

(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.	<i>238</i> <i>(2)</i>	Press ~~Mis.~~
Dated	<i>7-2-</i>	<i>18</i> <i>77</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th February 1877. No. 438.*

Read the following papers:—

No. 236. From Lieutenant-Colonel H. L. PRENDERGAST, R.E., District Engineer, North Arcot, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Chittoor, 31st January 1877, No. 3,291.

WITH reference to G.O., No. 1,707, of the 17th June 1875, I have the honor to furnish a statement showing the points at which the channels cross the roads, the

One Statement.

dates of their construction, and of the road formation.

2. The hill-stream feeding the Pootoor tank is a natural channel from the hills, and must have existed before the road was made, though doubtless there had been a bandy-track for a long time previous. A little to the east of the point where the road from Chittoor to Sholinghur crosses the Poiney river, there is the supply channel to the Kirshat tank from the Poiney left bank. This is an old channel of supply that existed long before the road was made. In the first mile below the Poiney anicut there are two surplus escapes in the bank of the main channel, and the discharge from these escapes crosses the road to Ranipett. Road-dams are provided, and if the head sluice is properly looked after in the time of floods, and the channel-bed kept well cleared, there ought not to be much interference with the road in the way of surplus channel water.

3. I consider that bridges are not necessary at these last two points, and I do not feel at all satisfied that the two former channels should be bridged from agricultural funds.

Statement showing Channels that cross Roads in the North Arcot District.

Name of Taluk.	Name of Road.	Nature of Channel.	Point of Crossing.	Channel Constructed.	Road Formed.
Vellore ..	Crossroad from Kandamari to the Arni Road.	A hill-stream that supplies Pootoor tank.	6½ miles from Kandamari.	A natural channel.	1860.
Wallajah ..	Chittoor to Sholinghur ..	Supply channel to Kirshat tank.	14 miles 360 yards from Chittoor.	Many years ago.	December 1860.
Do. ..	Chittoor to Ranipett ..	Surplus channel from the Poiney anicut main channel.	17 miles 104 yards from Chittoor.	November 1864.	March 1861.
Do. ..	Do. ..	Do. ..	17 miles 517 yards from Chittoor.	Probably about the same time as the above.	Do.

CHITTOOR,
31st January 1877.

(Signed) H. L. PRENDERGAST, Lt.-Col., R.E.,
District Engineer, North Arcot.

No. 96-W.

No. 236-A. *Note by the Chief Engineer for Irrigation.*

RULES of general application for regulating the incidence of charge for bridging canals and channels are under the consideration of Government, and all doubtful cases will have to be reserved until a decision is communicated for guidance.

2. It may be noticed however that the building of the hill-stretch supplying the Pootoor tank would not, under any rules likely to be adopted, be an Imperial charge. The case of the supply channel of the Kootoor tank.

The case of the supply channel of the Khabarovsk coast was the case of the rules.

The provision of suitable accommodation for the roadway across surplus channels of the Poiney ancient main channels would be a charge on Imperial funds if such surplus is disposed of otherwise than by the natural channels of the upland drainage, or if the frequency of discharge has been increased. If resistance be suitable, and so far as the undersigned remembers they are so, all that is necessary has been already done.

3. The term bridging includes all suitable means of carrying a road across a water-course.

FORT ST. GEORGE,
3rd February 1877.

(Signed) JOHN MULLINS, Lt.-Col., R.E.
Chief Engineer for Irrigation

No. 237.

ORDER THEREON, 7th February 1877, No. 435

IRRIGATION, No. 25-A.

Account.

The District Engineer, North Arco, will be guided by the remarks of the Chief Engineer for Irrigation, pending the issue of rules of general application.

(True Extract)

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

To the District Engineer, North Arcot.
 " Chief Engineer for Irrigation.
 " Examiner of Public Works Accounts
 " Revenue Department.

Exd. J. Wright.
Spare Copies.

Statement showing Channels that cross Roads in the North Great District.

Page	Name of Road	Nature of Channel	Proping Constructed from	Point of Channel	Board	Remarks
17						
18						

The More Drops road from Still stream that $\frac{1}{2}$ mile from a Natural
Handaneri to the Supplies Putter Janki Handaneri Channel 1860-
Kumi Road

Mr. J. A. Chittam & Shoolingam Supply Channel to 14 miles 30 fms. away December 1860
 This is not to be the same Chittam we saw.

No. Chittab Kaniapote Surplus Charms 17 Miles, 1473.
from the Priory Ancient Priory 1804
Main Charms 1804

Do ————— 17 miles or probably
yards from about the March, 1864.
Chittens — same time
as the above

District Engineer's Office
Platoon 31st January 1892

Went Wednesday at 6 o'clock P.M. P.E.
District Engineer, North Street.

