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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2433	Press
B.P. No.		Mis.
Dated	27-8-1954	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th August 1874.*

No. 677. Read the following Proceedings of the Board of Revenue, dated 3rd July 1874, No. 1,679:—

Read the following letter from W. D. HORSLEY, Esq., Collector of Cuddapah, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Cuddapah, 5th June 1874, No. 132.

With reference to the Proceedings of the Board, Miscellaneous No. 7,575, dated 7th December 1873, I have the honor to state that there are in this district no cases quite of the kind alluded to in G. O., No. 1,127, dated 18th October 1873.

2. The Irrigation and Canal Company's canal is not sufficiently bridged, and great inconvenience is caused to the villagers. Traffic between villages is very much impeded, and ryots have to make a long circuit to reach their fields which are separated by the canal from their villages.

3. In the enclosed statement will be found the places where bridges are required.

ENCLOSURE No. 1.

Statement showing the Bridges to be built at the places where the country-paths are intersected by the Company's Canal.

Taluq.	Village.	No. of Paths.	Whether over the main Canal or distribution Channel.	Remarks as to the places to which the Paths lead.
Jammalamudgu.	1. Pedda Moodiem ...	1	Main canal...	Leads to fields. Hence inconvenience to ryots going for tilling them.
	2. Balapala Goodoor...	1	Do.	Do.
		2		
Proddatur.	1. Byanapalle hamlet of Idimadaka.	1	Main canal...	Leads to fields. Hence inconvenience to ryots going for tilling them.
	2. Doovoor ...	1	Do.	Leads to the villages of Dasaripalle, etc.
	3. Chintakoonta ...	1	Do.	Leads to Proddatur.
		3		
Cuddapah.	1. Bhakarapuram ...	1	Distribution channel.	Leads to Tavvaripally.
	2. Koteloor ...	1	Do.	Do. to Buchavaripally.
	3. Chintalaputtoor ...	1	Do.	Do. do.
	4. Muttaloorpau ...	1	Do.	Do. to Cuddapah.
	5. Midthoor ...	2	Do.	Lead to Budwail, etc.
		1	Do.	Leads to Proddatur.
	6. Khajeepeett ...	1	Main canal ...	Do. do.
		1	Do.	Do. do.
	7. Tavvaripally ...	1	Distribution channel.	Do. to Cuddapah.
		2	Do.	Lead to Mipthoor.
		1	Main canal ...	Leads to Vulloor.
	8. Chennoor ...	2	Distribution channel.	Do. do.
		1	Do.	Do. to Cuddapah.
		1	Do.	Do. to the fields.
		17		
Grand Total...		22		

CUDDAPAH,
5th June 1874.

(Signed) W. D. HORSLEY,
Collector.

*Proceedings of the Madras Government, Public Works Department,
27th August 1874.*

SUBMITTED to Government, with reference to G. O., 18th October 1873, No. 1,127, Revenue Department.

2. The Collector of Cuddapah reports that hardship is caused to the people of his district because a sufficient number of bridges has not been made over the Irrigation and Canal Company's canal, and recommends that twenty-two more bridges should be made.

3. Sufficient details are not given to enable the Board to determine in which of this twenty-two cases bridges are really necessary; but they think the subject should be carefully investigated. It will be remembered that similar complaints were made in Kurnool, and having been brought to the notice of Government were disposed of in G. Os., Public Works Department, 20th February 1871, No. 511, and 8th July 1871, No. 1,804.

4. The Collector, the Chief Engineer for Irrigation, and the Company's Chief Engineer, might determine in consultation what bridges are wanted.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

TRANSFERRED to the Public Works Department.

11th July 1874.

(Signed) C. G. MASTER,
Acting Secretary to Government.

No. 678.

Note by the Chief Engineer for Irrigation.

THE first of the villages for which the Collector of Cuddapah reports that a bridge over the Madras Irrigation and Canal Company's Main Canal is required is *Pedda Moodiem*. The nearest point of the canal to this village is at 140½ miles, and from this it is, according to the sketch map furnished to this office in April 1872, distant rather more than 1¾ miles. The nearest bridge is by the sketch map 2½ miles from the village at Lock No. 14, 142 miles. For *Pedda Moodiem* villagers desirous of going in the direction of *Jungulapully*, Lock No. 14 is but very slightly out of the way, but if their fields be situated anywhere to the north of the 141st mile stone the detour required would be great. As the canal carries in these miles no water for irrigation, probably cattle ramps with one or two sungadies for the field laborers would afford the required convenience.

