(1) Number of pages

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 400 (9) Press
~~Mis.~~

Dated 5 - 2 - 1877.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
5th February 1877. *No.* 400.

Read the following papers :—

No. 167. From Captain L. CONWAY-GORDON, R.E., Examiner of Public Works Accounts, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Fort St. George, 16th September 1876, No. 229-W.

I HAVE the honor to address Government, with reference to G.O., No. 1,676, of 3rd July 1876, directing the District Engineer, South Arcot, to prepare and submit estimates for sixteen bridges over irrigation channels in South Arcot.

2. The Government Order in question does not explicitly state that all these sixteen bridges, when finally sanctioned, are to be constructed out of Imperial funds; but from the wording of the order generally I gather that this is the intention of Government, and I therefore respectfully venture to suggest a re-consideration of this question.

3. The irrigation systems in connection with which these bridges are considered necessary are the—

Lower Coleroon Anicut System.
Kattumailur do. do.
Shetiatopa do. do.
Pelandorai do. do.

and one system not specified. The Pelandorai and Kattumailur Anicuts are works of quite recent construction (1875 and 1873 respectively), and the bridges connected with these systems seem to be fairly chargeable to Imperial funds (Irrigation).

4. But I am informed by the District Engineer that the Lower Coleroon Anicut was built in 1836, and the Shetiatopa Anicut restored in 1848, whilst the channels fed from these two sources have been in existence from time immemorial. The District Engineer further informs me that prior to 1854 there were few roads in the district, and that these few were mere fair-weather cart-tracks.

5. It seems to me very doubtful whether Imperial funds can be held liable for the erection of bridges at points where Local Fund roads, of quite recent construction, cross Imperial irrigation channels which have been in existence from time immemorial.

6. The principles that appear to me to underlie the question are as follow :—

(*a.*) If the construction of a new irrigation channel interfere with an existing right of way, the constructors of the channel, *i.e.*, the Imperial Government, are bound to provide the same facilities for traffic as previously existed.

(*b.*) But if the road were constructed subsequently to the construction of the irrigation channel, the cost of making the bridge is part of the cost of the road, and is chargeable to the constructors, *i.e.*, the Local Fund Board concerned.

7. I should mention that the question now raised acquires additional importance from the fact that the action taken by the Collector of South Arcot District seems to be a result of G.O. (Revenue Department), No. 1,127, of 18th October 1873, communicated with G. O. (Public Works Department), No. 3,003, of 12th December 1873, and that similar action may be expected with respect to other districts.

No. $59\frac{1}{2}$-W.

No. 167-A.

MEMORANDUM.

The reason why 1868 was suggested as a date of departure for the rules making bridges, &c., chargeable entirely or partly to Imperial funds, is that it was in that year that the first rules on the subject were passed, and that date consequently became a ruling date for the rules then and subsequently promulgated. Whatever rules may be adopted will have to be a compromise, and the undersigned thinks that, while to settle what is an equitable arrangement is not as simple as it would at first sight seem to be, it is desirable that the rules should be clear and easily understood, so that each case may be capable of settlement without delay. On a first glance at the subject it might be thought proper and equitable that Imperial funds should bear the whole cost of every bridge required on a canal or channel on every line of communication which existed prior to the formation of such irrigation work, but it is questionable whether this arrangement would be equitable—

1st.—Because such communications, which must have existed in some form or another between every two villages, were of very different capabilities, and the traffic to be accommodated when the irrigation works were made may have been very different as to its requirements from that to be provided for now : a plank might have done then ; a bridge may be necessary now.

If all the circumstances are to be ascertained and weighed in each case, the actual construction of bridges will be indefinitely postponed.

2ndly.—It seems to be necessary to remember that the irrigation works in many of the localities chiefly concerned have been the means of creating the greater part of the local funds, which, had no irrigation works been carried out, would have amounted to a comparatively insignificant sum.

The numerous roads, equally with the numerous bridges needed for them, have been a result of increased prosperity and increased trade.

In the Northern Deltas at any rate there were no communications worthy of consideration ; two or three principal roads, or rather tracks, excepted, prior to the construction of the irrigation works. For some years too afterwards no great need of bridges was felt. It is from the development of agriculture and trade, due to the provision of irrigation water, that the pressure for improved means of communication has arisen.

