

(1) Number of pages 12

(2) Date of repair 1-3-66

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 695-	Press
1-2.	Mis.
Dated 1-3-	18 66.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department.
1st March 1866.

No. 1. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Camp Aspere, Taluq Alloor, 16th February 1866, No. 210:—

No. 2,534 of 31st August 1865.
,, 3,153 of 21st October ,,

1. With reference to Orders as per margin, I have the honor to forward a copy of a letter from Major Flint, the Executive Engineer in charge of the Kurnool Range, together with estimates, amounting to Rupees 11,000, for constructing raised village roads below the irrigation canal. The width of the embankment at top, as proposed by Major Flint, in paragraph 1 of his letter, I considered insufficient, and so directed him to make it five yards, with side slopes of two to one; the estimate has been prepared according to these instructions.

2. I have communicated personally with the Chief Engineer of the Irrigation Company, and showed him Major Flint's letter, and he agrees as to the necessity of another bridge in the 47th mile, where at present there is a temporary bridge.

3. As regards the portion below Valapanoor, I communicated with the Chief Engineer of the Irrigation Company, but he wished to see the country again before he came to any decision, as the number of village roads is in some parts great, and more enquiries are necessary as to the best place for bringing them together.

From the Acting Executive Engineer in charge of Kurnool Range, to the Superintending Engineer, 3rd Division, dated Kurnool, 3rd November 1865, No. 283.

1. With reference to the Order of Government No. 2,534, dated 31st August 1865, I have the honor to inform you that I inspected, with the Executive Engineers of the Madras Irrigation and Canal Company, the crossings of the canal from Nagatoor to the end of my range, viz.,

Valapanoor. If Government have determined on constructing raised roads below the canal, I recommend that roads to the following extent be constructed. The roads to be six yards at bottom and four at top, and raised one yard; the earth to be used from each side of the road for raising it, and then merely to be levelled.

2. There is the bridge over the canal at the 45th mile at Nagatoor, all that is necessary here at present, is that the road be raised one yard for a distance of $1\frac{1}{2}$ mile from whence it is very stony and over rocky soil. It will have to be changed from the low ground to high ground as well for this distance. The soil is red. The Nagatoor bridge is not on the line of through traffic leading from Nundial via Parmanchala and Nagatoor, as the Consulting Engineer in paragraph 2 of his letter states, but the line for this traffic from Nagatoor keeps above the canal until between the 46th and 47th mile of the canal, where it crosses a temporary bridge, and from thence to Mooracondah.

3. There is a temporary bridge between the 46th and 47th mile of the canal: there must eventually be a permanent bridge here, as between the 45th and 48th mile it was intended to have had two eight feet culverts for traffic, one has been done away with and the other can never be of any use for traffic. This temporary bridge is on the line of through traffic leading from Nundial via Parmanchala and Nagatoor to Mooraconda on the Kistna. For the present this road below the canal might be raised one mile;—soil red.

4. At the 49th mile there is an eight feet culvert crossing on the line of road leading to Moochemurry, Palannedry, and Beeravully. This road might be raised one yard to Moochemurry (half a mile); soil black. Beyond Moochemurry stony and red soil.

the canal might be raised one mile. Soil red.

Proceedings of the Madras Government, Public Works Department.
1st March 1866.

5. The fourteen feet culvert at Puggydial.—This is without doubt a most important crossing, several lines of road lead from this crossing to different villages below the canal. The Consulting Engineer's suggestion that at least one raised road be made to Sunkurnayanipully, with branches to Beeravully and Prothakota, might be partially carried out at first by raising the line of road towards Sunkurnayanipully for a distance of one mile, and afterwards extending it and make branches to Beeravully and Prothakota; soil red.

6. The Jupad bridge in the 60th mile is on the line of road which is being made from Nundykotcoor to Biarlooty; part of the amount sanctioned next year might be spent in making about four miles of this road below the canal prior to extending it on from Nundykotcoor; soil red and hard.

7. The Thurgoppla aqueduct.—I consider a road here for at least a mile in length necessary as the soil is black cotton.

8. The bridges at the 72nd and 75th miles: the ground here is very high, the soil red and very rocky, consequently I do not think it would be advisable to touch the roads here at present, but opposite Bowanassy there is a road running parallel to the canal which, I think, would be necessary to raise for three quarters of a mile; soil red.

9. I consider the above is all that is necessary to be done in the Kurnool range at present to those roads. The Executive Engineers of the Company accompanied me while inspecting these communications, and agree with me.

