
lower than the level of the country, and to drain them will require a great length
of channel, and being so much lower, they are generally speaking dark, so that it
is very likely that there will be accidents. When there is water in the canal,
I think it very probable that it will be found that the arch is not water-tight, and
in that case, the roadway through the culverts will be always swampy, and will
afford a cool resort for buffaloes and pigs.

From Major J. FLINT, Assistant Engineer, in charge of Kurnool Range, to Captain A. S.
MOBERLY, R. E., Superintending Engineer, 3rd Division, dated Kurnool, 10th March
1865, No. 373.

SIR,

1. With reference to paragraph 148 of letter No. 40, of the 2nd July 1864, from the Con-
sulting Engineer for Madras Irrigation and Canal Company, to the Secretary to Government,
Department Public Works, I have the honor to forward a Survey of the Canal showing the
existing village roads, and the proposed sites for bridges, ferries, and culverts.

2. I am afraid the culverts will not be of much use as means of communication, as besides
receiving the drainage they are very dark, and will no doubt leak a great deal, and are not high
enough to admit loaded bandies.

3. At Paygydial a 14-feet culvert is being constructed, I consider a bridge is absolutely
necessary as seven village roads meet at this village, as will be seen by the Survey.

4. The village roads are so numerous below the Canal (as the Survey will show) that Govern-
ment cannot possibly make them all; no doubt the land when under irrigation will become very
valuable, but it appears to me that it would be much cheaper for Government to purchase what
land they then would require, at a greatly increased rate, than to make roads now on the chance of
these roads being necessary, as it is impossible to say what roads are required until it is known
what land will be brought under cultivation.

5. The present village roads are well adapted for the present traffic, to raise all these roads
two feet, with the soil over which the road would be made, would cost about three lacs of Rupees
by the estimate I have made. I consequently recommend that nothing is done until the land is
under cultivation, as it will then be known what roads will be absolutely necessary.

*Proceedings of the Madras Government, Public Works Department,
11th August 1865.*

From Mr. S. C. PLUMMER, Supervisor, in charge of Nundial Range, Kurnool District, to Captain A. S. MOBERLY, R. E., Superintending Engineer, 3rd Division, dated Camp, Padakunda, 17th June 1865, No. 112.

SIR;

1. With reference to your letter No. 31 A of 13th March 1865, directing me to ascertain, and report to you, if sufficient provision for traffic had been made on the Madras Irrigation Company's Canal, I beg to inform you that I now forward the following report on the subject.

2. The Canal runs through this Range, from the 87th to 140th mile. I considered it advisable, first, to find out if all the village roads were shown in the sketch map of the Canal sent to me by the Chief Engineer of the Company; to ascertain this information, I caused a rough sketch map to be prepared, on a scale of 2 inches to a mile, on this is shown the places where the Company

Reduced to 1 inch to the mile in plan sent A. S. M. intends constructing culverts, bridges, and ferries, also the places where I consider the wants of

the traffic have not been sufficiently considered or attended to; should you require a copy of this map I will forward it to you.

3. It is proposed by the Company that the traffic between the 88th and 92nd miles of the Canal should pass under the Canal by means of culverts, in this distance three will be built, one in each of these miles, viz., 88th, 89th, and 92nd, their breadth of water or roadway will be 10, 11, and 8 feet respectively, the height from the floor of culverts to the crown of arch is 9½ feet, the arch 1½ foot thick, leaving 8 feet in the clear for the passage of bandies, this height is scarcely sufficient for bandies laden with such loads as wood and straw; but a greater objection against the culverts (answering the purpose for what they are intended) is that the floors of nearly all of them throughout the line, will be 9 or 10 feet, if not more, below the surface of the land adjacent to them; in the monsoons a considerable quantity of rainwater and silt will collect on their floors, having no passage there will be no possibility of this water being discharged, it is doubtful with water in the Canal if the floors will ever be dry, the result will be either a considerable inconvenience and delay to the traffic or the entire stoppage of it altogether on this part of the Canal. Under these circumstances, I consider the culverts useless for at least four months in the year; I think it would be beneficial and necessary to establish ferries opposite the villages of Pessary and Jootoor, near the 88th and 91st mile stones.

4. Sufficient arrangements have been made from 93rd to 96th mile.

5. The 97th mile has no village road crossing it, the 98th has two; the 99th two. It is intended to place a ferry near the 98th mile stone, it would be more useful if placed half a mile further up the Canal, about the 97½ mile, or the villages of Parnapilly and Yerrapaudoo will be much inconvenienced; the 99th, 100th, and 101st miles will require some provision made for them, a number of culverts is to be built in these three miles, some of them in drains, the floors of which will be three or four feet lower than the bed of the drains, and be subject to the same inconveniences as mentioned in paragraph 3 of this report; to secure constant traffic over these miles of the Canal it would be requisite to place a ferry near the 99½ mile.

6. The 102nd mile is provided for; the 103rd and 104th miles will be subject to very little traffic; in the 105th mile there is a road crossing the Nundial tanks, and leading to the villages of Tipparreddy, Kottala, and Rahim Khan Kottala; I have observed considerable traffic on this road, no provision for it has been made, the Company's attention should be called to it.

7. The 106th mile has only one crossing not provided for; if steps are taken to ensure passage over the 105th mile, as required, *vide* last paragraph of this report, passengers will then have the option of crossing there, or if they prefer it they can ascend the bridge spanning the Canal and connecting the Cumbum and Kurnool road near the 106½ mile.

8. The next defect in the arrangement appears in the preceding 4½ miles, bridges are under construction near the 106½ and 111th miles, but for the intervening space between these bridges no provision has been made; there are two tracks to the village of Charbole and one to the village

*Proceedings of the Madras Government, Public Works Department,
14th August 1865.*

of Soombarum, if no other passage is constructed in this space than the bridges alluded to above, Ryots will have to go miles out of their way, and be considerably inconvenienced, to remedy this I would propose that ferries be placed opposite Charbole and Soombarum in the 108th and 110th miles.

9. Sufficient arrangements have been made from 112th to 124th mile.

10. At the extreme ends of the 124th and 132nd miles ferries will be kept, but for the intervening portion of the Canal between these ferries, a distance of 8 miles, no traffic arrangements are made; there are several large and important villages near this part of the line, and the crossings are numerous, it would be essential to provide for traffic in some manner as near as possible to the 126th and 129th mile stones.

11. Sufficient arrangements are made for the 133rd mile; the 134th mile will have a ferry provided for it; but for the 135th, 136th, 137th, and 138th miles no preparations are made; at the end of the 139th mile a bridge will be built, this ferry and bridge will be five miles apart; a ferry would be found useful if placed near the 136th mile stone, the traffic over the 140th mile can be accommodated by the bridge in the 139th mile

No. 358. ORDER THEREON, 14th August 1865, No. 2,360.

CIVIL WORKS, No. 46.

1. Upon further consideration, the Government resolve to postpone their decision as to the additional means of communication required across the Main Canal of the Irrigation Company, until the local traffic, which the extension of cultivation will undoubtedly create, shall have been developed.

2. With regard to the culverts, the Government desire to know what steps have been taken to insure their being properly drained, a measure which they were* led to understand had been fully provided for. This information the Consulting Engineer will obtain from the Company's Manager.

(True Extract.)

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

To the Superintending Engineer, 3rd Division.
.. Consulting Engineer for Madras Irrigation and Canal Company.
.. Manager for do. do.
.. Revenue Department.

Exd. S. T. Augustin.

N^o 91.

Supp. Engineer's Office, 3^d Division

Belknap 22nd July 1865.

From

Captain A. G. Moberly, R.E.

Supp. Engineer, 3^d Division

To

The Secretary to Government

Public Works Department.

Sir,

With reference to Para. 4 of G. O. N^o 2,438 of 24th August 1864, I have the honor to submit original reports from Major Flint and Sergeant Supervisor Plummer on the number of crossings proposed by the Irrigation Company for the accommodation of the Villagers. The delay in submission has been caused 1st by the Officers of the Company not furnishing the information to Supervisor Plummer until the middle of March, and 2nd from my having to refer back to Supervisor Plummer for a sketch of the line through his Range, to show where he suggested the crossings should be, and only having received it a few days ago.

I agree in considering that the culverts will be of little or no use, as their height is generally speaking insufficient for a loaded cart: most of them are also lower than the level of the country, and to drain them will require a great length of channel, and being so much lower, they are generally speaking dark, so that it is very likely that there will be accidents. When there is water in the Canal, I think it very probable that it will be found, that the Arch is not water tight, and in that case, the roadway through the culverts will be always swampy, and will afford a cool resort for buffaloes and pigs.

I have &c

A. G. Moberly Captain R.E.

Supp. Engineer 3^d Division.

(With Plans &c.
Returned).

No 2360

Proceedings of the Madras Government
Under date the 11th August 1865
Read the following

From the Superintending Engineer
of the S. Division.

Submitting reports from Major
Thiel and Supervisor Plummer on
the number of orderings prepared by the
Irrigation Company for the accommodation
of villagers with his remarks also.

Upon further con-
sideration, the Govt.
resolve to postpone their
decision as to the ad-
ditional means of com-
munication required
across the main canal of
the Irr. Company, until
the local traffic, which the
extension of cultivation will
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With regard to the
cultivators, the Govt. desire
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been taken to insure them
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a measure which they
were led to understand
had been fully provided
for. This information
the Consulting Engineer

W. D. L.

Vide Chief Engineer's letter
22752 - 13. Sept-64 -

No. 24 Aug 1865

1865
11th August
The Superintending Engineer
S. Division

The Secy. to Government
P.W. Department

Date recd
11th Aug 1865

B. H.

No. 2357

Submitting reports from
Major Thiel and Supervisor
Plummer on the number of
orderings prepared by the
Irrigation Company for the
accommodation of villagers
with his remarks also.

will obtain from the
Company's Manager

AB

all papers in
the office

all papers in
the office

all papers in
the office

all papers in
the office

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The Sup^r Engr 3rd Jⁿ H^{ts}
Conc^g Engr I. of Company
Manager DO DO
Rec^d Depart^h ✓

Septth 1st August

2 Plans 12 Paterson ✓

90 1865 Dep't
Pres: of Gov't for days

2860
Pres: of the M. Gov't
2/14 Aug 5/50

Cert. 312.3 of 1865

Paying order on letter
from the superintending
superior of the 3rd Division
Submitting reports relative
to the additional means of
communication requires across
the I. & C. Main Canal.

357.358