M.R.O. 1—27,000—8-6-37.

(1) Number of pages.....

(2) Date of repair.....

(3) Initials of the Referencer.....

MADRAS RECORD OFFICE.

Government of Madras.

[illegible] DEPARTMENT.

G.O. No. [illegible] Press Mis.

[illegible]

Dated [illegible] 18[illegible].

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 8th July 1871.

No. 127. Read the following Endorsement of the Revenue Department, dated Fort St. George, 17th June 1871 :—

Read the following Proceedings of the Board of Revenue, dated 3rd June 1871, No. 2,262.

From the Collector of Kurnool, to the Acting Secretary to the Board of Revenue, dated 25th April 1871, No. 136.

I HAVE the honour, with reference to paragraph 4 of Proceedings of the Board, No. 869, dated 27th February 1871, and Miscellaneous No. 671, dated 3rd March 1871, and Government Order, dated 20th February 1871, No. 511, paragraph 4, Public Works Department, to again bring to the notice of the Board the insufficient crossings under the Irrigation Company's canal at Ulloor and Moochmurri in the Nandikotkur Talook.

2. Regarding the Ulloor crossing in paragraph 12 of my letter, dated 28th October 1870, No. 371, printed with the Order of Government above quoted, I reported Mr. Assistant Collector Turner's opinion, and in paragraph 3 of my letter, which was printed with the Board's Proceedings, dated 27th February 1871, No. 869, I told the Board my opinion after I had seen the crossing. There is an aqueduct which conveys the canal across a hill stream, and one of the arches is called the crossing. But as the water in the hill stream comes down with violence, and the bed of it is composed of rough broken rocks, it is impossible for bandies or cattle, and even for individuals, to make use of it.

3. During the cultivation season the water in the canal and the water under the canal in the hill stream present a barrier, which can only be passed with great difficulty and danger, to say nothing of the hardship to which the villagers are exposed in being separated from their cultivation on lands for which they have to pay assessment to Government.

4. In Ulloor I find that the entire cultivated area of the village is acres 856 cents 87, assessed at Rupees 1,213-14-7. Of this acres 743 cents 31, assessed at Rupees 648-2-0, is situated on the west side of the canal, which separates this large extent from the village.

I therefore deem it absolutely necessary that a good second-class bridge, available for traffic of all kinds, should be constructed over the canal for the villagers of Ulloor, and that it should immediately be put in hand, so that it, or some other temporary arrangement for the next cultivating season which commences in June, should be made to save the villagers from the extreme hardship to which they have hitherto been subjected by not having any proper crossing allowed them.

5. The other case of hardship is at Moochmurri, *vide* paragraph 7 of my letter, dated 14th December 1870; Proceedings of Board, dated 27th February 1871, No. 869.

In this village there are acres 2,843 cents 48, assessed at Rupees 2,933-3-4, of which acres 1,972 cents 21, assessed at Rupees 2,495-12-0 to the south of the village, are cut off by the canal.

6. The only means of crossing the canal is a small third-class culvert, eight feet wide, provided for "foot-passengers and cattle." I saw this culvert in

the aid of a large pole, managed with great difficulty to go through it. I need hardly say that when the canal is full of water the state of the mud in the culvert November, some months after the breach took place in the canal, and there the mud was certainly three feet deep in the bottom of the culvert, and a man, with which leaks is still worse, and that the culvert is completely useless as a crossing either for "foot-passengers or cattle." Cattle can at no time pass through this culvert. The only way the villagers can get to their fields for cultivation is to swim their bullocks and agricultural implements across the canal itself.

This means is objectionable, for the canal banks are much damaged by it.

7. The villagers are put to an extreme hardship, and I consider it as absolutely incumbent on Government both at Moochmurri and Ulloor, either to cause the Irrigation Company to have second-class bridges for traffic of all kinds immediately erected at each place, or to have the bridges made at the cost of Government by the Public Works Department.

SUBMITTED for the orders of Government, with reference to Government Order, 20th February 1871, No. 511, paragraph 4.

2. In this letter the Collector brings to notice the very inefficient crossings under the Irrigation Company's canal at the villages of Ulloor and Moochmurri in the Nandikotkur Talook.

3. In both these villages by far the larger proportion of the cultivated land is divided from the village site by the canal, and the so-called means of access provided for the villagers to their lands beyond the canal are so inadequate as to be useless.

4. In the case of Ulloor an arch of an aqueduct which carries the canal across a hill stream is the only crossing provided and is generally quite impassable for any kind of traffic, and always so for bandies and cattle.

5. At Moochmurri, a culvert is to which the canal leaks and which is always deep in mud, is the only crossing.

6. The Collector points out the great hardship entailed on the villagers and strongly urges that a second-class bridge be provided at both these places immediately, and that the Government call on the Public Works Department to do this should the Irrigation Company refuse to do so.

