

(1) Number of pages 1-8(2) Date of repair 12/10/10

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 655	Press
128-129	Mis.
Dated 6 - 3 - 1871.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th March 1871*

No. 128. Read the following Endorsement of the Revenue Department, dated Fort Saint George, 8th February 1871 —

Proceedings of the Board of Revenue, dated 24th January 1871, No. 373.

Read the following letter from the Collector of Kurnool, to the Acting Secretary to the Board of Revenue, dated 21st December 1870, No. 427.

I HAVE the honour to forward a copy of the Acting Head Assistant Collector's letter, No. 23, dated 17th December 1870, regarding the insufficient crossing which has been furnished for the villagers at Byap Coodoor in the Nandial Talook, over the canal, by the Madras Irrigation and Canal Company.

2. I have so repeatedly addressed the Board on the hardship to which ryots are put by these third-class bridges, that it is unnecessary for me to say more than that I thoroughly agree with what Mr. Gribble says on the subject.

3. He has probably obtained his information on the possibility and the cost of increasing the bridge from Mr. Browning, but it will have to be settled by Government whether these bridges (third class) should be made broader, and whether the charge will have to be met from Imperial or Local Funds, or whether the Company should be called upon to furnish in all cases, as I have often recommended, crossings for wheeled traffic, and when that point has been settled regular estimates will be furnished through the Department of Public Works.

*Proceedings of the Madras Government, Public Works Department,
6th March 1871.*

From J D B GRIBBLE, Esq, Acting Head Assistant Collector in charge of Cumbum, to the Collector of Kurnool, dated Ayalore, 17th December 1870, No 23.

I HAVE the honour to inform you that, in consequence of representations made to me by the villagers of Byap Coodoor in the Nandial Talook, I visited their village in the company of Canal Company's Divisional Engineer, Mr Browning

The margin shows a rough sketch of the village and the canal at the village of Byap Coodoor, there is a bridge, a third-class one. The inhabitants of the village are numbered at about 650 persons, and they cultivate land on both sides of the canal. On the east side of the canal they cultivate land belonging to the village, namely —

	ACRES	RS
Dry land	300 assessed at	.. 450
Wet ..	40 do at	400

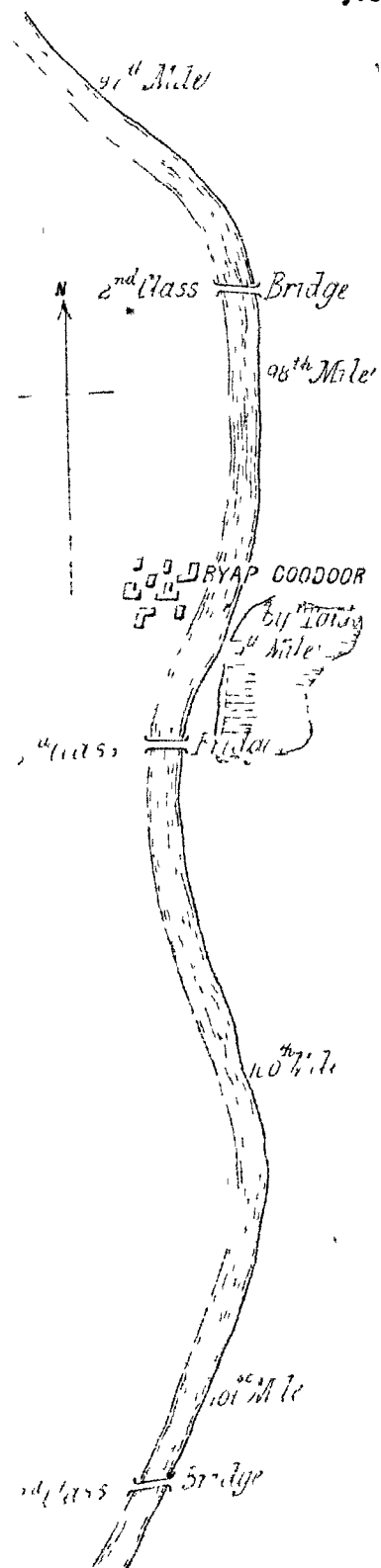
In addition to this the ryots and the Tahsildar informed me that they cultivate and hold puttahs for some 1,000 acres of dry and wet land in three other villages to the east of the canal. It will therefore be seen that, in order to carry on their agriculture, a considerable amount of traffic passes between the Byap Coodoor village and the lands to the east of the canal. The bridge however, as at present constructed, admits of no traffic whatsoever passing over it. The bridge is 8 feet 1 1/2 inches in width, from which 1 foot must be deducted for a parapet on either side, thus leaving a clear roadway of 6 feet 1 1/2 inches. The extreme width of an ordinary bandy axle is 6 feet; the width of the smallest kind of yoke is 6 feet 3 inches. There are, however, yokes of a larger size, and those used for ploughing vary from 10 to 12 feet, the bullocks being yoked into each of the extreme ends.

3 The bridge is therefore impassable for wheeled traffic, indeed, it is intended to be so, and is termed a foot bridge.

4 The villagers therefore who may have to bring grain from a few hundred yards to the east of the canal to their village on the west bank must make a detour of either 1 1/2 miles to the north to the second-class bridge there, or of 2 1/2 miles to the south to the other bridge. As however a detour of this kind can only be made over rough circuitous village tracks, the distance which the grain will have to be carried in either case will represent 1 1/2 miles to the north, and at least

5 miles to the south, or in other words a loss of about two hours labour in the day by one route, and nearly three hours labour by the other.