10. I recommend that 50 Rupees per mile be allowed for the old line of road leading from the burial ground and running parallel to the canal to where the bridge is building at Jalapooram, to join the Gudidamaduga road. This road will have much traffic on it and a great part of it has been made by the Irrigation Company, and unless kept up will go to ruin.

Three miles.

No. 2. ORDER THEREON, 1st March 1866, No. 695.

CIVIL WORKS, No. 1.

1. The Government are unable to sanction, in its present form, the estimate which is submitted with the foregoing letter, for constructing raised village roads below the Main Canal of the Irrigation Company in the Kurnool Range. The Superintending Engineer does not show the cost of each road, neither has he furnished a sketch map of their localities. It is, moreover, observed that provision for superintendence is made in the estimate in opposition to the orders contained in the Proceedings of Government marginally noted. The estimate

No. 3,530, dated 12th December 1864.
,, 1,510, ,, 6th June 1865.

will accordingly be returned to Major Moberly, with a view to separate abstract estimates and specifications being submitted for each road together with the sketch map required under paragraph 13, Chapter V. of the Code.

2. The estimates should bear the countersignature of the Collector.

(True Extract.)

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

To the Superintending Engineer, 3rd Division, with Estimate and Specification.
,, Consulting Engineer, Madras Irrigation and Canal Company.

Exd. S. T. Augustin.

No 283 of 1865/66. Kurnool Range Office. Kurnool
3rd November 1865
From, Major James Hild
at Executive Engineer in charge of
Kurnool Range.
To, Captain A. S. Moberly R.E.
Superintending Engineer 3rd Div.

Valapoor

With reference to the order of Government No. 2534 dated 31st August 1865, I have the honor to inform you that I inspected with the Executive Engineer of the M. S. and Canal Company the crossings of the Canal from Katagator to the end of my Range at Valapoor. If Government have determined on constructing raised roads below the Canal, I recommend that roads to the following extent ~~be~~ constructed. The roads to be 6 yards at bottom and 4 at top and raised 1 yard; the earth to be used from each side of the road for raising it and then merely to be levelled.

2nd. There is the bridge over the Canal at the 45th mile at Katagator, all that is necessary here at present is that the road be raised 1 yard for a distance of 1/2 mile from whence it is very stony and over rocky soil. It will have to be changed from the low ground to high ground as well for this distance. The soil is red. The Katagator Bridge is not on the line of through traffic leading from Amaral via Panamanchala and Katagator as the Consulting Engineer in para 2 of his letter states but the line for this traffic from Katagator keeps above the Canal until between the 46th and 47th mile of the Canal where it crosses a temporary bridge and from thence to Amaral.

3rd. There is a temporary bridge between the 46th and 47th mile of the Canal: there must eventually be a permanent bridge here as between the 45th and 48th mile it was intended to have had two 8 feet culverts for traffic; one has been done away with and the other can never be of any use for traffic. This temporary bridge is on the line of through traffic leading from Amaral via Panamanchala and Katagator to Amaral on the Kistna. For the present this road below the Canal might be raised one mile, soil red.

No 210.

Camp at Jor - Talang floor.
Superf. Engr. Office - 16 February 1866

From

To

The Superintending Engineer
2nd Ave

Jolapomam to join the Gadidamadup road.
This road will have much traffic on it and a
great part of it has been made by the Irrigation
Company and unless kept up will go to ruin.

I have the

Sig. James Flint Major
Executive Engineer in ch.
Harvard Range

/True copy/

A. W. Major 28
Superf. Engineer 3rd Ave

country a gain before he came to any decision, as
the number of Village Roads is in some part great
and more enquiries are necessary as to the best places
for bringing them together.

