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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2615	Press	
B.P.—No.		Mis.—	
Dated	15 - 9 -	1874	—195—.

Not to be folded or roughly handled

No. 295. Read the following endorsement of the Acting Secretary to Government, Revenue Department, dated 17th August 1874:—

Read the following Proceedings of the Board of Revenue, dated 1st August 1874, No. 2,045.

Read the following letter from J. HOPE, Esq., Acting Collector of Kurnool, to J. GROSE, Esq., Secretary to the Board of Revenue, dated 1st June 1874, No. 248.

In their Proceedings, Miscellaneous No. 7,575, dated 7th November 1873, the Board of Revenue called for a report of any cases in this district (similar to the one reported on by the Collector of Nellore) of accommodation bridges required to be constructed over Irrigation channels. Only one Division Officer has as yet submitted his report on the subject, viz., the Deputy Collector of Peapally, who speaks of the requirements of the Koilkuntla Taluq. Only one bridge is recommended for this taluq, but I do not consider it a case of urgency.

2. So far as I have been able to judge, it cannot be said that all the necessary crossings on the Madras Irrigation and Canal Company's Canal have yet been made; but that a good deal has been effected, and that the subject has never been lost sight of is evident from the marginally noted correspondence, and especially Colonel Carpendale's report embodied in Government Proceedings, No. 511, dated 20th February 1871. In their Order thereon, the Government state "that the present crossings were sanctioned after a full consideration of the local requirements in each instance," and "that it would be inexpedient to lay down any general rule on the question of the distance at which crossings should be constructed," but that they would "be prepared to consider each case in which the wants of the ryots may seem to have been insufficiently provided for."

Board's Proceedings, No. 1,301, dated 26th February 1869, and Miscellaneous Nos 671 and 1,360, dated 3rd March and 25th April 1871.

3. Of such individual cases urgently calling for redress, I may cite that of Allur, in Nandikotkar Taluq, recently visited by myself, where the want of a first or second class bridge for the accommodation of cart traffic has for many years been a real grievance of the ryots, and recognized as such by the Board of Revenue in their Proceedings, No. 2,262, dated 3rd June 1871. More than three years have elapsed since the matter was brought prominently to notice, and nothing has yet been done to supply this crying want. The only accommodation now existing is a second-class culvert, which is always full of mud and water and impassable at all times.

4. The same is the case with the culvert at Mutsumarri, also referred to in the above Proceedings. At Gopalasingavaram, at the 9th mile, the only means of crossing the canal is a culvert, "which is also the only means for the escape of the country drainage," and consequently unsuited for the passage of bandies. In the rainy season it is often filled with silt, and the aprons on either side swept away, and deep pits left on both sides of the culvert, so that the passage becomes difficult and dangerous even for men and cattle. Sometimes when the vagu (stream) which brings down the drainage of a large extent of country lying south of the canal is in flood, the people are delayed several hours before they can cross from one side to the other; and, if the floods happen to come down late in the day

when they are returning from their fields, their position with the canal between them and their homes is anything but pleasant. The Tahsildar reports that several accidents have occurred during the past few years, in which men and cattle suffered severe injuries, from tumbling over while attempting to cross the culvert; and in one instance, a number of sheep were carried away by a flood which came down suddenly through the vagu, when the flock was passing under the aqueduct.

5. About 3,200 acres out of 3,500, which form the occupied area of this village, lie to the south of the canal, while the village itself is situated to the north, and the inconveniences to which the ryots are subjected can better be imagined than described. Their ploughs, their manure, the produce of their fields have all to be carried on their heads over a great distance. Owing to the character of the passage under the canal, they are obliged to start late for their fields, and return home early, instead of leaving before 4 A.M, and coming home at 7 P.M., or later, as is usual in the district. Year after year the ryots have been complaining of the wrongs done to them, and this year there was a determined strike against making use of the Company's water. When I visited the place last year, the only ground urged for their not taking canal water was that no bridge had been built for them. The people of this district are not intelligent enough to resort to the Courts for redress, and there is, therefore, the more reason why it behoves the Government to take decided measures for redressing their wrongs. The late Consulting Engineer, Colonel Carpendale, has condemned these aqueducts and culverts as being "unsuitable for traffic," and I beg the Government will take the subject into their earnest consideration.