P.W.D.
2 17377
12. 1096

~~Transfer to Chief Engineer~~
The District Engineer, North
Arcot will be guided by the
remarks of the Chief Engineer
and, regarding the issue of
rules of general application

by 3/2

NORTH ARCOT,
District Engineer's Office,

Chittoor 31st January 1877.

No. 3291

From

The DISTRICT ENGINEER,
NORTH ARCOT,

To

The Secretary to Government

P. W. Department

Madras.

Enclosures 1

1 Statement

8/1

With reference to G. O. No. 1707 of the 17th
June 1875, I have the honor to furnish a statement
showing the points at which the channels cross the
roads, the dates of their construction, and of the road
formation.

2. The hill stream feeding the Chittoor tank is a
natural channel from the hills; and must have
existed before the road was made, though doubtless,
there had been a handy track for a long time previous.
A little to the East of the point where the road
from Chittoor to Tholinghur, crosses the Poinery river,
there is the supply channel to the Heershaut tank,
from the Poinery left bank. This is an old channel of
supply that existed long before the road was made. In

the first mile below the Poincy anicut, there are two surplus escapes in the bank of the main channel, and the discharge from these escapes crosses the road to Pamipett. Road dams are provided, and if the head sluice is properly looked after in the time of floods, and the channel bed kept well cleared, there ought not to be much interference with the road, in the way of surplus channel water.

3. I consider that bridges are not necessary at these last two points, and I do not feel at all satisfied, that the two former channels should be bridged from agricultural funds.

I have the honor to be

Sir

Your Most Obedient Servant
Newbunderpet Lt. Colonel. R. E.

District Engineer

North Arcot.

OFFICE OF CHIEF ENGINEER FOR IRRIGATION,

Fort St. George, 3 February 1877.

Note by the Chief Engineer for Irrigation.

Rules of general application for regulating the incidence of charges for bridging canals and channels are under the consideration of Government, and all doubtful cases will have to be reserved until a decision is communicated for guidance.

2 It may be noticed however that the bridging of the hillstream supplying the Pootoor tank would not, under any rules likely to be adopted, be an Imperial charge.

The case of the supply channel of the Kirshat tank must await the issue of the rules.

The provision of suitable accommodation for the roadway across surplus channels of the Poincy

Ancient

P.W.D.

2 10377

NO. 1090

From

The District Engineer
Chittoor

To

The Secretary to
Govt. P. W. D.

Dated 31st January 1877.

By

Rule - 1

No. 3991

Subject

Longotero channel & supply
certain local roads?

Form sent to statement
of

236-35

Ancient main channels would be a charge to Imperial funds if such surplus is disposed of otherwise than by the natural channels of the upland drainage, or if the frequency of discharge has been increased.

If road dams be suitable, and so far as the undersigned remembers they are so, all that is necessary has been already done.

3 The term bridging includes all suitable means of carrying a road across a water course.

Wendell L. Smith, Col. R.E.

Chief Eng. for Irrigation.

To The Secretary to Government
P. M. D.

G.O. 4.6.75 No 1707
 20-4-74 - 1016
 16-3-71 - 711
 5-2-71 - 286
 12-12-73 - 2003

Form No. 18.

P.W.D.

65377

No 1248

From

The Chief Engineer for Irrigation.

To

The Secretary to Government,

Public Works Department.

Dated 3rd Feb. 1877.
 Despatched 6th Feb. 1877.
 Received

ENCLOSURE 2.

No. 95-W.

Subject.

Bridging Irrigation Channels
 & Canals. - North Arcot District
 have stating that rules regulating
 the incidence of charge for —
 are under consideration & that
 cases of North Arcot District should
 await the issue of the rules.

N. 286a

C. 6.2.77.

E. 1. Form No. 22.

No 630

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 7 Feb/77

Read the following:—

From the W. Eng. North Arcot (H.E. No 5291 of 31 Jan/77)
 " Charge for Irrigation (— 96th of 6 Feb/77)

The District Engineer,
 North Arcot, will be
 guided by the remarks
 of the Chief Engineer for
 Irrigation, pending the
 issue of rules of general
 application.

W. Eng.

H.E. North Arcot
 C.E. for Irrig.
 E. 1. W. A.
 Revenue Dept

22-2-77

Q. 6. 12. Decr / 73 no 3003
 " 5. Feby / 74 no 286.
 " 16. March / 74 no 711
 " 20. April / 74 no 1016
 " 17. June / 75 no 1767

1090
 1090

Govt. of 1877 Madras
 PUBLIC WORKS.

To the H. B. North Arcot

Dated

Issued

Recd.

Encl.

G. O. of 1877 no. 438

Nos. 236-37

Bridging Irrigation Canal
and Channel, North Arcot

Dr. The District Engineer
 directed to be guided by the
 remarks of the Chief Engineer
 for Irrigation on the inclosure
 of charge for —, pending
 the issue of rules of general
 application.

1090
 1090