I have the

A. W. Major 28
Superf. Engineer 3rd Ave

4. At the top of the hill there is an 8 ft. culvert leading
in the line of road leading to Moschemury Palamung
and Durawaty. This road might be used as a road
to Moschemury (1 1/2 mile) soil black. Beyond
Moschemury along and red soil.
5. The 14 ft. culvert at Durawaty, the water
- out don't a most important crossing as it is
of road lead from this crossing is different villages
below the canal. The crossing is different villages
that at least one raised road has made to Durawaty
- mayemifally, with branches to Durawaty and Pithor.
- 10 ft. might be partially carried out at Durawaty
by raising the line of road down to Durawaty
for a distance of 1 mile and afterwards extending
it and make branches to Durawaty and Pithor.
6. The Jugal bridge on the 60 ft. is on the line
of road which is being made from Durawaty to
Bierloty; part of the road is made in the year
might be spent in making about 2 miles of the road
below the canal. Prior to extending it from Durawaty
- 10 ft. soil red and hard.
7. The Thurgappa bridge is on the line
road here for at least a mile in the line of road
as the soil is black cotton.
8. The bridge at the 72 ft. and 70 ft. miles - the
ground here is very high the soil red and very
rocky consequently I do not think it would be a
- visible to touch the roads here at present in the
opposite Durawaty there is a road running
parallel to the canal which I think would be
necessary to make for 1/2 mile; soil red.
9. I consider the above as all that is necessary
to be done in the Harwood Range at present
to these roads. The 4. continue the
company accompanied me while inspecting
the communications and a good mile to
I recommend that 30 ft. higher mile to
allowed for the old line of road leading from
the Durial from Durawaty parallel to the canal
canal to where the bridge is building and

No 210.

Camp at Jor - Talangloor.

Superf. Engrs Office - 16 February 1866

From,

To,

The Superintending Engineer

The Secretary to Government

P. W. D.

Sir,

No 2534 of 31st Aug 65
No 3153 of 21 Oct 65

In the reference to Order as per Margin: I have the honor to forward a copy of letter from Major Hink, the Executive Engineer in charge of the Muzoor Range, together with estimates amounting to Rs. 1,000 for constructing raised Village Roads below the Irrigation Canals. The width of the embankment at top, as proposed, by Major Hink in Para 1 of his letter, I considered insufficient and so directed him to make it 5 yards with side slopes of 2 to 1; the estimate has been prepared according to these instructions.

4 yards

2. I have communicated personally with the Chief Engineer of the Irrigation Company and showed him Major Hink's letter and he agreed as to the necessity of another Bridge in the next mile where at present there is a temporary Bridge.

3. As regards the portion below Talafanor I communicated with the Chief Engineer of the Irrigation Company but he wished to see the country again before he came to any decision, as the number of Village Roads is in some parts great and more enquiries are necessary as to the best places for bringing them together.

I have the honor to be,

W. H. B. Major R.E.

Superf. Engineer and Secy.

Copy of letter from
Major Hink
to the Superintending Engineer
of the Muzoor Range
dated 16th Feb 66

No 2534/65

Enclosure in No 2534
The Superintending Engineer
in the Muzoor Range
dated 16th Feb 66

Civil Works Public Works Department
No 695

Proceedings of the Madras Government
Under date the 15th March 1866.
Read the following

From the Superintending Engineer
of the 3rd Division

Forwards copy of Major Shute's letter together with estimate amounting to Rs 11000 for constructing raised village roads below the Irrigation Canal.
[Here enter 16th Feb / 66 No 210]

The Government are unable to sanction in its present form the estimate which is submitted with the foregoing letter for constructing raised village roads below the Main Canal of the Irrigation Company in the Kurnool Range - The Sup^r Engineer does not show the cost of each road, neither has he furnished a Sketch Map of their localities. It is, however, observed that provision for superintendence is made in the estimate in opposition to the orders contained in the Proceedings of Government marginally noted. The estimate

No 3530 of 12th December / 64
No 1540 of 6th June / 65

No 31st Dec 1865 / No 10711-512
No 21st Dec 1865 / No 1526-512

No 27 1866 of 20th Dec
(No. of Govt. for Bureau
trans. No 958)

The Superintending Engineer
3rd Div

To the Honorable Member
for the Irrigation Department
15000

Recd 15th February 3 1866
No 220

No 3

15000

Forwarded copy of
Major Shute's letter together
with estimate amounting
to Rs 11000 for constructing
raised village roads below
the Irrigation Canal.

No 695-10711-512
15000

will accordingly be returned
to Major Moberly with a
view to separate Abstract
Estimates and Specifications
being submitted for each road
together with the Sketch Map
required under Para 13 Chapter
V of the Code -

The Estimates should
bear the countersignature of
the Collector -

AB

*By The Deputy Commr & District
with Estimate & Specifications
in Consulting Engineer M. 20*

3

Recd 2nd March

J W 1865 Department
Proc of Genl for. March
No 695
Proc of the Maoras Camp
Of 1st March/66.

Revised village roads
below the main Canal of
Sri. Co. in the Thurnoo
Range - The estimate for
the construction of - re-
turned to the Supg. Engrs
3^d Div, with certain in-
structions -