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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2184	Press
B.P. No.		Mis.
Dated	27-7-	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th July 1875.*

No. 769. Read the following letter from Major C. H. LUARD, R.E., Officiating Under Secretary to the Government of India, Public Works Department, (Railway,) to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 17th July 1875, No. 1,774 R:—

I AM directed to acknowledge the receipt of your No. 1,799, dated the 28th June 1875, forwarding the Progress Report of construction works on the South-West and North-West Lines of the Madras Railway for the first quarter of 1875, and to say that, as the line is a completed one, these quarterly reports need not be submitted in future.

No. 770. ORDER THEREON, 27th July 1875, No. 2,184.

RAILWAY, No. 75.

COMMUNICATED to the Consulting Engineer for Railways for information and guidance.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.

Exd. A. Grubert.

Spare Copies

PROCEEDINGS OF THE BOARD OF REVENUE, dated 2nd February 1875.

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 Ramalcotta, 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 Mutsumurri, are recommended in the following villages by the Additional Deputy-Collector and the Special Deputy-Collector at Nundial:—

Padidampad, Maddigatla, Pagadala, and Bollavaram.

4. (a.) At Padidampad, about 200 acres of occupied land and 400 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 Padur on the 30th mile, which would involve a detour of ten or twelve miles.

5. (b.) At Maddigatla, 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 Nandikotkur to Konidala and Maravakonda, where there is a ferry across the Toongabadra, also passes through the village of Maddigatla, 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

* Letter, No. 371, dated 28th October 1870.
recorded in Board's Proceedings, No. 7,104,
dated 14th December 1870.

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.

† Vide Enclosure No. 1.

(rough sketch 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. 1, necessitates the ryot to drive his bullocks, with ploughs, etc., 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."

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 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.

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."

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.

SUBMITTED 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	...	{ Padidampad.
		{ Maddigatla.
		{ Pagadala.
Nundial Taluq	...	{ Bollavaram.
		{ Parlapalli.
Sirwell Taluq	...	{ Kanalapalli.
		{ Chintakunta.

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 Maddigatta, 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 Hollavaram, 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 Gopala-singavaram adverted to in paragraph 4 of the Board's Proceedings quoted above.

(A true Copy and Extract.)

H. H. French

Acting Secretary.

To the Acting Secretary to Government, Revenue Department,
.. the Collector of Karnool.

Exd. W. H. French.

Accommodation Bridges—required to be constructed over Irrigation Company's Canal in Karnool District.—Report of Collector that second-class accommodation bridges are wanted at seven places in addition to those mentioned in his letter recorded in Board's Proceedings, No. 2,045, of 1st August 1874, submitted to Government with remarks.

FEBRUARY.
No. 214.

BOARD OF PUBLIC WORKS.
MADRAS.

March 1875.

Forwarded to the
Collector of Karnool, Proceedings, 2nd February 1875, No. 214.

Copy to Secy. to Govt.

Exd. 2.

P. W. 1875 Departs

No 953

From.

The Secretary to Govt.
Revenue Dept.

Dated 11th } February 1875
Recd 12th }

Encl. 3.
S. G. No. 2047. 18-9-75.
Transferring for S. G.

early notice, report
from the Collector of
Karnool stating that
second class accom-
modation bridges over
the Irrigation Company's
Canal are required at
seven places in addition
to those mentioned in his
letter recorded in Board's
Proc. No. 2045. of 1st August 1874.

K 466

P. W. 1875
From. No: 4537
The Chief Engineer
& Manager
Missile
No: 67.

Dated 12th
Dec 18th June 1875.
Recd. 12th July.

S. G. No: 2047. 18-7-75.
Explanation to the
remarks of fort.
regarding the com.
-pletion of the Yellow
of Decamp and Bridge.

No 467
Recd from City 12-7-75.
Recd. 3-7-75 - Oct 9/7/75
Cir. 24.6-75 - Oct 2/7/75
P. L. Sheet 35/111

21st 1875 Sept
No 2921

From
Govt of India

Date 17th July 1875.

Recd. 24 July 1875.

For 1774 B.

Submitting that quar-
terly reports for works
of construction on the
South West and West
North West lines of
the Madras Railway
need not be submitted
in future.

with order.

No 2184

Communicated to the Consulting
Engineer for Railways for information and
guidance.

(By)

J. C. No 1779 of 28 June 75.

1779-77029 July 75
121

SC No 12-8-75

Recd. 24 July 75
H. Stuart

4921/

for Rys: for information
& guidance.

Govt. of 1875: Madras.

PUBLIC WORKS.

To

Chasehupphyp.

Dated

Issued

Recd.

Encl.

G. O. 27th July 1875, No. 2184

Nos. 769-770

Quarterly Reports of
works of construction
on the South West &
North West Lines of the
M. Ry:. — Letter of the
Govt: of India intimating
that — need not now
be submitted, commd:
to the Consulting Engr: