Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 339 Dy.

DATED 28th Feby. 1898.

Includes
No 38 R.M. of 25-1-98

[Despatch Abstract.]

Drainage & Waterways of the Sangabahatra, Nallamada & Rampeer rivers

Proc. Lr. Rs. Dept. passing orders regarding the Cost of improving the ——, Communicated to the Engineer-in-Chief, B'dy.

Indexed.

near the cording formal sanction

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

124R.Nd 14-3-98

Copy of a letter from the President District Board, Kistna to the Secretary to Government, Local and Municipal Department, Madras. No 3202 L, d/2.12.97

Reference C Ra 1315 24.11.97

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1. In August last a conference was held by the marginally noted officers, regarding the drainage and water ways of the Tungabhadra, Vallamadda and Ramperu rivers and some definite conclusions have been arrived at tending to the matirial improvements, that may have to be effected in connection with them (Vide a copy of the Proceedings of the Conference and the sketch.)

Major W.L.C. Baddeley Supg. Engr. II Circle.
Jno. Michell Esq. Offg. Engr. in Chief B.N.Ry.
W.C. Lewis Esq. Ex. Engr. Kistna Western Dn.
W.A. Matheus Esq. L.J. Engr. Kistna.
James Wallace Esq. Ex. Engr. Bapatla Dn. B.N.R.

2. Consequently the District Local Fund Engineer forwarded an estimate for Rs 74.33 for altering the iron rail bridge in the 2nd furlong of 28th mile of Guntur Bapatla road, over the Vallamadda Vagu so as to increase the waterway. This was formally sanctioned in District Board Resolution 114a 20.11.97 (Copy enclosed) and has been sent to Government through the Superintending Engineer II Circle.

3. The Members of the Board expressed themselves at the meeting as very strongly of the opinion that, as these alterations would have been unnecessary but for the advent of the Bezvada Madras Railway it was unfair to call upon Local Funds to bear the cost of according formal sanction

to the estimate, a rider was added to this effect and calling upon me to move the Government in the matter.

4. I have therefore the honour to request that the Government will be pleased to direct that the cost of this and all similar works, not in themselves necessary but for the Railway, should be borne by the Railway and not by Local Funds.

Order No 1 dated 4.1.98

Transferred to the Public Works Department, Railway Branch.

(Sd) J.T. Tremenhere
Sy. Secy to Govt.

No 9 R W dt 8.1.98

Transferred to the Engineer-in-Chief B.M.Ry for favour of remarks

(Sd) F.D. Fowler
Under Secy.

Despatched on 11/1/98

Proceedings of the Conference held at Bapatla on the 28th August 1897 regarding the drainage and waterways of the Tungabadra, Nallamada and Ramiperu rivers.

Present on the Committee:-

Major W. L. C Baddeley R.E. superintending Engineer 2nd Circle, through Mitchell Esqr Offg. Engineer-in-Chief B. M. Ry. A.C Lewis Esqr Executive Engineer, Kistna Western Division. W.A Mathews Esqr Engineer to the Local Fund Board Kistna, James Wallace Esqr Executive Engineer Bapatla Division B. M. Ry.

"The Committee having inspected the Railway Crossings of the three rivers in Question and read the following letters:-

1. Letter No. $7/\frac{4537}{76}$ dated 10th August 1897 from the Engineer-in-Chief B.M. Ry to the Chief Engineer Irrigation Branch Madras, P.W.D relating to the proposals for the widening training &c of the Tungabadra river which crosses the B. M. Ry near Chain 2605.68 mile 228.83 from Madras.

2. Letter No $B/\frac{4531}{76}$ of the 9th August 1897 from the Engineer-in-Chief B. M. Ry to the Collector Kistna District relating to the proposals for the revision of the waterways on the Bapatla-Guntur road &c of the Nallamada river which crosses the B. M. Ry at Chain 2305.12 mile 223 from Madras.

3. Letter No B/ 4585/418 of the 10th August 1897 from the Engineer-in-Chief B. N. Ry to the Superintending Engineer 2nd Circle, Bezwada relating to the proposals for the Crossing the B. N. Ry of the Perali drain at Chain 1978.01 mile 217 from Madras.