7. The Board support this recommendation, as the necessity for the work is urgent, the cultivating season commencing in June.

TRANSFERRED to the Public Works Department, where the subject will receive early consideration.

(Signed) H. WELLESLEY,
Acting Under-Secy. to Govt.

No. 128.

ORDER THEREON, 8th July 1871, No. 1,804.

IRRIGATION, No. 9.

IN paragraph 4, G. O., No. 511, 20th February 1871, the Government expressed their willingness to consider any particular cases in which the wants of the ryots had been insufficiently provided for in the matter of crossings over the Madras Irrigation and Canal Company's

Main Canal. The papers now read relate to the crossings at Ulloor in the 35th mile, and Moochmurri in the 47th mile, the former being one arch of an aqueduct, and the latter a culvert 8 feet wide, both condemned by the Collector as quite unsuitable, in which opinion he was supported by the Consulting Engineer in his report printed with the G. O. quoted above. From the reports now submitted it appears that the Ulloor villagers are severed by the canal from land assessed at Rupees 648-2-0, and those of Moochmurri from land assessed at Rupees 2,495-12-0.

2. Seeing that there is no passage for carts between Sultanpore in the 33rd mile and Maliala in the 40th mile, or between Nagatore at 47 miles 15 chains and Puggadial 52 miles 31 chains, this one being a culvert and therefore inferior, and the nearest good passage being at Jupad 59 miles 23 chains, the Government consider that second-class bridges should be built both at Ulloor and at Moochmurri by the Madras Irrigation and Canal Company, and that the cost should be debited to Capital.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Chief Engineer for Irrigation.
,, Revenue Department.
,, Agent and Manager for the Madras Irrigation and Canal Company.

Exd. E. C. Shunker.

No. 2,262.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 3rd June 1871.

Read the following letter from T. A. N. CHASE, Esq., Collector of Kurnool, to the Acting Secretary to the Board of Revenue, dated 25th April 1871, No. 136:—

I HAVE the honour, with reference to paragraph 4 of Proceedings of the Board, No. 869, dated 27th February 1871, and Miscellaneous No. 671, dated 3rd March 1871, and Government Order, dated 20th February 1871, No. 511, paragraph 4, Public Works Department, to again bring to the notice of the Board, the insufficient crossings under the Irrigation Company's Canal at Allur and Muchumarri, in the Nandikotkur Taluk.

2. Regarding the Allur crossing in paragraph 12 of my letter, dated 28th October 1870, No. 371, printed with the Order of Government, above quoted, I reported Mr. Turner's, Assistant Collector, opinion, and in paragraph 3 of my letter, which was printed with the Board's Proceedings, dated 27th February 1871, No. 869, I told the Board my opinion, after I had seen the crossing. There is an aqueduct, which conveys the Canal across a hill stream, and one of the arches is called the crossing. But as the water in the hill stream comes down with violence, and the bed of it is composed of rough broken rocks, it is impossible for bandies or cattle, and even for individuals, to make use of it

3. During the cultivation season, the water in the Canal and the water under the Canal in the hill stream present a barrier, which can only be passed with great difficulty and danger, to say nothing of the hardship to which the villagers are exposed, in being separated from their cultivation on lands for which they have to pay assessment to Government.

4. In Allur, I find that the entire cultivated area of the village is Acres 856, Cents 87, assessed at Rupees 1,213-14-7. Of this, Acres 743, Cents 31, assessed at Rupees 648-2-0 is situated on the west side of the canal, which separates this large extent from the village.

I therefore deem it absolutely necessary that a good second class bridge, available for traffic of all kinds, should be constructed over the canal for the villagers of Allur, and that it should immediately be put in hand, so that it, or some other temporary arrangement for the next cultivating season, which commences in June, should be made to save the villagers from the extreme hardship to which they have hitherto been subjected by not having any proper crossing allowed them.

5. The other case of hardship is at Muchumarri, *vide* paragraph 7 of my letter, dated 14th December 1870. Proceedings of Board, dated 27th February 1871, No. 869.

In this village there are Acres 2,843, Cents 48, assessed at Rupees 2,938-3-4, of which Acres 1,972, Cents 21, assessed at Rupees 2,495-12-0 to the south of the village are cut off by the canal.

6. The only means of crossing the canal is a small 3rd class culvert, eight feet wide, provided for "Foot Passengers and Cattle." I saw this culvert in November, some months after the breach took place in the canal, and there the mud was certainly three feet deep in the bottom of the culvert, and a man with the aid of a large pole, managed with great difficulty to go through it. I need hardly say that when the canal is full of water, the state of the mud in the culvert which leaks, is still worse, and that the culvert is completely useless as a crossing either for "Foot Passengers or Cattle." Cattle can at no times pass through this culvert. The only way the villagers can get to their fields for cultivation, is to swim their bullocks, and agricultural implements across the canal itself.