6. Between Sunkesula and Gopalasingavaram (9th mile) there are only two second-class bridges—one at Duddyala, on the 3rd mile, and the other at Yedurur, on the 6th mile. The people of Kontalapad, which is between the 4th and 5th miles, have long been complaining of the absence of a crossing "in connection with the ferry across the Tungabudra" near their village. There was much traffic carried on at this place between the British and Nizam's territories before the canal came into existence (in fact, this was the only ferry above Kurnool), but the trade has since considerably declined, owing to the want of a bridge across the canal where the ferry is,—and the absence of any thing like a road to connect it with Duddyala, where the nearest crossing is situated,—more than a mile distant. In his report embodied in G. O., No. 3,586, dated 17th November 1868, Colonel Mullins admitted that "the bed of the river near Duddyala is dangerous for a ferry boat, and on the north side of the canal the Kontalapad ferry is cut off from Duddyala bridge by the outfall channel of culvert No. 6, which is generally impassable." He considered, however, that "all the inconvenience experienced, *except that resulting from a short detour*, can be at once remedied by making a ramp upon the left bank above culvert No. 6, levelling the top of the bank, and giving another ramp further down." I am not sure that this suggestion has been carried out, but, even if it were, I do not see why the people should be obliged to go more than a mile to Duddyala, and come back the same distance, to get to the ferry, which is just opposite the village of Kontalapad, and within a distance of only 20 chains. If Government have thought it proper to provide a second bridge to Nellore within

a distance of only 900 yards, I hope they will see the justice of providing one at Kontalapad, where not only the villagers, but the general public, who trade between this and the Nizam's dominions, have to go a greater distance, and are much worse off for roads.

7. With regard to the crossings provided between the 9th and 18th miles above the town of Kurnool, I have to remark that there are three bridges in this section, at the 12th, 14th, and 16th miles, all of the third class, and unfit for cart traffic. The villages for which they are intended to serve as outlets are all situated north of the canal on the banks of the Tungabudra, while nearly all the cultivation lies to the south. In Nidujur 2,000 out of 2,394 acres, in Munagalapad 1,194 out of 2,078 acres, and in Mamidalapad and Masamasid (its hamlet) 1,537 out of 1,578 acres are situated on the south side of the canal; and during the cultivation season the ryots have every day to carry their ploughs and their manure on their heads across* the bridges; and when the produce is reaped, they cannot cart it to the village to thresh, but have to bring it to the other side of the bridge, and there leave it (exposed to the risks of being damaged by unseasonable rains, or stolen during the night), until the ryots can find time to thresh the grain and carry it in head-loads to the village. The whole of the straw has to be carried in the same manner. Even the cattle have to be taken in small numbers over the bridges, and the Tahsildar reports fifteen cases in Nidujur, which came to his knowledge, in which very valuable bullocks have been killed or rendered permanently useless from injuries received from falling over the bridge Under these circumstances, it is no wonder that ryots keep constantly complaining to the district authorities that they have been deceived by the canal. The subject was brought to the notice of Government in 1868,† and again in 1871 by Mr. Chase, and in the letter referred to already, Colonel Carpendale "fully corroborated the Collector's statement."

* At Mamidalapad the bridge is about a mile distant.

† *Vide* Board's Proceedings, No. 1,686, dated 12th March 1869, and Miscellaneous No. 671, dated 3rd March 1871.

8. In paragraph 4 of his report, dated 16th March 1871, No. 138, the then Consulting Engineer stated that there should be no difficulty experienced in adapting the third-class bridges for cart traffic, and the Government in their G. O., dated 17th April 1871, No. 1,071, deferred passing any orders until they had before them the further report promised by him; but I am not aware that any thing has yet been done in this direction.

9. As the Board seem anxious for an early report, I have not waited for the reports from the other Division Officers. The present report is, therefore, necessarily imperfect.

SUBMITTED for the orders of Government.