Balapala Goodoor is the next village to be considered. To the north the nearest crossing is 1¾ miles distant at Lock No. 14; to the south 1½ miles at the 2nd class bridge near *Oopaloor*. The village is about half a mile from the canal. Possibly a platform bridge might without much difficulty, or expense, be added to Lock No. 15, a little below 143¾ miles.

Byanepalle, a hamlet of *Idimadaka*, is also stated to require a bridge. Opposite *Idimadaka*, 1¼ miles up the canal, at 153 miles, there is a 1st class bridge, and opposite *Cana Goodoor*, a mile below *Byanepalle*, at 155.30, there is a 2nd class bridge. I do not think that an additional bridge should be allowed. The next village in the list is *Dhoor* or *Doovoor*. It is situated about one-third of a

*Proceedings of the Madras Government, Public Works Department,
27th August 1874.*

mile to the west of the canal in the 161st mile. There is a 1st class bridge at 161½ miles, and the nearest bridge to the northward is of the 2nd class at 157¾ miles. Half a mile to the north-east of the village there is an aqueduct of two spans of 20 feet each with 7 feet head-way, which it was originally supposed would have served for a crossing, but it is difficult of approach, and there is always water under it, so that it cannot be deemed a serviceable crossing, and the construction of an additional bridge of the 2nd class appears to be necessary, for a detour of a couple of miles is now entailed upon traffic going to or from the east of the canal near the aqueduct. From *Chintacoonta* to *Prodatur* there is a road shown on the Atlas Sheet, but not on the Sketch Map. It must cross the line of the canal about the middle of the 168th mile, and the nearest existing means of crossing are at the 2nd class crossing under the aqueduct 1¼ miles lower down the canal. Carts going to *Prodatur* from *Chintacoonta* would at present go down the Cuddapah road to the

* Eight spans of 15 feet, 6½ feet headway. aqueduct* and then turn off, pass under the canal and get into the *Midekoor* and *Prodatur* road, the distance being about 12½ miles, or they would proceed to *Midekoor* and thence go to *Prodatur*, a distance of 16 miles, the direct road from *Chintacoonta* being 11 miles. A third route

† Sanctioned in G.O., 3rd June 1872, No. 1,375. would be by the *Beeamapad* bridge,† about 12½ miles. In the absence of more complete information, I can give no opinion regarding the Collector's proposal. It is not at all clear why an additional bridge

‡ Cazeepett of the Atlas Sheet. for the traffic between *Khajeepett*‡ and *Prodatur* can be thought necessary by the Collector. The direct distance between these two places is about 16½ miles, and the ordinary cart route would be by *Midekoor*, distance 18 miles, while if a more direct route be desired there is the bridge over the tail bay of Lock No. 4 close to the 174th mile. Cazeepett is rather more than 3 miles from the nearest point of the canal (at 176 miles), and just above the 177th mile also there is a bridge over Lock No. 6. Similarly, as regards

§ Wulloor of the Atlas Sheet. the proposed bridge for the traffic between *Chenmoor* and *Vulloor*,§ further information appears to be necessary. *Chenmoor* is 2 miles to the eastward of the 185th mile of the canal, and is about 5 miles in a direct line from *Vulloor*. The available cart route is by the Cuddapah road, then across the canal bridge near *Dooganpully* (186½ miles), the distance being about 6½ miles. It is doubtful whether the traffic is such as would justify the construction of a bridge to save 1¼ miles; at the same time it is open to the Collector to show that a bridge at about 184½ miles would be only a reasonable convenience, there being no cart crossing between the head sluice and head lock bridges at 181 miles, and the 2nd class bridge at 186½ miles.

2. The accommodation required across distribution channels I would recommend should be remitted for the consideration of the Chief Engineer and Manager, Madras Irrigation and Canal Company. Only petty works will be required, and these are supposed to be provided for in the distribution estimates.

OOTACAMUND,
29th July 1874.

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Chief Engineer for Irrigation.

Proceedings of the Madras Government, Public Works Department,
27th August 1874.

No. 679.

ORDER THEREON, 27th August 1874, No. 2,433.

IRRIGATION, No. 61.

As noticed by the Board of Revenue, the Government observe that the proposals of the Collector of Cuddapah for the construction of additional bridges across the Madras Irrigation and Canal Company's Canal are not supported by such information as would enable an opinion to be formed as to the circumstances of each case. The Note by the Chief Engineer for Irrigation appears to show that such accommodation is still incomplete. These Proceedings will be communicated to the Chief Engineer and Manager of the Company for early consideration in communication with the Collector, and he will be requested to submit estimates for those bridges which he may admit to be necessary, and to report upon those cases in which he sees reason to differ from the local officers. It will probably be requisite only to bring to Mr. Latham's notice the necessity for providing suitable means of crossing the several distribution channels referred to by the Collector, to whom he will communicate the measures he proposes to take.