As a matter of fact Local Fund Boards do sanction the construction, entirely from Local Funds, of bridges, which, under the rules suggested by this office, would have been built entirely or partly from Imperial funds, either because some such considerations as those above mentioned have weighed with the Boards, or because they could spare the money and knew that it would be a very difficult matter to get Imperial funds sanctioned for the purpose.

It is believed that even were the equity of the construction of all bridges across irrigation canals and channels, from Imperial funds admitted, practically in the majority of cases, the Local Fund Boards would have to undertake their construction or go without them, and this too although plans and estimates might be duly sanctioned from time to time, simply because the Imperial funds would not be forthcoming. The precis put up with the file indicates how the rules have varied under the pressure due to this cause.

Fort St. George,
22nd January 1877.

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

No. 168.

Order thereon, 5th February 1877, No. 400.

IRRIGATION, No. 18-A.
Account.

As the orders which have been passed from time to time on the subject of the provision of funds for bridges and similar works to carry roads across irrigation canals, channels, &c., are not definite, it is desirable to lay down general principles for future guidance. And those suggested by the Examiner of Public Works Accounts in paragraph 6 of his letter seem equitable as regards all interests concerned, except that the change of phrase in the last sentence is liable to cause some confusion, and it will be better to substitute—

"But if the right of way accrued subsequently to the construction of the irrigation channel, the cost of providing for it is chargeable to the construction of that way, *i.e.*, the Local Fund Board concerned."

2. Before deciding on their adoption however, His Grace the Governor in Council desires to be favored with the views of Local Fund Boards and Municipalities, which will be called for by the Board of Revenue and submitted to Government through the Revenue Department.

3. The inquiry now ordered should also embrace the incidence of the cost of maintenance of all bridges and similar works over irrigation canals and channels, and of the construction of bridges and roads crossing natural as well as artificial drainages.

(True Extract.)

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

To the Revenue Department.
" Examiner of Public Works Accounts.
" Chief Engineer for Irrigation.

Exd. A. Grubert.
Spare Copies

5

Precis in connection with Current No: 6745.

Flag E

In G. O. No: 3711 dated 27th Novr. 1868 it was ruled on the recommendation of the Board of Revenue that half the cost of bridges over Irrigation Channels on district roads should be contributed from Imperial Funds (Irrigation).

Flag F

In his letter of the 5th December 1868 No: 956 the Superintending Engineer 6th Division raised the question whether with reference to this ruling, Artificial Channels were meant for all Channels of Irrigation, and whether drainage Channels should be included.

G.O 54 d/18th Jany:/69

Flag [illegible]

It was stated in reply that the term "Irrigation Channel" referred solely to Artificial Channels executed across previously existing established lines of communication.

G.O 656 d/11th March/69
Br. G.O. 870 d/17 March/69.

Flag H

The Revenue Department however considered this Order too restrictive in its application, and decided that the assistance to be afforded from Imperial Funds (Irrigation) towards the cost of bridging Artificial Navigation or Irrigation Canals or Channels on District Roads should be extended to all Canals or Channels which have been constructed during the present Century. The grounds upon which this decision was based are fully stated in the letter from the Board of Revenue recorded with the Revenue Proceedings.

Flag I

G. O. 1378 dated 27th April /69 approved of certain proposals made by the Superintending Engineer 6th Division to the effect that for all culverts (which are less than 4 1/2 feet in span) over Irrigation Channels on roads to be constructed from Local Funds, half the cost should be defrayed from Irrigation funds

Owing to the paucity of funds at the disposal of the Public Works Department under Imperial (Irrigation) the question of a moiety of the cost of bridges and tunnels over Irrigation Channels crossing Local Fund Roads

being

being contributed from Imperial Public Works funds was remitted to the Revenue Department for reconsideration in G. O. No: 2957 dated 6th December 1870.

Flag K

G.O. No. 195 d/30th Jany/71

Flag L

The Revenue Department in reply deemed it unnecessary to reconsider the Order relating to masonry works on District roads on the ground that as all roads were about to become "Provincial" with a fixed annual grant, the aspect of the case would be entirely changed.

G.O. No. 682 d/18th March/71

Flag M

Whereupon the Public Works Department ordered that all the expenditure incurred during the then current Official year on the class of works referred to should be charged to Local Funds.

Since this time the general question does not appear to have been brought forward.

It may be remarked that the line of argument adopted by the Board and approved by

Government in Proceedings No. 656 dated 11th March 1869 Revenue Department is directly opposed to that now pursued by the Examiner.