4. A report prepared by Mr J Wallace Executive Engineer on the discharge of the waters of the Ramperu Drainage over the roads crossing the drain. It was agreed that in order to better open out the new Channel of the Tungabadra river at Chainage 2605.68. for which 7 spans of 40 feet are provided by the Railway a spill opening 400 ft. bed width and 3ft deep be cut from the left bank of the new drain cut to connect this with the old Channel of the Tungabadra. For the Opening of the Channel up stream and providing more waterway accross the Bapatla Guntur road, the Local Fund Engineer and the Superintending Engineer explained that low ramps on this road, will not suit and that the bridges will be extended to provide the requisite waterway; and the Committee agree that the present road bridge of 3 spans of 20 feet should be increased by 7 spans of 20 feet or 200 lineal feet of waterway; and that the straight cut between this road bridge and the railway be widened. To effectually close the old channel the Irrigation Department will continue the spoil embankment from the new cut for the northern Channel accross the old Tungabadra river about 250 feet west of the Railway and complete this embankment as far as the cultivation on the left bank of the old Channel, the Railway arranging to continue this embankment to join it up with the Railway embankment. The irrigation department will also arrange to pitch with heavy stone pitching, the section of this embankment which crosses the old Channel. For the Ponnur Straight Cut drain which is nearly parallel with the Railway from Ponnur Station to the Tungabadra Railway bridge, the waterway provided for this on the Tsandal-Ponnur road is considered insufficient and the present bridge of 2 spans of 20 feet will be doubled making an opening of 4 spans of 20 feet. This will be done by the Irrigation Department.

(11) The Nallamada main Channel (Railway bridge 5 spans of 60 feet at Chainage 2300.12) and 2) spill of this river known as the Munugalagundi (Railway bridge 5 spans of 20 feet at Chainage 2335.97). For the main channel the irrigation department are prepared to increase the present road bri

of 5 spans of 20 fut by 10 more spans of 20 fut making it 15 spans of 20 fut or 300 lineal fut waterway. For the Mungalaguruli spill, the Local Funds Board Engineer explained that a project has been sanctioned to double the size of the road bridge making it 6 spans of 18 fut or 108 lineal fut waterway.. The Committee strongly recommend that both of these bridge extensions be carried out during the coming working season. This new drainage channel which is designed to relieve the upper portion of the Rampow Swamp and which will cross the Railway on the skew at chainage 1978.01 is intended to have a bed width of 50 fut. It is agued that 50 fut bed width be considered for the present the full waterway to be provided and that the Irrigation Department construct regulating sluices on the Coast road Bridge which is to be built to the East of and below the Railway Crossing of the new drain that the abutments and approaches of this road Bridge be heavily pitched to render the works secure in the sand formation, that the length of drain between the road and Railway bridges be pitched over bed and slopes, that the Railway bridge be provided with long parallel wing wall abutments on deep well foundations that the Railway embankment approaches be heavily pitched for a sufficient length on both sides; that heavy pitched flooring (3 fut thick) be put over the bed of the channel to extend from 25 fut above to 50 fut below the face of the abutments, and to be carried up the slopes of the drain, and above this light pitching for such length of channel as may be considered necessary. That the whole of the cost of the Railway Bridge and works connected therewith be met by the Irrigation Department, the railway bridge being constructed by the Railway Department.

The Committee considered that the waterway in the Vettapalem Santa Rawur road should be increased by lengthening the low ramp to the west of the pile bridge by 100 to 150 fut, the bottom being at the level of the ground surface.

That on the Chinnagangam - Inkulu road the ramp to the west of the Inkulu Bridge - (10 spans of 22 fut) be lowered to the level of the ground surface and to be 400 fut long at this level.

Mr Mathews agrees with the above and will bring the matter before the Local Funds Board at an early opportunity.

The Committee are of opinion that the foregoing proposals are most essential in the interests

of the Railway and of the District, and that they should be given effect to as early as possible.

(Signed) W. L. C Baddeley major RE.
(Signed) J. Michell
(Signed) W.C. Lewis
(Signed) W.a Mathews
(Signed) James Wallace

Bapatla
of 29 : August 97

(True Copy)

for Ag: Collector.

Proceedings of the District Board. Kistna passed at the meeting held at Bezwada on Saturday the 20: November 1897 in the Jubilee Museum.

Present

R. Morris Esquire, President, District Board, Kistna.

Ex-Officio Members

M. Young Esquire, Head Assistant Collector Bezwada.

Mahommed Azeezudeen Hussain Sahib Bahadur, General Deputy Collector Narasaraopett.

Non. Officials

M R Ry. C. V. Subrahmanyam Pantulugaru.
" Bh. Ramayya Pantulugaru

Elected Official members.

" M. Subbarow Pantulugaru

Elected non Official Members.

