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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2067	Press
B.P. No.		Mis. →
Dated	19-7-	1957

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
19th July 1875.*

Read the following papers —

No 466. Endorsement of the Acting Secretary to Government, Revenue Department, dated Fort St George, 11th February 1875.

Read the following Proceedings of the Board of Revenue, dated 2nd February 1875, No 214.

Read the following letter from J. HOPE, Esq, Acting Collector of Kurnool, to J GROSE, Esq, Secretary to the Board of Revenue, dated 4th December 1874, No 444

In continuation of my letter, No 248, dated 1st June 1874, recorded in Board's Proceedings, No 2,045, dated 1st August 1874, I have the honor to submit a further report regarding the accommodation bridges required to be constructed over the irrigation canal in this district

2 In Ramaleotta, the first taluq traversed by the canal, no bridges are required beyond those referred to in my letter above quoted I will only add that, since writing that letter, the ryots of Gopalasingavaram were one day, 18th July, engaged in ploughing their lands on the other side of the canal when it began to rain heavily towards evening, and the floods, coming suddenly down the vagu, cut off the passage through the culvert Owing to the rain, the depth of water in the canal rose higher than usual, and the ryots had consequently no means of returning to the village, and had to remain throughout the night exposed to cold and rain and without food or shelter Six days after the Tahsildar went to the village and tried to cross the culvert, but his guide got so much entangled in the mud, which had accumulated in it, that he was obliged to give up all idea of crossing it.

3 In the Nandikotkur taluq four bridges, besides those at Allur and Mutsunuri, are recommended in the following villages by the Additional Deputy Collector and the Special Deputy Collector at Nundal —

Padidampad, Maddigatha, Pagadala, and Bollavaram.

4 (a) At Padidampad, about 200 acres of occupied land and 100 acres of pasture lands have been cut off by the canal, and no accommodation has been provided by the Company in the way of bridges or culverts Ferry-boats were maintained by the Company for about a year after water was first let into the canal in 1868-69, but they were subsequently discontinued, and since then the ryots have been obliged to keep a basket-boat at their own expense The canal is forty yards broad, and cattle have daily to swim across to the other side for the sake of pasture Besides the ryots of Padidampad, a large number of shepherds in the Kurnool Town take their cows to these pasture lands, and the hardship felt by them is very great A second-class bridge is, therefore, very necessary at this place, the culvert at Kadarabag, which is a mile distant, cannot be used owing to the existence of a large tank formed by the Company between it and the pasture lands Lower down the canal, the nearest bridge is at Pudur on the 30th mile, which would involve a detour of ten or twelve miles

5 (b) At Maddigatha, 42nd mile, there is a third-class bridge which is said to be cracked, and therefore not used by the public It should be repaired and also widened, so as to admit of carts passing easily About 240 acres of land under cultivation are cut off by the canal, and the Special Deputy Collector states, from personal observation, that "the inconvenience felt by the ryots is very great." The road from

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19th July 1875.*

Nandikotkur to Konidala and Maravakonda, where there is a ferry across the Toongabadra, also passes through the village of Maddigatta, and I think it necessary to convert the existing bridge into a second-class one

6 (c) Pagadala—Here also the necessity for a second-class bridge was fully recognized by the late Consulting Engineer, Colonel Carpendale. The existing culvert, as remarked* by Mr Chase in 1870, is "sometimes four or five feet deep in water, so that, for days together, no cattle can pass under to the village pasture lands, which are all on the other side." The extent of land severed by the canal amounts to more than 1,975 acres, assessed at Rupees 1,986. There have been four fatal cases of snake-bite in the culvert.

7. (d) Bollavaram—There is now a third-class bridge "the approaches to which are very steep and the parapet walls dangerously low." (Vide Mr Chase's letter of 1870) The Special Deputy Collector reports that the ryots complained very bitterly of the loss of cattle suffered by them in trying to cross by this bridge; not less than twenty having been killed by jumping over the parapet walls of the bridge into the canal. The bridge is used both by the ryots of Bollavaram and Tatipad, and the aggregate extent of lands cultivated by them on the other side of the canal amounts to nearly 600 acres. They must make a long detour by the Jupad Bridge or the culvert at Pagadala, if they wish to carry their manure or produce in their carts, the distance involved being nearly ten miles in the one case and seven or eight in the other. The conversion of the present third-class bridge into a second-class one is, therefore, very necessary at this place.