2. The Collector will submit more complete information regarding those bridges, of the need for which the Chief Engineer for Irrigation is doubtful.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Chief Engineer for Irrigation.

.. Chief Engineer and Manager of the Madras Irrigation and Canal Company.
.. Revenue Department.

Note by the Chief Engineer for Irrigation.
The first of the villages for which the Collector of Cuddapah reports that a bridge over the Madras Irrigation and Canal Company's main Canal is required is Pedda Moodiem. The nearest point of the Canal to this village is at $140\frac{1}{2}$ miles, and from this it is, according to the sketch map furnished to this office in April 1872, distant rather more than $1\frac{3}{4}$ miles. The nearest bridge is by the sketch map $2\frac{1}{2}$ miles from the village at Lock N° 14, 142 miles. For Pedda Moodiem the villagers desirous of going in the direction of Junjilapilly, Lock N° 14 is but very slightly out of the way, but if their fields be situated any where to the North of the 141st mile stone the detour required would be great. As the Canal carries in these miles no water for irrigation, probably cattle ramps with one or two sungadies for

for the field labourers would afford the required convenience.

Balapala Goodoor is the next village to be considered. To the North the nearest crossing is $1\frac{3}{4}$ miles distant at Lock N. 14. To the South $1\frac{1}{2}$ miles at the 2nd class bridge near Topaloor. The village is about $\frac{1}{2}$ a mile from the Canal. Possibly a platform bridge might without much difficulty or expense be added to Lock N. 13 a little below $14\frac{3}{4}$ miles.

Byanipalle, a hamlet of Idimadaka, is also stated to require a bridge. Opposite Idimadaka $\frac{1}{4}$ miles up the Canal, at 153 miles, there is a first class bridge, and opposite Canal Goodoor a mile below Byanipalle, at 155.30, there is a second class bridge.

I do not think that an additional bridge should be allowed.

The next village in the list is Choor or Doovoor. It is situated about one-third of a mile to the

West

West of the Canal in the 16th mile. There is a 1st class bridge at $16\frac{1}{2}$ miles and the nearest bridge to the Northward is of the 2nd class at $157\frac{2}{3}$ miles. Half a mile to the North East of the village there is an aqueduct of 2 spans of 20 feet each with 7 feet head of water, which it was originally supposed would have served for a crossing but it is difficult of approach and there is always water under it so that it cannot be deemed a satisfactory crossing and the construction of an additional bridge of the 2nd class appears to be necessary for a detour of a couple of miles is now entailed upon traffic going to or from the East of the Canal near the aqueduct. From Chintacoota to Prodatu there is a road shown on the Atlas sheet but not on the sketch map. It must cross the line of the canal about the middle of the

the 16th mile, and the nearest ex-
 isting means of crossing are at
 the 2nd class crossing under the
 Aqueduct 1 1/4 miles lower down
 the canal. Carts going to Pro-
 datur from Chintaputa would
 at present go down the Luddapah
 road to the Aqueduct and ^{+ 8 spans of}
 then turn off, pass under the ^{15 feet 6 1/2 feet}
 Canal, and get into the Mide-
 Koor & Prodatur Road, the dis-
 tance being about 12 1/2 miles, or
 they would proceed to MideKoor
 and thence go to Prodatur a
 distance of 16 miles, the direct
 road from Chintaputa being
 11 miles. A third route would
 be by the Beemapad Bridge ^{+ sanctioned}
 about 12 1/2 miles. In the absence ^{in G.O. 3rd June 7}
 of more complete information, ^{# 1375}
 I can give no opinion regard-
 ing the Collector's proposal.
 It is not at all clear why an
 additional bridge for the traffic
 between Khazipett and Prodatur ^{* Khazipett of}
 can ^{the atlas sheet}

can be thought necessary by the
 Collector. The direct distance be-
 tween these two places is about
 7 1/2 miles, and the ordinary cart
 route would be by MideKoor, dis-
 tance 18 miles, while if a more
 direct route be desired there is
 the bridge over the tail bay
 of lock #4 close to the 17 1/4
 mile. Khazipett is rather more
 than 3 miles from the nearest
 point of the canal at 17 1/2 miles
 and just above the 17 1/2 mile
 also there is a bridge over lock
 #6. Similarly as regards the
 proposed bridge for the traffic
 between Chennoor & Vulloor, fur-
 ther information appears to be
 necessary. Chennoor is 2 miles
 to the westward of the 18 1/2
 mile of the Canal and is
 about 5 miles in a direct line
 from Vulloor. The available cart
 route is by the Luddapah road,
 then across the Canal bridge
 near Boogampally, (18 1/2 miles)