2. The Board learn with the greatest surprise and regret that, after so much time and writing has been devoted to the subject, so little has been done to provide villages through which the canal passes with the means of crossing the canal which are essential to their well being and comfort.

3. In their Order of the 8th July 1871, No. 1,804, three years ago, Government ordered that second-class bridges should be built at Ulloor and Moochmurri (now spelt by Mr. Hope Allur and Mutsumarri), but nothing has yet been done. At Ulloor the description* of the villagers given in 1870, still holds good, but they have no redress. At Moochmurri "neither men nor cattle can pass under the culvert, owing to the mud," though Government knew that they were thus situated in 1870. The Ulloor villagers, as Government have remarked, are severed by the canal from land assessed at Rupees 648-2-0, and those at Moochmurri from land assessed at Rupees 2,495-12-0.

* "We have great trouble, owing to there being no bridge or any means of crossing the canal. When the water is down, we have to swim our cattle over. The banks are very steep, and two animals broke their legs. There is a culvert under it, but a very deep 'vagu' runs through, and the mud in it is over a man's head."

4. The state of things at Gopalasingaveram, where the villagers are separated by the canal from 3,200 out of the 3,500 acres which they cultivate, seems from the Collector's description to be even worse than that of Ulloor and Moochmurri. The Board cannot add to the picture drawn in Mr. Hope's letter, but they trust it will be found sufficiently moving to induce Government to order a bridge to be built, and to require that their orders be carried out with some promptitude.

5. A second-class bridge seems to be wanted at Kontalapad. The distance from the bridges on each side appears to be only two miles, but the existence of a ferry across the Tungabudra makes this an exceptional case.

6. In their Order of the 30th June 1871, No. 1,741, Public Works Department, Government sanctioned the conversion into a second-class bridge of one out of eight third-class bridges, and stated that they were not prepared to call on the Company to modify any of the other seven, "pending the receipt of full particulars in each case," which the Consulting Engineer had promised to submit. No further orders have been passed, so the Board presume the Consulting Engineer never sent in the promised report; but Mr. Hope now shows conclusively that the third-class bridges must be converted into second-class bridges in three cases, viz., Nigood, Mongulapad, and Massa Musjeed (spelt by Mr. Hope, Nidujur Munagulapad, and Masamasid.)

(True Copy and Extract.)

(Signed) J. GROSE,
Secretary.

TRANSFERRED to the Public Works Department, where the subject of these Proceedings will receive prompt and particular notice.

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

No. 296.

ORDER THEREON, 15th September 1874, No. 2,615.

IRRIGATION, No. 38.

COMMUNICATED to the Chief Engineer for Irrigation, who will report without delay under what circumstances the construction of 2nd class bridges at Ulloor in the 35th mile, and Moochmurri in the

Proceedings of the Madras Government, Public Works Department, 15th September 1874.

47th mile, which were decided to be necessary in G. O., No. 1,804, of the 8th July 1871, have been so long delayed; and, if no estimates and plans for these bridges have been sanctioned, he will obtain them from the Chief Engineer and Manager, Madras Irrigation and Canal Company, and submit them with the least possible delay.

2. In the 9th mile, 1st Section, Main Canal, the culvert which was intended to be used as a crossing has been so repeatedly damaged and rendered unfit or dangerous for use, that a 2nd class bridge must be provided at once, and an estimate should be submitted for sanction. Similarly for Kontalapad, in the 5th mile, either an efficient ferry across the canal, in connection with that across the Toombuddra, must be established, or a bridge built, unless it can be shown that the ferry can be reached by the Dudyala bridge by the traffic from the south of the canal with but such a moderate increase of distance as would make an additional means of crossing unnecessary; and in that case a convenient road from that bridge to the ferry must, if not already made, be provided at once, and a sketch map of the proposed arrangements should be submitted.

3. The Chief Engineer and Manager of the Company will be called upon to submit definite proposals, with estimates, for making the 3rd class bridges at Nidjood, Mangalpad, and Mamdialpad, as they are designated in the list printed in Proceedings Madras Government, 20th February 1871, No. 511, much more convenient than they at present are. After a trial of several years they have been condemned by many officers as inconvenient and dangerous, and the Government can no longer permit them to remain in that state. A clear width of 7 feet at least between parapets or side rails may be permitted under the exceptional circumstances, and the approaches also must be rendered sufficiently easy. The gradient will be shown on the plan.