8 In the Nundial Taluq, a sufficient number of crossings appear to have been provided except at Parlapalli at the 97 50 mile, where the want of a second-class bridge between the Ernapad and Bandiatmakur Bridges is much felt by the people. The following account is given by the Deputy Collector who twice visited the locality—
"A second-class bridge across the main canal within the limits of Parlapalli between the present Ernapad and Bandiatmakur Bridges at point A (rough sketch No. I)†

† Vide Enclosure No 1
is greatly needed. The village of Parlapalli lies to the west, and its lands (acres 800) lie to the east of the main canal. The present route, which runs by the Ernapad and the Bandiatmakur Bridges, involves a detour of four or five miles, and is attended with great inconvenience and loss of time to the cultivators. The route by the Bandiatmakur Bridge, as will be seen from the rough sketch marked No. I., necessitates the ryot to drive his bullocks, with ploughs, &c, first to Bandiatmakur Village (a a a), thence to the bridge (b b b), and thence, doubling the Bandiatmakur Tank (c c c), to Singavaram to reach his fields. Taking the Ernapad Bridge route, he will have to go to the bridge by a road (d d d), (not yet deducted as poramboke in the accounts), thence to the Ernapad Village (e e e), and thence by the Singavaram Road (f f f), to the fields. Some time last year, when some of the Parlapalli ryots crossed the canal at point A with their cattle and ploughs, they were criminally prosecuted by one of the late Company's Overseers, but the Sub-Magistrate discharged the accused on the peculiar circumstances in the case. Any other short cut that these ryots may take across the fields, even at the seasons when there is no crop on the ground, is strongly objected to by the owners."

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19th July 1875.*

9 In Sirwell Taluq, two bridges are required at two stations

(1) Kanalapalli—The Deputy Collector states a second-class bridge is required between Deebaguntla and Jillela for the convenience of the villagers of Kanalapalli, who have more than one-third of their lands (or about acres 530) on the other side of the canal. At present, to reach their lands they have to make a detour, with their agricultural implements, of more than a mile by the nearest bridge, Deebaguntla. The distance will be doubled, if the return journey is taken into consideration. Previous to the construction of the canal, they had simply to travel over a distance of two furlongs to get to their fields.

Vide Enclosure No 2
10. Between Devarayapuram and Lingamdinne a second-class bridge is wanted on the Kondapalli Road in Chintakunta Village. The Deputy Collector says the ryots were using this road, before the construction of the canal, as the shortest distance to their fields, about a mile. For upwards of four years the ryots have been applying for a bridge at this point. Nearly half the lands (acres 3,444), which are by far superior to the rest, are on the other side of the canal, and the ryots are now obliged to travel more than two miles simply to reach the Kondapalli Road by what is called the Chintakunta Bridge, but which is actually situated within the limits of Devarayapuram. After reaching the Kondapalli Road on the other side of the canal, the ryots have to go a further distance to get to their fields. To use the Lingamdinne Bridge would only increase the distance, and I therefore agree with the Deputy Collector in considering that a second-class bridge is absolutely necessary at this important village. The people bitterly complain that, "owing to the use of no manure, which they could not carry without heavy cost and labor owing to the detour, the crop in the land on the other side of the canal has been but poor and deficient."

Vide Enclosure No 3
11. No crossings are required in the remaining taluq of Koilkuntla.
12. The question of providing sufficient crossings over the distribution channels in this and other taluqs has formed the subject of a separate correspondence between myself and the Chief Engineer of the Company.

ENCLOSURES Nos 1 to 3—Sketches

SENT TO Government in continuation of the Proceedings disposed of in G O, Public Works Department, dated 15th September 1874, No 2,615

2 The Collector of Kurnool reports that second-class accommodation bridges over the Irrigation Company's Canal are wanted at seven places in addition to those mentioned in his previous letter, viz—

Nundikotkur Taluq	{ Padidampal. Maddigatta. Pagadala
Nundial Taluq	{ Bollavaram Parlapalli
Sirwell Taluq	{ Kanalapalli Chintakunta

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19th July 1875.*

3 A complete case seems to be made out for a bridge in every one of these cases, and the Board trust that the matter will be attended to without further delay. It is very hard that the villagers should have been left so long without relief. At Maddigatla, there is already a third-class bridge, but it is cracked and useless, and must be improved. At Pagadala there is a culvert, but this is impassable for days together. At Bollavaram there is a third-class bridge, but it is extremely so inconvenient and cattle are often killed whilst being driven over it.

4 The Collector gives a striking instance of the state of things at Gopalasingavaram adverted to in paragraph 4 of the Board's Proceedings quoted above.

(A true Copy and Extract.)

(Signed) H. E. STOKES,

Acting Secretary.

TRANSFERRED to the Public Works Department for early notice.

(Signed) C. G. MASTER,

Acting Secretary to Government.

No 447 From J. H. LATHAM, Esq., Chief Engineer and Manager, Madras Irrigation and Canal Company, to Major J. O. HASTED, R. E., Officiating Chief Engineer for Irrigation, dated Kurnool, 12th June 1875, No 67.

In reference to the remark of the Madras Government to the effect that it would have been more satisfactory had the Ulloor and Beempud bridges been both completed before the commencement of the current year's irrigation, I have the honor to point out that on the part of the Company everything possible seems to have been done to meet the continual demand for fresh bridges.

2 Thus in October last, on the occasion of the visit of the Assistant Examiner, Mr. Quinlan, to Kurnool, I obtained from Mr. Crawford, in consultation with Mr. Quinlan, a note of the remaining estimated capital still available for bridges. Their estimate was above Rupees 60,000, being swelled, I was informed, by certain recent or

* Proposing to widen 3rd-class bridges pending adjustments. On this information I wrote my letter* referred to in my No 128, of 23rd October 1874, at the same time I asked Mr. Crawford for the full details of this estimate of Loan Balance. The details, however, were deferred until a scrutiny of adjustments had been completed; and I am now informed that after the completion of the Beempud and Ulloor bridges, and Calingulah No 9-A, if they reach their estimates, it is not quite certain that there will be any balance remaining.

3 For some years I have relied on a monthly remittance of Rupees 2,000 or 3,000 from England on Loan Account for Indian salaries paid in England, but such payments have been impossible since the end of 1874; and so this means of continually improving and adding to bridges has ceased.

4. It is therefore advisable to postpone further improvements of bridges upon the sanctions of Government for Capital expenditure until it is certain that capital is available.

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19th July 1875.*

No. 468

ORDER THEREON, 19th July 1875, No. 2,047.

IRRIGATION, No 49.

RECORDED pending the receipt of the information called for in G O, No 1,946, dated 9th July 1875, as to the estimated

cost of bridges decided to be necessary and as to the balance of capital remaining and the demands upon it.

(True Extract.)

Major, R. E.,

Offg. Joint Secretary to Government.

To the Chief Engineer and Manager, Irrigation and Canal Company
.. Chief Engineer for Irrigation

Ed S T. Austin
Spare Copies

Public Works Dept.

For Orders.

N^o 67 dated 12th June.

In the letter from
the Chief Engineer and
Manager Madras
Irrigation and Canal
Company submitted it
is reported that the
delay which has occurred
in the construction of certain
bridges across the Canal
which were long since
decided to be necessary
is due to the fact that
it was doubtful whether
there was any money
available, and it is
further stated that it
is

British - suggested
that the work should
be done at once
and that the money
should be paid at once
and that the work should
be done at once

is probable that the
Ulloor and Bempand
bridges, now under con-
struction, will absorb
the balance of capital.

2. There are two
orders for the provision
of additional bridges
requiring to be attended
to, but it is not appar-
ently practicable for the
Company to do anything
more. The orders of
Govt in the subject are
therefore asked for

St. Col. R. G.
Offg. Secy to Govt.
P. M. D.

Secur. - Think we
ought not the estimate
of capital still avail-
able for all purposes
stand quite under
stand. No. 2. L. H. M. S. P. 1875
29/8 W. R.

15th Sept 1874. No. 2615
11th Feb. 1875 R. D.

953
4537

Public Works Dept.

Proceedings of the Madras Government
Under date the 1875

Read the following

From
The Chief Engineer } (H.E. No. 67 of 12th June 1875)
& Manager M.S. & Co.

Orig. B2 of Rev. Secy. Secy } (H.E. No. 211 of 2nd July 1875)
Rev. Secy

4-8 No. 2047 of 1st 4th July 1875

Recorded sending the receipt of the information called for

in G.O. No. 1, dated

as to the

estimated cost of bridges decided to be necessary and as to the balance of capital remaining and the demands upon it.

W.H.

[Signature]

[Signature]

of the Manager, Mr. Haulf
of the Secy

3
5

24
3

Under Secy
Under Secy
Under Secy
Under Secy

1/2 3/4

Read from 604 of 1875-75

1873
Copy of 1873 Madras.
PUBLIC WORKS.

The City Engineer.
S. P. Co

Date 1873
Issued
Recd. 1873
G. O. 19 July 1873, No. 1217

Nos. 14 - 18

Letter & Receipt Bridge.
Letter from the Chief Engineer &
Manager to S. P. Co. regarding
Explanation to the Account.
Continued in G. O. No 1344 of
18 May 1878 regarding the
completion of the work.
in the Account.