R.L. 23/9.

7

Public Works Department.

PROCEEDINGS *of the* MADRAS GOVERNMENT.

UNDER date the

Read the following :—

From Examiner P.W.A. E.H.L. No. 229 W d/ 16th Septr: 1876.

As the orders which have been passed from time to time on the subject of the provision of funds for bridges and similar works to carry roads across irrigation canals, channels &c are not as definite as is desirable, [His Grace the Governor in Council is pleased to issue] the following rules which it is proposed to introduce in supersession of all former orders on the subject will be referred to the Board of Revenue through the Revenue Department for report.

2. The cost of all bridges or other works needed to pass the traffic of the country across irrigation canals and channels will be provided for as follows:—

1st From Imperial funds entirely

If the irrigation works were constructed in 1868 or subsequently, and if the roads were in existence as made roads at the time of the construction of the irrigation works.

? why this date

2nd From Imperial and Local funds conjointly and in equal shares.

If the irrigation works were constructed since the beginning of the century and prior to 1868, and if the roads were formed at any time within that period.

3rdly From Local funds entirely

If the roads were constructed in or after 1868 and if the irrigation works were at the time in existence.

3. The maintenance of all bridges and similar works constructed entirely from Imperial funds will be met from those funds.

The maintenance of all bridges and similar works constructed partly or entirely from Local funds will be provided for from Local funds.

4. The cost of bridges on roads crossing natural drainages will be chargeable entirely to Local funds

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1868,

The incidence of the cost of bridges across artificial drains will be determined in a similar way to that of similar works across irrigation canals and channels with the following proviso however viz:—

When natural lines of drainage are improved without material alteration of the quantity of drainage discharged by them, the cost of bridges will be chargeable to the roads for the benefit of which the bridges may be required, if such bridges be entirely new works. Alteration to or reconstruction of bridges rendered necessary by the alteration or improvement of drains will be chargeable to the drains and not to the roads.

[illegible]

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT. 9

Under date the

Read the following :—

From Examiner PWA E. A.E. No 229 W d. 16 Septr/76.

As the orders which have been passed from time to time on the subject of the provision of funds for bridges and similar works to carry roads across irrigation canals, channels &c are not as definite as is desirable the following rules, which it is proposed to introduce in supersession of all former orders on the subject, will be referred to the Board of Revenue &

through the Revenue Department for report.

2. The cost of all bridges or other works needed to pass the traffic of the country across irrigation canals and channels will be provided for as follows:—

1st From Imperial funds entirely

If the irrigation works were constructed in 1868 or subsequently, and if the roads were in existence as made roads at the time of the construction of the irrigation works.

2nd From Imperial and Local funds conjointly, and in equal shares.

If the irrigation works were constructed since the beginning of the century and prior to 1868, and if the roads were formed at any time within that period.

3rdly From Local funds entirely.

If the roads were constructed in or after 1868, and if the irrigation works were at the time in existence.

3. The maintenance of all bridges and similar works constructed entirely from Imperial funds will be met from those funds.

The maintenance of all bridges and similar works constructed partly or entirely from Local funds will be provided for from Local funds.

* consult [illegible] Special [illegible]

Paper will [illegible] that it [illegible] impossible for me [illegible] date – no reason is given for this date. Possibly it is the date of the separation of the [illegible]

Many of the most important Country lines of road & thoroughfares were not & still are not made roads in 1868 & are not so now the pledge of the legislation of 1871 cannot stand – We cannot enter [illegible] the lines of Country bridges / Imperial works & throw the cost of bridging [illegible] on the local taxation [illegible] such an arbitrary [illegible] seems [illegible]

4. The cost of bridges on roads crossing natural drainages will be chargeable entirely to Local funds. The incidence of the cost of bridges across artificial drains will be determined in a similar way to that of similar works across irrigation canals and channels with the following proviso however viz:—

When natural lines of drainage are improved without material alteration of the quantity of drainage discharged by them, the cost of bridges will be chargeable to the roads for the benefit of which the bridges may be required, if such bridges

be entirely new works. Alterations to or reconstruction of bridges rendered necessary by the alteration or improvement of drains will be chargeable to the drains and not to the roads.

M.W. W. 5/10

I have no objection to the
the Controller's letter to the [illegible]
- & Revd. Memo to Collector of
S. A. [illegible] - Also the Board to be con-
sulted on such a matter
& are entitled to a hearing.

