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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1375	Press
1920		Mis.
Dated	3-6-	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
3rd June 1872.*

No. 19. Read the following endorsement of the Acting Chief Engineer for Irrigation, dated Madras, 13th May 1872, No. 9 :—

From the Agent and Manager of the Madras Irrigation and Canal Company, to the Acting Chief Engineer for Irrigation, dated Madras, 23rd April 1872, No. 115.

With reference to your letter of the 14th March last, No. 248, relative to the complaint made by the villagers of Becamapad and Sunkettireddypilly in the Proddatore Taluq of the Cuddapah District, I have the honour to forward copy of Mr. Browning's report with its accompaniments, together with a sketch map, for transmission to Government as therein asked for.

From the Acting Chief Engineer, to the Agent and Manager of the Madras Irrigation and Canal Company, dated Kurnool, 18th April 1872, No. 248.

*The Villagers of Becamapad and Sunkettireddypilly.
Petition to Government.*

Your letters Nos. 137 and 141 of 19th and 21st ultimo.

I have the honour to enclose a sketch map showing the crossings of canal near Becamapad which are as follow :—

- (1.) Dhoor Bridge over canal, $4\frac{1}{2}$ miles above Becamapad.
- (2.) Crossing under Becamapad culvert at Becamapad.
- (3.) Crossing under Bainapully aqueduct, $2\frac{1}{2}$ miles below Becamapad.
- (4.) Crossing under Peechapad aqueduct, $3\frac{1}{2}$ miles below Becamapad.
- (5.) Bridge over canal at Lock No. 1, about 5 miles in a direct line from the village of Becamapad.

2. The above are all the crossings which have been sanctioned by Government, but the Engineer in charge of Dhoor Division gave the villagers additional facilities by constructing three good ramps over the canal banks at the points marked A, B, and C, which are quite serviceable excepting when water is more than 2' 6" deep.

3. The works at the abovenamed five crossings have been all properly constructed, but the first and last are the only crossings which are quite satisfactory for all traffic in all weathers. Crossings 2, 3, and 4 are suitable for cattle and moderately loaded bandies ; but are inconvenient after a flood when the nullahs are full.

4. Colonel Carpendale noticed the subject of this letter in his Inspection Report (paragraph 39) printed in G. O., No. 2,963, of 7th December 1870.

5. Captain Scott also noticed these crossings in his report printed in G. O., No. 1,975, of 27th July 1871.

6. In September last I made some inquiries into the matter owing to a letter which I then received from the Collector of Cuddapah, and I now enclose copies of Mr. Knorpp's letters, No. 259 of 26th September last, on the subject, as well as of his No. 121 of 10th instant.

From the Executive Engineer, to the Acting Chief Engineer of the Madras Irrigation and Canal Company, dated Ayaloor, 26th September 1871, No. 259.

In reply to your docket No. 316 of 19th September 1871, enclosing letter No. 19 of 24th August 1871, from the Collector of Cuddapah, regarding the crossings near the villages of Becamapad and Sunkettireddypilly, I have the honour to say that three ramps over the banks of the canal have been made on hard ground for these villages, over which any moderately laden bandies can pass, and do daily pass.

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3rd June 1872.*

2. The crossing through the culvert has not enough height for allowing loaded bandies to pass through it, but it is not in a muddier state than it was before the culvert was put there, and has been cleared and drained during last season.
3. I do not see any other remedy but to build an over-bridge in the cutting near the village of Beeamapad, but this has not been required by the Consulting Engineer.

From the Executive Engineer, to the Acting Chief Engineer of the Madras Irrigation and Canal Company, dated Dhoor, 10th April 1872, No. 121.

In reply to your No. 95 of 23rd March, and No. 111 of 3rd April 1872, I have the honour to point out that the crossing complained of by the villagers of Beeamapad and Sunkettireddypilly is the same—the crossing through the Beeamapad culvert—reported on in my No. 259 of 26th September 1871.

2. I send you a sketch map of the locality. The arches the ryots complain of are the arches of this culvert, but I do not understand what they intend by having them rebuilt, as they are in good order, and there is very little leakage through them; but as I have already stated in my former letter the arches are too low to allow loaded bandies to pass through them, and the roadway is very muddy owing to the small fall of the stream below the culvert.

3. I have made three ramps at the points A, B, and C, which have been freely used by these villagers, but these ramps cannot be used when the water is more than 2' 6" deep in the canal, and with the little control the drivers have over their sometimes highly-fed and skittish cattle, an upset is not of very rare occurrence.

4. As the villagers state the only crossings over the canal for heavily loaded bandies are at the Dhoor bridge (161 miles 20 chains), 4½ miles from Beeamapad and over first lock (171 miles 46 chains), or about six miles from Beeamapad, cattle and moderately loaded bandies can pass under Bainapully aqueduct 168 miles 57 chains, and Peechapad aqueduct 169 miles 62 chains.

5. If funds were available I should strongly recommend that a 2nd class bridge be built at point C. This would not only benefit the two villages in question, but would also be the means of quickly spreading the conversion of the dry lands into paddy fields in about a dozen villages lying to the right and below the canal, as it would shorten considerably the distance from which the green manure, consisting of leaves and branches of trees and shrubs, would have to be carried. This manure can only be obtained from the jungles in the hills on the left of canal and public road.

FORWARDED to Government with reference to the Petition No. 574 of 1872.

The Government in their Order of the 20th February 1871, No. 511, state

1 Letter in original.

1 Tracing.

1 Docket.

1 Takeed.

1 Petition.

} returned.

that they will be prepared to consider each particular case in which it appears the wants of the ryots in respect of canal crossings have been insufficiently considered in the first instance by the

officers of the Madras Irrigation and Canal Company.

2. There appears to be no doubt that the complaints of the villagers of Beeamapad, recorded in the petition above mentioned, are well founded so far as they relate to the defects in the passage provided for their especial use through a tunnel under the canal, which also serves to pass the drainage water. The crossings referred to by the Acting Chief Engineer as available for the villagers are five in number, namely,—

To Agent, No. 249, dated 18th April 1872.

*Proceedings of the Madras Government, Public Works Department,
3rd June 1872.*

1. Dhoor bridge, 1st class, 4½ miles above Beeamapad.
2. Sub-way at Beeamapad, being one arch of a culvert having three spans of 12 feet.
3. Bainapully or Morsapully Aqueduct, eight spans of 15 feet, 2½ miles below Beeamapad.
4. Peechapad Aqueduct, seven spans of 15 feet, 3½ miles below Beeamapad.
5. Bridge, 2nd class, at lock No. 1, 5 miles from Beeamapad.

3. The crossing at Dhoor bridge is unexceptionable, as is also that over the lower bridge at Lock No. 1, but the other points are mere make-shifts in the beds of nullahs, and their defects have been already noticed by the Consulting Engineer in his inspection reports extracted in the Proceedings of Government attached to the orders already referred to as follows:—

Inspection Report No. 106 of the 30th November 1869, paragraph 87.—"The Moorsapillay Aqueduct, in the 167th mile, was intended also as a traffic way for which it is quite unfit.

Paragraph 89.—"The Peechapad Aqueduct, in the 168th mile, can be used for traffic except for high loads."

Inspection Report of Consulting Engineer, No. 93, 17th November 1870, paragraph 39.—"At the Beeamapad culvert in the 166th mile, one arch of which is intended to be used as a traffic way, the villagers complain sadly of the inconvenience they are put to in wet weather from its filling up with mud. I look upon it as a poor make-shift for a traffic way at any time, there not being room for a loaded bandy, and in wet weather it is quite impassable except for foot-passengers, and for them it is unsuitable. There is no good crossing, that is a bridge, in a distance of more than ten miles."

4. The Acting Chief Engineer states that three ramps have been cut at points near the Beeamapad village, leading over the canal banks, which are quite serviceable excepting when the water in the canal is more than 2' 6" deep, which means, on the other hand, that they are useless for six or seven months in the year, and moreover the Executive Engineer in charge of that particular division adds that upsets in crossing are not of very rare occurrence. Mr. Knorpp recommends that a 2nd class bridge should be built at the point marked C on the tracing accompanying the correspondence, and points out that it would conduce to the spread of wet cultivation, by affording facilities for the carriage of manure to land on the right of the canal. I concur in the opinion that the construction of such a bridge is desirable and even necessary to give a fair amount of accommodation to the villages in the vicinity, and would recommend that a requisition be made on the Company to that effect.

(Signed) A. deC. SCOTT, Captain, R.E.,
for Acting Chief Engineer for Irrigation.

No. 20.

ORDER THEREON, 3rd June 1872, No. 1,375.

IRRIGATION, No. 1.

THE Government concur in considering that a bridge at the point marked C in the tracing submitted with

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3rd June 1872.*

the foregoing papers should be provided for the accommodation of the villagers of Beeamapad and Sunkettireddypilly, and as it appears that it will further lead to the extension of wet cultivation in several of the villages to the right of the canal the Company's officers will be requested to take steps for its construction.

(True Extract.)

Colonel, R.E.,

Officiating Secretary to Government.

To the Acting Chief Engineer for Irrigation.
Agent and Manager of the Madras Irrigation and Canal Company.

Encl. S. T. August.

N^o 9.

From Agent and Manager Madras Irrigation and Canal Com-
pany N^o 113 dated 23rd April 1872 with enclosure

Forwarded to Government with reference
to the Petition N^o 584 of 1872.

Enclosed, 5

1 Letter in original
1 Tracing
1 Sketch
1 Table
1 Petition

The Government in their order of the
20th February 1871 N^o 571 state that they will be pre-
pared to consider such particular case in which
it appeared the wants of the Ryots in respect of
canal crossings have been inadequately considered
in the first instance by the Officers of the Madras
Irrigation and Canal Company.