" M. Lakshimnarasimham garu
Revd. D. M Powell
" Rao Bahadur M. Ethirajulu Pillai garu
" T. Rajalingam Pantulu garu
Mir Shamsuddeen sahib garu
Safder Hussain " "
" T. Apparow Pantulu garu
" J. Lakshminarayana Sastri garu
" P. Venkata Krishnayya Naidu garu
Revd. L. L. Uhl

M R by Z. Venkatāpatirazu garu
" V. Venkatā subbayya Pantulu garu
" M. Sriramulu garu
Sowdagar Mohadeen Pacha sahib garu
" S. Narayanaswamy Naidu garu

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14 (a) Read letter from the Local Fund District Engineer No 1268 dated 30th September 1897 forwarding for sanction an estimate for Rs 7,433 for improving the iron rail bridge in the 2nd furlong of 28th mile of Guntur Bapatla road.

Resolution:-

The estimate is formally sanctioned. The Board however considers that, as the work is one, which would have been quite unnecessary but for the advent of the Railway and as the alterations are proposed solely to suit the Railway Engineers, the Railway and not the Board should be charged with the cost. The President is requested to address the Government on the subject.

(Signed) R. Morris
President

(True Extract)

Vice President.

Public Works (189) Department.

CURRENT No.

From

The Engineer-in-Chief
Bezwada-Madras Rly:

Order No 44 R. M, dated the 27th January 1898.

No. 13/416/76

Dated 18th January 1898.

Received

Registered

Enclosures

Spare copies

Transferred to the Local and Municipal Department with reference to their Memorandum, No 1 dated the 4th January 1898 with the remark that in the opinion of this Department no case has been made out for debiting the State Railway with the cost of the improvement of the District Board. Attention is invited to paras 10 and 11 of the Engineer-in-Chief's letter.

(Sd) F. J. E. Spring
Jacob Secy: P. W. D. Rpr:

Despatched on 3/2/98

SUBJECT.

Drainage and waterways of the Tungabhadra, Nallamada and Ramperu Rivers.

Acknowledging with remarks, the papers regarding the _____

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Copy of a letter from the Engineer-in-Chief, Bezwada-Madras Railway, to the Joint Secretary to Government, P.W.D. Railway Branch, Madras, N.$\frac{416}{76}$, dated 18th January 1898.

I have the honour to acknowledge your N.9 R.M., dated 8th January 1898 and enclosures noted below:—

1. Proceedings of the ~~Conference~~ held at Bapatla on the 28th August 1897 regarding the drainage and waterways of the Tungabhadra, Nallamada and Ramiperu Rivers.

ii Proceedings of the District Board Kistna passed at the meeting held at Bezwada on Saturday the 20th November 1897 in the Jubilee Museum.

iii Letter from R. Morris Esquire, President District Board Kistna to the Secretary to Government, Local and Municipal Department, Madras.

iv. A sketch map showing, B.M. Rly: and Bapatla Guntur Road between Nallamada and Tungabhadra Rivers.

v. Local and Municipal Department endorsement, N.1, dated 4th January 1898.

2. I see that the estimate for Rs 7,433 referred to in para 2 of letter N.3202 of 2-12-97 from the President District Board Kistna, to the Secretary to

to Government Local and Municipal Department, Madras, is said to refer to a bridge over the Nullamada Vagu at the 2nd furlong in mile 28 of the Bapatla-Guntur Road I think this is an error and that the bridge intended to be referred to is over the Mungalgundi at the 27" mile of the road or it may be perhaps that the mileage has been altered from that shewn in the tracing accompanying your letter. I think the Mungalgundi at mile 27 is intended, because it will be seen that in the proceedings of the Conference held at Bapatla on the 28th of August 1897 the Local Board Engineer Mr. W. H. Mathews stated that a "project has been sanctioned to double the size of the road bridge (over the Mungalgundi) making it 6 spans of 18 feet or 108 lineal feet of waterway". The railway bridge over the Mungalgundi is 100 feet lineal waterway. I feel so sure this the bridge to which the estimate refers that I reply to your letter without asking if such is the case.

3. The three cases your letter refers are the
   (a) Nullamada and Mungalgundi bridges
   (b) The Tungabhadra bridge
   (c) The Ramperu bridge

4. The circumstances of the Nullamada and Mungalgundi Bridges are practically similar and in giving the following extracts from my letter B 4531/76 of 9-8-97 to the Collector Kistna District, the remarks on the Nullamada apply in every way to the Mungalgundi, or as it is called in the President of the Kistna District Board's letter, the Nullamada Vagu. The tracing shows that the Mungalgundi (or Nullamada Vagu) and the Nullamada are about 1½ miles apart both on the Bapatla-Guntur Road and the Railway, and both road bridges are about the same distance from the railway. Also both road bridges are on the up stream side of the Railway.