But I think this Govt.
should not express any opinion
in this initiatory stage - but
unless possibly the suspension
[illegible] of [illegible]
[illegible], but [illegible] the [illegible]
Dept after discussion of
it [illegible] to draw up
[illegible] tentative [illegible]
rules - this [illegible] will
be the most convenient [illegible]
constitutional form -

In the meantime
the C. E. I. D. might sum
up his proposals - and let
[illegible] the Dept be submitted as
a [illegible] of his views the
[illegible] [illegible] to the Bd. for
consideration

[illegible]

The proposed rules seem
sufficiently [illegible]
except the date fixed
upon 1868. I do
not understand why
this date has been
selected, [illegible] this
point unless there is some
special reason for fixing
this date the Board's
attention should be invited
[illegible]

13

Office Note

To
The Secretary to Govt. L. Dept.

A definite order on the subject of the incidence of cost of bridges and similar works on roads crossing irrigation canals channels and drains being considered desirable, the accompanying draft order is forwarded for the opinion of the Secretary Revenue dept.

A precis of the existing orders will be found in the file.

M. 27/9

No. 160

Revenue Dept.

15

Memorandum

To

The Chief Engineer for
Irrigation

The Papers received with the Chief Engineer's note of the 27th. ultimo are herewith returned.

The undersigned observes that the proposed rules seem unobjectionable, but, as they are important and affect Local Funds and Municipal Boards scattered over the whole Presidency, it is advisable to refer the matter to the Board of Revenue for opinion before finally embodying them in a G.O. It is requested that the rules may be proposed in a G.O. and referred for report to the Board of Revenue through the Revenue Department.

D. F. Carmichael

Ootacamund }
3d Octr. 1876 } Secretary to Govt.

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[Cr. Wks. Form No. 2.] No/1 P ... 1

No. 229. W. 17

From
THE CONTROLLER,
PUBLIC WORKS ACCOUNTS,

To
The Secretary to Government,
Public Works Department.

FORT SAINT GEORGE, 16th September 1876.

Sir,

I have the honor to address Government with reference to Government Order No 1676 of 3d July 1876 directing the District Engineer, South Arcot, to prepare and submit Estimates for sixteen bridges over irrigation Channels in South Arcot.

2. The Government Order in question does not explicitly state that all these sixteen bridges when finally sanctioned are to be constructed out of Imperial Funds, but from the wording of the order generally I gather that this is the intention of Government, and I therefore respectfully venture to suggest a reconsideration of this question.

3. The irrigation Systems in connection with which these bridges are considered

necessary are the

Lower Coleroon Anicut System,
Kattumailür ——— do ——— do
Shétiatópa ——— do ——— do
Pelandorai ——— do ——— do

and one system not specified, The Pelandorai and Kattumailür Anicuts are works of quite recent construction (1875 and 1873 respectively) and the bridges connected with these systems seem to be fairly chargeable to Imperial Funds (Irrigation)

4. But I am informed by the District Engineer that the Lower Coleroon Anicut was built in 1836, and the Shétiatópa Anicut restored in 1848, whilst the Channels fed from these two sources have been in existence from time immemorial. The District Engineer further informs me that prior to 1854 there were few roads in the district, and that these few were mere fairweather cart tracks.

3. It seems to me very doubtful whether Imperial Funds can be held liable for the erection of bridges at points where Local Fund roads, of quite recent construction, cross Imperial irrigation channels which have been in existence from time immemorial.

6. The principles that appear to me to underlie the question, are as follows.

a If the construction of a new Irrigation Channel interfere with an existing right of way, the Constructors of the Channel, i.e. the Imperial Government are bound to provide the same facilities for traffic as previously existed;

b But if the road were constructed subsequently to the construction of the Irrigation Channel, the cost of making the Bridge is part of the cost of the road and is chargeable to the Constructors, i.e. the Local Fund Board concerned.

7. I should mention that the question now raised acquires additional importance from the fact that the action taken by the Collector of South Arcot District seems to be a result of Government Order (Revenue Department) No. 1127 of 18th October 1873, communicated with Government Order (Public Works Department) No. 3003 of 12th December 1873, and that similar action may be expected with respect

[illegible]

respect to other Districts.