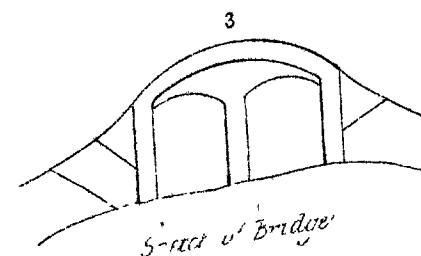
5. Ryots pay road cess in order to be furnished with means of communication, but you will observe in this case that the means of communication they possessed before the digging of the canal



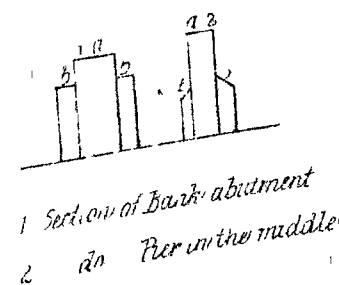
*Proceedings of the Madras Government, Public Works Department,
6th March 1871.*

has now been cut off. As represented by Mr Browning, the Company can scarcely be held bound to widen the bridge, because its erection has been in accordance with plans sanctioned by Government. Whether the peculiar case of this village was represented to Government or not, I am of course unable to say, but I think that there can be no doubt but that a peculiarly great hardship has been imposed on the villagers. The roads they had to their fields have been taken away and they have been given another which they cannot use. It is true that the parapets could be built so low that a yoke could pass over them, but there would still remain a roadway of only 6 feet 1 1/2 inches for axles, measuring from outside to outside 6 feet to pass. There can be no doubt that a parapet of merely a foot in thickness would not be very strong, and when the steep inclines and arches of the bridges are taken into account, there is so great a probability of loss of life occurring from accidents, that I fully believe the assurances of the villagers that they would never dare to use the bridge.

6 It is, however, possible to widen the bridge and at no very considerable cost. The masonry from which the arch starts has an offset of 2 feet 6 inches on either side, and the one support to arch in the middle has similar offsets or projections, thus *a* represents the roadway and *b b* the projections.



The projections on either side of the middle support (figure 2) could be re-built and brought up to the top of the support and an arch thrown across, which would be on the same level as the present roadway and would form a continuation of it, thus widening it 2 feet 6 inches on either side, the foundations of the abutments being as deep as those of the rest of the bridge. I am assured by Mr Browning that the arch would be perfectly secure. The cost of this alteration is estimated at about Rupees 1,200.



7 The questions remaining for you to decide are (1) whether the villagers (paying a road cess) are entitled to means of easy communication with their fields, and, if so, (2) whether the bridge should be widened, and (3) whether

it should be widened by funds from the Company, from the Imperial Government, or from the Local Funds. It seems to me hard that the latter should be made to bear the consequences of an arrangement between the two former, but I doubt whether the Company would be prepared to alter what they built under Government direction, or whether the Government would be willing to bear the whole expense alone. Perhaps an arrangement might be made by which the expenses could be shared by the Company and the Government, but in this case a reference to the latter will be first necessary.

8 I beg therefore to submit, for your favourable consideration, the application of the villagers of Byap Coodoor that the bridge crossing canal at their village should be made available for use.

SUBMITTED to Government in continuation of Board's Proceedings, dated 14th December 1870, No 7,101

TRANSFERRED to the Public Works Department.

(Signed) CHARLES MACLEAN,
Acting Under Secretary to Government.

Proceedings of the Madras Government, Public Works Department,
6th March 1871.

No 129

ORDER THEREON, 6th March 1871, No. 655.

IRRIGATION, No. 6

THE Government having in Proceedings, No 511, dated 20th February 1871, approved of the proposal of the Consulting Engineer for the Madras Irrigation and Canal Company, that each particular case in which the means provided for crossing the Company's Canal might be represented as insufficient should be specially investigated, resolve to communicate the paper read at the head of these Proceedings to Colonel Carpendale for report on the necessity for improved means of communication being provided for the villagers of Byap Coodoor, and on the expediency of widening the present third-class bridges in the manner suggested by Mr. Gribble. The Consulting Engineer will also submit his views on the question as to whether the Company should bear the cost of the alteration.

(True Extract.)

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

To the Consulting Engineer for the Madras Irrigation and Canal Company.

Exd E C. Shunker.

W.P. 1/2
J. P. 1/2
No 555
Proceedings of the Madras Government
Under date the 1st January 1871
Read the following
Prop. Board of Rev. (Res. No 373 of 24 Jan 1871)
tho the Rev. Sept.
The Government
having in Proceedings
No 511 dated 20th Feb 71
approved of the proposal
of the Consulting Engineer for
the Madras Irrigation and
Canal Company that
each particular case in
which the means provided
for crossing the
Company's Canal might
be represented as insuff-
icient should be specially
investigated, resolve to
communicate

communicate the paper
read at the head of these
Proceedings to Colonel
Larpendale for report
on the necessity for im-
proved means of commu-
-nication being provided
for the villagers of Byaf.
-Kodoor, and on the expe-
-diency of widening the
present third class
Bridges in the manner
suggested by Mr. Griddle.
The Com Engineer will
also submit his views
on the question as to
whether the Company
should bear the cost of
the alteration.

[Signature]

The Com Engineer for the
M. & C. Co.
Per: *[Signature]*
Date 9/3/11

Recd 20 February 1904
434

C/2638

Govt of 1871 Madras.

PUBLIC WORKS.

To The Consulting Engineer for
the Madras Irrigation
and Canal Company

Further Recd 11/11 D/17-4-71
174180-6-71

G. H. Marchant, Esq. B.S.S.

Nos. 128-129

Bridge. No. 128-129
Rev. Submitting letter from the
Collector of Kurnool inquiring
notice the impalpable stake
to bridge over the Madras
S. & Co's Canal at Bayapa-
candoor in Chandrabalu,
Comd to the Engineer for
the Madras S. & Co. with
instructions.