This means is objectionable, for the canal banks are much damaged by it.

7. The villagers are put to an extreme hardship, and I consider it as absolutely incumbent on Government both at Muchumarri and Allur, either to cause the Irrigation Company to have second class bridges for traffic of all kinds immediately erected at each place, or to have the bridges made at the cost of Government by the Public Works Department.

SUBMITTED for the orders of Government with reference to Government Order, 20th February 1871, No. 511, paragraph 4.

2. In this letter the Collector brings to notice the very inefficient crossings under the Irrigation Company's Canal at the villages of Allur and Muchumarri in the Nandikotkur Taluk.

3. In both these villages by far the larger proportion of the cultivated land is divided from the village site by the canal and the so-called means of access provided for the villagers to their lands beyond the canal are so inadequate as to be useless.

4. In the case of Allur an arch of an aqueduct which carries the canal across a hill stream is the only crossing provided and is generally quite impassable for any kind of traffic, and always so for bandies and cattle.

5. At Muchumarri, a culvert into which the canal leaks and which is always deep in mud is the only crossing.

6. The Collector points out the great hardship entailed on the villagers and strongly urges that a second class bridge be provided at both these places, immediately, and that the Government call on the Public Works Department to do this, should the Irrigation Company refuse to do so.

7. The Board support this recommendation as the necessity for the work is urgent—the cultivating season commencing in June.

(A true Copy and Extract.)

A. Grove
Acting Secretary.

To the Acting Secretary to Government, Revenue Department.
Copy to the Collector of Kurnool.

P.C. 27 Sep 71 No 1745 to 1746
21 March 288-9
Ro 20 July 71 - 432-434

Transferred to the P.W. Dept. where the subject will receive early consideration.

Fort St. George 17th June 1871. A. Sylvester to Govt.

Exd. G. A. Turton.

No 127
R.C. 22 June 1871 R 30

P. W.

1871 Oct. 2869

Board of Revenue,

MADRAS. 2nd 1871

PROCEEDINGS, 3RD JUNE 1871, No. 2,262.

Dept. 12 June 71

Encl.

Received 13 " 20 "

JUNE.

No. 2,262.

Crossing under Irrigation Company's Canal—at Allur and Muchumarri villages in Nandikotkur Taluq in Kurnool District,—Letter from Collector again reporting insufficiency of, and urging that a second class bridge be provided at both these places and that Government call on Public Works Department to do this, should Irrigation Company refuse to do so, submitted to Government, with Board's support.

No. 1804 - 8 July 1871.
With endorsement

4 furlongs, the former being one arch of an aqueduct and the latter a culvert 8 ft. wide both condemned by the Collector as quite unsuitable, in which opinion he was supported by the Irrig. Engineer in his report printed with the G.O. quoted above. From the reports now submitted it appears that the Ellore Villages are severed by the Canal from land assessed at Rs 648-2-0 and those of Inochmurri from land assessed at Rs 2495-12-0. The Govt have no difficulty in deciding that in the latter case a bridge for wheeled traffic is a necessity and that the demand for a second class bridge is a reasonable one on the part of the ryots which should be complied with by the Irrigation Company; the case of Ellore is not so clear, because the annual assessment would cover 5 per cent on the cost of the bridge, and the area of land being limited it is possible that a similar guantity on the Village side of the Canal might be given to the ryots in lieu - but seeing that there is no passage for carts between Suttanpore in the 33rd mile and Inaliala in the 40 mile, or between Nagatore at 47 - 15 chains and

I am not entirely in accordance with the validity of this argument.

B.A.

Vide G.O. referred to in the 5 f.c. Para 2 the 5 f.c. Para last in that G.O. Supposed would not be prejudiced & embraced by the creation of the canal between their dwellings & their land.

J.P.

52 - 31 chains this one being
a culvert and therefore
inferior and the nearest
good passage being at
Jupad 59 - 23 chains,
the Govt consider that
second class bridges should
be built both at Ellore
and at Nooclumarri by
the Nadras Irrigation and
Canal Company and
that the cost should
be debited to Capital.

If 22.

Ag. 29 June 1871 R 30
Ag. 26 June 1871 R. 27

Ag.

L 2
L 1

Sc.
The Chief Engr for Irrign
" Rev Deptt
" Agent Manager
Depts 10/7/71 M I & C Co

Govt. of Madras.

PUBLIC WORKS.

To The Actg. Chief Engr for Irrigation

Dated

Read.

G. O. 8th July 1871, No. 1804.

Nos. 127 & 128