I have the honor to be,

Sir,

Your most obedient Servant,

L. Conway-Gordon

Examiner, P. W. Accounts

12-12-73 – No. [illegible]03.
10-9-74 – 1568.
10-7-75 – 1568.
3-7-76 – 1676.
11.11.68 – 2831.
17-3-69 – 870
27-4-69 – 1878
6-12-70 – 2957.
17-12-70 – 3075
18-1-71 – 142
8-1-69 – 54.

P.W.D.
18SEP76

From No. 545

The Examiner
P.W. Acct.

To

The Secretary to Govt.
P.W. Departt.

Dated 16th September } 1876.
Recd.

No. 229. W.

Submission of Estimates – Offering certain observations relative to the preparation and – for bridges over Irrigation Channels, by the Dist. Engineer South Arcot. –

No 167 –

Recu 2-2-77

Gi – 6-10-76
Dupd 19-9-76

No. 59½-W

21

Memorandum

The reason why 1868 was suggested as a date of departure for the rules making bridges &c. chargeable entirely or partly to Imperial funds is that it was in that year that the first rules on the subject were paſsed, and that date consequently became a ruling date for the rules then and subsequently promulgated – Whatever rules may be adopted will have to be a compromise, and the undersigned thinks that while to settle what is an equitable arrangement is not as simple as it would at first sight seem to be, it is desirable that the rules should be clear and easily understood so that each case may be capable of settlement without delay. On a first glance at the subject it might be thought proper and equitable that Imperial funds should bear the whole cost of every bridge required on a canal or channel on every line of communication which existed prior to the formation of such irrigation work, but it is questionable whether this arrangement would be equitable 1st because such communications, which must have existed in some form or another between every two villages, were of very different capabilities, and the traffic to be accommodated when the irrigation works were made may have been very different as to its requirements from that to be provided for now- a plank might have done then- a bridge may be necessary now.-

If all the circumstances are to be ascertained and weighed in each case the actual construction of bridges will be indefinitely postponed.-

2nd It seems to be necessary to remember

remember that the irrigation [illegible] in many of the localities chiefly concerned have been the means of creating the greater part of the Local funds, which, had no irrigation works been carried out, would have amounted to a comparatively insignificant sum.-

The numerous roads equally with the numerous bridges needed for them have been a result of increased prosperity and increased trade.- In the Northern Deltas at any rate there were no communications worthy of consideration, two or three principal roads or rather tracks excepted, prior to the construction of the Irrigation works- For some years too afterwards no great need of bridges was felt. It is from the development of agriculture and trade due to the provision of irrigation water that the pressure for improved means

it

of communication has arisen.—

As a matter of fact Local Fund Boards do sanction the construction, entirely from Local funds, of bridges, which under the rules suggested by this office would have been built entirely or partly from Imperial funds, either because some such considerations as those above mentioned have weighed with the Boards, or because they could spare the money and knew that it would be a very difficult matter to get Imperial funds sanctioned for the purpose.—

It is believed that even were the equity of the construction of all bridges across Irrigation canals and channels, from Imperial funds admitted, practically in the majority of cases the Local fund Boards would have to undertake their construction or go without them, and this too although plans and estimates might be duly sanctioned from time to time, simply

because

2nd/6

poses.

=member

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because the Imperial funds would not be forthcoming.— The precis put up with the file indicates how the rules have varied under the pressure due to this cause.—

Fort St. George }
22 June 1877 }

[illegible] Lt Col R.E.
Chief Engineer for Irrign

There is force in Col
Mullins argument - I see no
doubt irrigation creates
the traffic that calls for [illegible]
with irrigation — But I think
that cannot in the equity
of fixing the date — 68
Where a communication
has been interrupted by
an irrigation work - the
bridge should be supplied
by the Imperial Treasury
[illegible] N 167 - [illegible]
Where a road has been
made subsequent to the
irrigation work it is
clearly a charge on Local
Funds —
I do not think there will
be any difficulty in dealing
with each case on its
merits — on these principles

2d

From

The Chief Engr. for Irrign.

P.W.D.
23 JAN 77
No. 662

Dated 22 }
Despd. 23 } Jany 1877

No. 57½ - I.

Estimates for Bridges, &c. - Items in connection with — being made chargeable to Imperial Funds.

Pringle

25/

(1)

Where a requisition [illegible]
G.O. No 400 - 5th Feb. 1877 as quoted [illegible]
written by a member of Govt. but I cannot
find any indication of this in the
file.