5. The present spans of road and railway bridges over these two streams are as under:—

	Railway.	Road
Nullamada	5 × 60 = 300 ft.	5 × 20 = 100 ft.
Nullamada Vagu (Mungalgundi)	5 × 20 = 100 ft.	3 × 18 = 54 ft.

6. In my letter to the Collector Kistna District regarding the Nullamada I said "The road bridge over the Nullamada channel except in very ordinary floods is an obstruction, and has probably been the cause, when high floods occurred, of damming the water up until the road was cut through at weak points, which were afterwards provided with openings or turned into ramps or Irish Bridges." That the present road bridge is an obstruction in high floods there is no doubt, and the inefficiency of the 100 lineal feet of waterway was admitted long ago by the Irrigation Department as will be shewn further on. "The railway embankment is at the Nullamada channel only about 150 feet from the road, and the bridge over the road, should a serious flood occur will prevent the full discharges

discharges of the channel proper, so that the result will be the heading up of the water and possible flooding of the country. I do not think the railway would go." "The railway bank would, while obstructed by the road bridge, dam up the water which would spread over the country to the East." "It would have been injudicious to limit the railway opening for the Nullamada proper to that of the road bridge (100 l. ft.) and provide for the other 200 feet elsewhere. The result might have been the formation of an entirely new channel east of the railway." "I have been over the ground with Mr Wallace (Executive Engineer Papatla Div.) and discussed the question with him, and entirely agree with his proposals for demolishing the present road bridge of 100 feet over the Nullamada and substituting a causeway (Irish bridge) of about 1300 feet long. The lengthening of the opening to 200 feet is now contemplated and materials are being collected for the work and it is ultimately intended to increase the (road) bridge to 300 feet. The money which would be spent in lengthening the road bridge 200 feet would more than cover the cost of the causeway."

7. The proposal to lengthen the Nullamada Road bridge as also the Mungalgundi emanated I believe from the District Board. My Executive Engineer proposed causeways as quite sufficient and cheaper and Mr. Lewis the Executive Engineer, Kistna Western Division agreed with him. In letter No. 3667 of July 21st 1897 from the Executive Engineer to the Chairman, Local Fund Board, Masulipatam the Executive Engineer says "To convert these bridges (the Nullamada and Mungalgundi) into good ramp causeways, as I have suggested and as Mr. Lewis approves, seems the most practical and economical way to meet the difficulty. The Bapatla-Guntur Road is in many places below high flood level and besides, has many ramps on it in lieu of Bridges, so that the traffic would not be seriously impeded by converting these two bridges into ramp-causeways. Moreover, with the railway alongside and practically parallel, there is now less need of the road, and the saving of public funds in making ramp-causeways instead of bridges should be considered."

8. It is clear from the foregoing remarks and extracts the insufficiency of the waterways over the Nullamada and Mungalgundi had been admitted and that it had been decided to lengthen both of them before the conference of the 28th August. No question of charging the cost of lengthening these bridges to the Railway has ever been raised up to the present, and it rested with the Board to adopt ramped causeways or additional spans, whichever they preferred.

9. In the report of the meeting of August 28th sent with your letter I see it is stated that the "Irrigation Department are prepared to increase the present road bridge (over the Nullamada) by 10 more spans

of

of 20 feet", while the Local Funds Board Engineer explained that a project had been sanctioned to double the size of the road bridges over the Mangalgundi. I do not know why our bridges is in charge of the Irrigation Department and in ours in that of the Local Board, but the proceedings were signed by Superintending Engineer and Executive Engineer of Irrigation and by the Engineer to the Local Board. Had there been any reason for charging the cost of improving the road to the Railway it would have been brought forward at the meeting, and from the wording of the proceedings of the meeting it is quite clear that the cost was to be borne either by the Irrigation Department or the Local Funds Board or both, but not by the Railway.

10. In the case of both the Nullamada and Mangalgundi (Nullamada Vague) it must be borne in mind that the railway is on the down stream side of the road, that full allowance has been made in the railway for the passage of water by the natural channels - and that any obstruction is directly caused not by insufficient waterway in Railway openings but by insufficient waterway in the road, which is on the up stream side of the railway.