the distance being about $6\frac{1}{4}$ miles
 It is doubtful whether the traffic
 is such as would justify the
 construction of a bridge to save
 $1\frac{1}{4}$ miles: at the same time it
 is open to the collector to show
 that a bridge at about $184\frac{5}{8}$
 miles would be only a reasonable
 convenience, there being no cart
 crossing between the head sluice
 and head lock bridges at
 181 miles, and the 2nd class bridge
 at $186\frac{3}{8}$ miles.

2. The accommodation required
 across distribution channels I
 would recommend should be
 remitted for the consideration
 of the Chief Engineer and Ma-
 nager, Madras Irrigation and
 Canal Company. Only petty
 works will be required, and
 these are supposed to be provided
 for in the distribution estimates.

Ootacamund 29th July 1874
 Chief Engineer for Irrigation
 to the Secretary to Govt. P.W.D.

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unimproved field
 investigation

1874
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to

S. W. 1874 Department
 Chief Engineer
 No. 5091

From.

The Chief Engineer
 for Irrigation.

Dated 29th July 1874.
 Recd 13th Aug 1874.
 E. I.

Regarding the
 proposed construction
 of bridges in the
 Cuddalore District
 over the Madras
 Irrigation & Canal
 Company's Canal.

Q. No: 2633. 27-8-74.

Public Works Department
 Proceedings of the Madras Government
 Board of Revenue No. 2433 Read the following
 Revenue the (P. B. No. 1679 dated
 3rd July 1874)
 Chief Engineer for Irr. (P. B. No. 1679 dated
 29th July 1874)

As noticed by
 the Board of Revenue
 the Government
 observe that the
 proposals of the
 Collector of Cudda-
 lora for the con-
 struction of addi-
 tional bridges a-
 cross the Madras
 Irrigation and Canal
 Company's Canal
 are supported by
 such information
 as would enable
 an opinion to be
 formed as to the
 circumstances of
 each case. The note
 by

8/6
 2/10
 2/10

Leave signed no 2442 but there is a word "allusion"
 which under scrutiny seems to it so it must be corrected
 the Joint Secy's office
 Signature -
 Leave signed no 2433 - 27 August
 return is a minute in the Joint Secy's
 that there is no English but 3415.
 The note has been sent from the office

My dear Mr. Secy
 Please
 see construction
 of bridge
 Yr. Obedt
 13/8

No. 678
 12th Aug 1874

by the Chief Engineer for Irrigation appears to show that some more bridges across the main Canal are required, and these Proceedings will be communicated to the Chief Engineer & Managers of the Company for early consideration, and he will be requested to submit estimates for those bridges which he may admit to be necessary, and to report upon those which he may think cannot reasonably be demanded. It will probably be requisite only to bring to Mr Latham's notice the necessity for

cases in which it is necessary to differ from the Local Officers.

+ approved by Col. Drayton.

for providing suitable means of crossing the several distribution channels referred to by the Collector.

2. These Proceedings will likewise be communicated to the Revenue Department, in order that the Collector may ^{will} submit more complete information regarding the circumstances which make it necessary that those bridges, of the need for which the Chief Engineer for Irrigation is doubtful, should be provided.

Dec. 30/74

AMW.

The Chf Engr for M^{rs} ✓
-- Chf Engr of Manag^r ✓
-- Rev. Dept. ✓
J. Copier des^d 21/9/74.

Revised copies sent 21/9/74

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side.]

1579

Circular

Handwritten signature or name

[Handwritten mark, possibly a stylized 'P' or 'J']

[Handwritten mark, possibly a slash or '1']

677-679

R. 12. Oct 1774
b. 1/8/74 10/8/74

5091-1679. ¹⁸⁷⁹ _{Pub.}

Govt. of (1874) Madras.

PUBLIC WORKS.

²⁰
The C. Supr. Genl.
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Dated

Recd.

Encl. /

G. O. D. 1874, No.

2433

2434

Nos.

677-679

Bridges - Madras & Co. Canal

C. Passing orders on the
proposals of the Collector
of Madras for the con-
struction of additional
bridges across the four
panys' Canals -