2nd There appeared to him no doubt that the com-
plaints of the villagers of Beeamapad recorded
in the petition above mentioned are well founded
so far as they relate to the defects in the passages
provided for their special use through a tunnel
under the Canal which also served to pass the drain
to August N^o 248. age water. The crossings referred to by the Acting
Chief Engineer and available for the villagers are
five in number viz:-
1. Diwan bridge (at Chid) 4 1/4 miles above Beem-
mainpand.
2. Subway at Beeamapad being over arch

of a culvert having three spans of 12 feet.

3. Bimaypikay or Moorapikay Aqueduct - eight spans of 15 feet. 2 $\frac{1}{4}$ miles below Pheumapint.

4. Pheumapint Aqueduct seven spans of 15 feet 3 $\frac{1}{2}$ miles below Pheumapint.

5. Bridge 2nd class at Lock No. 1. 5 miles from Pheumapint.

3. The crossing at Duon bridge is unsatisfactory as it abuts over the lower bridge at Lock No. 1, but the other points are more satisfactory in the best of judgment and their defects have been already noticed by the Consulting Engineer in his inspection reports submitted in the proceedings of Government attached to the orders already referred to as follows:-

Inspection Report No. 106 of the 31st November 1869. Para 87. "The Moorapikay Aqueduct in the 167th mile was intended also as a traffic way for which it is quite unfit."

Para 89. "The Pheumapint Aqueduct in the 165th mile can be used for traffic except for heavy loads."

Inspection Report of Consulting Engineer No. 93 - 17th November 1870. Para 39. "At the Beumapad Culvert in the 166th mile, one arch of which is intended to be used as a

7 6
traffic way, the villagers complain sadly of the inconvenience they are put to in wet weather from its filling up with mud. I look upon it as a poor makeshift for a traffic way at any time, there not being room for a loaded band and in wet weather it is quite impassable except for foot passengers, and for them it is unsatisfactory. There is no good crossing - that is a bridge - in a distance of more than ten miles."

4. The Acting Chief Engineer states that three ramps have been cut at points near the Pheumapint village, leading over the canal bank which are quite serviceable excepting when the water in the Canal is more than 2' 6" deep, which means on the other hand that they are useless for six or seven months in the year, and moreover the Executive Engineer in charge of that particular division adds that upsets in crossing are not of very rare occurrence. Mr. Knorff recommended that a 2nd class bridge should be built at the point marked C in the tracing accompanying the Correspondence and points out that it would conduce to the spread of wet cultivation by affording facilities for the carriage of manure to land on the right of the Canal. I concur in the opinion that the construction of such

a bridge is desirable and even necessary to give
a fair amount of accommodation to the village
in the vicinity and would recommend that
a requisition be made on the Company to that
effect.

Attest Scott.

Fort St. George
13th May 72.2 -- Capt. R. C.
For the Lieut. Genl.

To The Secretary to Government.

P. W. Department.

With the District and

its instructions.

W. S. R.

Pro 20 February 1872

P. N. 1872 Report
No. 2417.

From
The Secy to Govt.

To
The Secy to Govt.
P. W. D.

Dated 13th
Drops 13th May 17th
Recd. 14th
Encls: 5.

Forwarded with remarks
letter No. 115 from the Secy
relative to the Complaint
made by the Villagers of
Beemampadu and Sunketireddy
- Kinnampally and as com.
- mented that a requisition
be made on the Company
to build a bridge
at the point marked C
in the accompanying tracing
No. 1375. 3rd Dec 1872

No 13
617 May 17th Q. 2125

P. N. Dept
No. 1375.
Proceedings of the Madras Government
Under date the 3rd May 1872
Read the following

The Secy to Govt. for the Secy to Govt. No. 97 13th May 1872

The Government Council
are considering that a bridge
at the point marked C in the
tracing submitted with the
foregoing papers should be
provided for the accommoda-
- tion of the villagers of
Beemampadu and Sunketireddy
- pidly, and as it appears
that it will further lead to
the extension of wet cultiva-
- tion in several of the villages
to the right of the Canal

101

The Company's Officers will
be requested to take steps for
its construction.

By

By the
Hon. Secy. of the
Interior
at
Washington
D.C.
this
14th day of
June
1872

To the Ch. Engineer for the
Agent & Manager of the
Land Office

Recd. 14/6/72

The Petition with draft endorsement
as per 4/5/72 1375/4/72 forwarded to the
Petition Dept. 4/6/72

C/2417.

Govt. of Madras.

PUBLIC WORKS.

To The Chief Engineer for Irrigation

Dated

Recd.

F. 1

G. O. 3rd June 1875.

Nos. 19720

Bridge. The Madras
S & Co. requested to
take steps for the con-
struction of a bridge for
the accommodation of
the villagers of Beemahad
and Sunkettiredy Jilly,
Cuddalore District.