11. In course of time, had the Railway not been made I think I may assume that as funds permitted the road would have been gradually improved by additional bridging repaired not only in these two places, but many others.

The expense of so doing would not be borne by the Railway. If sufficient waterway was not originally provided in the road for these two streams, the Railway cannot be called upon to bear the cost of now turning this portion of the road from a second into a first class road and providing the necessary additional waterway.

12. In place of increasing the length of either the Nullamada or Mangalgundi bridges I would recommend that my Executive Engineer's suggestions be adopted - both for the sake of saving time and money. That the present bridges over both be dismantled - that the Nullamada be provided with a paved causeway 300 feet long and the Mangalgundi with a causeway 100 feet long - the reduced levels of the bottoms of the causeways being 5.00 (Railway datum).

13. The circumstances of the Tungabhadra bridge are quite different from those of the Nullamada and Mangalgundi - and I do not see how it can be a work affected by any remarks contained in letter 3202. 1. from the President District Board, Kistna, to the Secretary to Government, Local and Municipal Department, Madras.

14. Para 12 also applies to the Ramperu Bridge.

Urgent

GOVERNMENT OF MADRAS.

P. W. Dept., Railway Branch,

Dated 25 January 189 8.

No. 38 R m

MEMORANDUM.

The undersigned has the honour to request that the Engr-in-Chief, B. N. Ry would be so good as to return the original papers forwarded herein vide this office No. 9. R. m. dt 8.1.98, which have not been received with his letter No B/416/76 dt 18. idem

25/1

To

The Engr-in-Chief
B. N. Ry

Dispatched on 25/1/98

Ry/257/95

Public Works (1898) Department.

Railway

CURRENT No. 145

From

The Engr-in-ch
Bezwada-
Madras Ry.

Order

No. B | 574/76

Dated 26th January 1898

Received } 27-1-98

Registered }

Enclosures

Spare copies

SUBJECT.

Drainage & waterways of Tung-abudra, Nallamada & Ramperu Rivers.

Returning the papers received with No. 9 R.M. of 8th January 1898 re: ——.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

In your reply please quote the number and date of this letter.

No. B/574/76

From

THE ENGINEER-IN-CHIEF,

BEZWADA-MADRAS RAILWAY,

To

THE Joint Secretary

to the Government of Madras Railway Branch

Dated Madras, the 26th January 189 8

Sir,

In compliance with your letter No.88 R.N of 25th instant I have the honour to return herewith the papers received with your endorsement No.9 R.N. of 8th idem on the subject of drainage and waterways of Tungabudra, Nallamada and Ramperu Rivers.

I have the honour to be

Sir

Your most obedient servant

for Engineer-in-Chief.

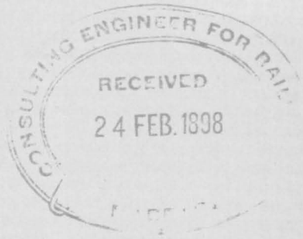
ENGINEER FOR RAILWAYS CONSULTING MADRAS. RECEIVED 27 JAN. 1898

Enclosures
3

Public Works (1898) Department.

Railway

CURRENT No. 281



B/-

From The Local & Munl. Dept.

Order No. 329 Ly. dated 28/2/98.

Copy forwarded to the Engineer-in-Chief B. N. Ry with reference to his letter No. 16/16/76 dy 18 January 1878.

No. 296 L.

Dated 28-2-98.

Received

Registered 23.2.98 / 24.2.98

Enclosures

Spare copies

SUBJECT.

Communicating to the Distt. of Kistna, letter from the Engineer-in-Chief of the Bezwada Madras Ry. forwarded with the endt. of the P.W.D. regarding the cost of improving the drainage & waterways of the Kunga-bhadra Nallamedu & Rampéru rivers.

To

The Engr-in-Ch. B.N.Ry

Dd 28/2/98

24/2/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

2,000—4-2-98.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper :—

From the President, District Board, Kistna, Ref. on Cur. No. 1315 /D.B., dated 24th November 1897.

In August last, a conference was held by the marginally noted officers, regarding the drainage and waterways of the Tungabhadra, Nallamada and Ramperu rivers and some definite conclusions have been arrived attending to material improvements, that may have to be effected in connection with them (vide copy of the Proceedings of the conference and the sketch).

Major W. L. C. Baddeley R.E. Superintending Engineer II Circle.
Theo Michell Esq. Offg. Engineer in Chief, B.M. Railway.
W. C. Lewis Esq. Executive Engineer, Kistna, Western Dn.
W. A. Mathews Esq. L.F. Engineer, Kistna.
James Wallace Esq. Executive Engineer, Bapatla Dn., B. M. Railway.