[illegible] the origin of this paragraph

[illegible]

(2)

The origin of para 3. cannot
be traced - The order was
despatched to those concerned on the 22nd
~~[illegible]~~ February — 5 days before the mistake was observed
Apparently the orders should have been recalled
back - Probably Mr Parsons gave instructions at
the time - but the Despatch clerk does not recollect
them. It is proposed to send this file to
Mr Parsons - as he drafted the order under

The undersigned's recollection of the origin of para 3 of G.O. No. ... of 5 Feby 77 coincides with that of the Joint Secretary. The draft of the G.O. now in the file is not the one first written. The draft prepared in the office was modified in circulation and the fair copy (now in the file) was made from the modified draft, which was duly sent to that office at the time and should be carefully looked for.

The orders had already been made when the Joint Secretary's remarks of the 29th February were written. These remarks were replied to in writing and on its being explained personally by the undersigned that the papers had already issued, the Joint Secretary decided that they should not be recalled.

R.P. 5/5.

(7)

I feel sure that the file is still incomplete & that there is a paper containing the wording of para 3, as it stands, by some member of Govt.

14/5

Further search has been made without success.

A.P. 18/

(3)

Copy to Mr Parsons [illegible] returned [illegible] as soon as possible

4/5

With note by Mr Parsons

27

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following :—

From

The Examiner of P. W. Accounts } (H.E. No. 229 W. d/ 16th Septr 1876)

Chief Engr for Irrigation } (" " 59½ W. " 22d Jany 1877)

As the orders which have been passed from time to time on the subject of the provision of funds for bridges and similar works to carry roads across Irrigation Canals, Channels &c. are not definite, it is desirable to lay down general principles for future guidance. And those suggested by the

Examiner of Public Works Accounts in para 6 of his letter seem equitable as regards all interests concerned, Before deciding on their adoption however His Grace the Governor in Council desires to be favored with the views of Local Fund Boards and Municipalities which will be called for by the Board of Revenue and submitted to Government through the Revenue Department.

except that the change of phrase in the last sentence is liable to cause some confusion but with latter to substitute

"But if the right of way accrued subsequently to the construction of the Irrigation channel the cost of providing for it ~~is [illegible] by the [illegible]~~ ~~[illegible]~~, but is chargeable to the construction of that way i.e. the L.F.B. concerned."

2. The enquiry now ordered should also embrace the incidence of the cost of maintenance of all bridges and similar works over Irrigation Canals and Channels, and of the construction

of

of bridges and roads crossing natural as well as artificial drainages.

Revenue Dept.
Ex. P. W. Accts:
Chief Engr. for Irrign.

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dd 23/5/77

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Recd

No 400

Public Works Department.

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29.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 5 Feby 77

Read the following :—

From

The Examiner of P.W. Accounts } (H.C. No 229 W d/ 11th Septr 1876)

Chief Engr for Irrigation } (" " 59½ W " 22d Jany 1877)

As the orders which have been passed from time to time on the subject of the provision of funds for bridges and similar works to carry roads across Irrigation Canals, Channels &c are not definite, it is desirable to lay down a general principles for future guidance - And those suggested by the

Examiner of Public Works Accounts in para 6 of his letter seem equitable as regards all interests concerned, except that the change of phrase in the last sentence is liable to cause some confusion and it will be better to substitute

"But if the right of way accrued subsequently to the construction of the Irrigation Channel the cost of providing for it is chargeable to the construction of that way i.e. the Local Fund Board concerned."

2. Before deciding on their adoption however His Grace the Governor in Council desires to be favored with the views of Local Fund Boards and Municipalities which will be called for by the Board of Revenue and submitted to Government through the Revenue Department.

3. The enquiry now ordered should also embrace the incidence of the cost of maintenance of all bridges and similar works over Irrigation Canals and Channels, and of the construction of bridges and roads crossing natural as well as artificial drainages.

Wy. 2/2

Revenue Dept. ✓
Exr. P.W. Accts ✓
Chief Engr. for Irrign. ✓
[illegible] Despd 22-2.77

10-10-07
18-7-14 ✓

67/45

Govt. of 1877 Madras.

PUBLIC WORKS.

77

To

the Revenue Department

Dated

Issued

Recd. Encl.

G. O. ~~5th Feby~~ 1877, No. 400

Nos. 167-68

Bridges and similar works to carry roads across Irrigation Canals, Channels &ca.

Passing orders on the subject of the provision of funds for —

Entd in Regr.

10th 2-2-13
N.1. 1915