4. The Chief Engineer for Irrigation will also report whether any other bridges on the line of canal, which have been decided to be necessary, have been left unbuilt; and, if so, he will obtain plans and estimates for them without delay.

(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.

Exd. S. T. Austin.
Spare Copies

Public Works Department

Proceedings of the Madras Govt

Read the following

Proposal to Drop Rule (Rule 2045 dated
the Rule dated 1 Aug 1874)

2615

Communicate to
the Chief Engineer for
Irrigation, who will
report (under what
circumstances the
circumstances of 3 and
4 motives) of 3 and
three bridges at Kollur
with the 3 3" Rule, and
recommend in the
manner, which
if "rule, which were
decided to be necessary

on G.O. Dep 1804 of the
8th July 1871 have been
so long delayed, and if
no intimation and plans
for

- 19 April - - 79 -
- 26 February - - 124 -
- 5 March 1875 Jan 194 - 95 -
- 5 December 1876 - 37 - 38 -

1874.

Board of Revenue,

MADRAS.

PROCEEDINGS, 1st AUGUST 1874, No. 2,045.

Dept 11 Aug 1874

12 Encl.

Received 12 Aug 1874

AUGUST.

No. 2,045.

Accommodation bridges—required to be constructed over Irrigation Channels in Kurnool District.—Report of Collector on subject of —, submitted for orders of Government, with remarks.

Transferred

Transferred to the Public Works Dept. where the subject of these Proceedings will receive prompt and particular notice.

C Chamier
Actg. Secy. to Govt.

7 Aug 74

Ord 295 —

Letter to Collr 7-8-74

No: 5229

From

The Secy. to Govt:
Rev: Dept:

Dated 17 Augt
Recd: 20 — 1874.

Transferring
Corr: of the Board
of Rev: relating to
the construction
of accommodation
Bridges over Ir-
-rigation Channels
in the Kurnool
Distt:

G.O. No: 2615. 15-8-74.

for these bridges have been sanctioned, he will obtain them from the Chief Engineer and Manager, Godavari Irrigation and Canal Company, and submit them with the least possible delay.

2- In the 9th Mile, 1st Section Main Canal, the culvert which was intended to be used as a crossing has been so repeatedly damaged and rendered unfit or dangerous for use, that a 2nd class bridge must be provided at once, and an estimate should be submitted for sanction. Similarly for

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a Sketch map of proposed arrangement must be submitted

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13 5

permit them to remain in that state- a clear width of 7 feet at least between parapets or ~~may be permitted under~~ side rails ~~must be~~ the exceptional circumstances ~~provided~~, and the approaches also must be rendered sufficiently easy- The gradient will be shown on the Plan.

4- The Chief Engineer for Public Works will also report [illegible] other bridges on the line of Canal, which have been decided to be necessary, have been left unbuilt, and, if so, he will obtain plans and estimates for them without delay-

Ly. 27/8/75

* Chief Engr. for Pub. Works

Under Col. Mc Leod's na-
tion shd not interfere
with the Draft — but wd
sometimes need Special attention
Shd see Bridges &
passage of Lind with Ele-
mentary and Elephant
back — and Boxes
Lewis & foot-roadways
with 12 pound Gun-Carriage —

4/9 Jno

No 295 = 296
A. 7.9.14
Cir 29/8/14 Rec 4/9/14

5229/

Govt. of 1874 Madras.

PUBLIC WORKS.

☆

The Chief Engr
for Irrigation.

Dated

Read. Encl.

G. O. 15 Lett. No. 2615

Nos: 295-296

instructions

Accommodation
Bridges - End Pro:
ceedings the Bd of
Revenue submitting
with remarks
the report the Collector
of Kurnool on the sub
ject of accommodation
Bridges required to
be constructed over
Irrigation Channels
Comd to the Chief Engr