2. Consequently the District Local Fund Engineer forwarded an estimate for Rs 7,433 for altering the iron rail bridge in the 2nd furlong of 28th mile of Guntur Bapatla road, over the Nallamada Vagu, so as to increase the waterway. This was formally sanctioned in District Board Resolution 14 A / 20-11 -97(copy enclosed) and has been sent to Government through the Superintending Engineer II Circle.

3. The members of the Board expressed themselves at the meeting as very strongly of the opinion that, as these alterations would have been unnecessary but for the advent of the Bezwada-Madras Railway it was unfair to call upon Local Funds to bear the cost. In according formal sanction to the estimate, a rider was added to this effect and calling upon me to move the Government in the matter.

4. I have therefore the honour to request that the Government will be pleased to direct that the cost of this and all similar works, not in themselves necessary but for the Railway, should be borne by the Railway and not by Local Funds.

Flags A+H

From the Public Works Department, No. 44 R.M. dated 27th January 1898, transferring with remarks papers re- the cost of improving the drainage and waterways of the Tungabhadra, Nullamada and Ramperu rivers.

Order No. 296 L.Mis., dated 18th February 1898.

The letter from the Engineer in Chief of the Bezwada-Madras Railway, forwarded with the endorsement of the Public Works Department read above will be communicated to the District Board, Kistna.

(True extract)

H Bremenkamp
Ag. Secretary to Government.

To

The President, District Board, Kistna.

,, Public Works Department.

Gen'l

Proceedings of the District Board, Kistna passed at the Meeting held at Masulipatam on Saturday the 29th January 1898.

Present.

R. Morris Esquire President.

Non-Officials.

M.R.Ry: A. Pundarikakshudu Pantulu Garu Vice President.

Ex-Officio Member.

J. F. Bryant Esquire, Assistant Collector Kistna.

Nominated-Official Member.

M.R.Ry: T.V. Narayanaswami Iyer Avargal, Treasury Deputy Collector Kistna.

Nominated-Non-Officials

J. W. Maiden Esquire.

M.R.Ry: P. Venkatapayya Pantulu Garu, B.A.

" Bh. Ramayya Pantulu Garu.

Elected officials

" T.R. Lakshmana Perumal Pillai Avargal.
Assistant Surgeon, Kistna.

Elected Non-Officials.

Muhamed Safder Hussain Khan Sahib

Mir Shemsuddeen Sahib

M.R.Ry: J. Lakshminarayana Sastri Garu

" V. Venkata Subbayya Pantulu Garu

" Z. Venkatapatirazu Garu

" S. Narayanaswami Naidu Garu

9.

9. Read letter from the District Local Fund Engineer Ref: on Cir: No 1268, dated 5th January 1898 forwarding for sanction, an estimate for Rs 32,000 for improvement and extension to the bridge over the Tungabhadra drain in the 23rd mile of Guntur-Bapatla road.

Resolution:— The estimate is sanctioned. But as the work would not have been necessary if no railway had ever been built, and the Board does not see why it should be called upon to pay for a work undertaken solely in the interest of the Railway. The President is requested to address Government on this point.

/Sd/ R. Morris
President.

Letter from the President, District Board, Kistna, to the Secretary to Government, Local and Municipal Department, Madras, Ref: on C. No 1315/D.B of '97, dated 2nd February 1898.

I have the honour to state that an estimate for Rs 32,000 for improvement and extension to the bridge over the Tungabhadra drain in the 23rd mile of the Guntur Bapatla road was sanctioned by the District Board in its resolution No 9, dated 29th January 1898 and forwarded to Government through the Superintending Engineer 2nd Circle and to request that Government will be pleased to direct that the cost of this work also should be borne by the Railway for the reasons stated in para 3 of this office Ref: No 1315, dated 24th November 1897.

2. A Copy of the District Board's Resolution No 9, dated 29th January 1898 is enclosed.

Endorsement from the Local and Municipal Department, No 236, dated 1st March 1898

Transferred to the Public Works Department.

Endorsement from the Public Works Department, No 1339 C, dated 5th March 1898.

For disposal.

Endorsement

Endorsement from the Joint Secretary to Government,
P. W. D. Railway Branch, dated 10th March 1898.

Return to the Local and Municipal Department
~~Department~~ with an expression of our opinion that
the same remarks as were made in our No. 44 of 27th
January 1898 apply to this case also.
