

(1) Number of pages 24(2) Date of repair 6-11-1940(3) Initials of the Referencer A

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Irrigation Branch

G.O. No. 1029 Irrigation Press
Mis

Dated 5th December 1899.

Not to be folded or roughly handled

Public Works (1899) Department.

✓ G.O., No. 1029 I

DATED 5 Dec 99

[Despatch Abstract.]

Roads on tank bunds.

Approving the proposal that
S.E.S. and Collectors should be authorized
to gravel, at Government expense, the
— which are maintained not as
thoroughfares but merely as communica-
— cations to the fields below the bund

280

13

IRRIGATION.

Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

G.O., No. 1029 I., 5th December 1899.

DECEMBER.

Roads on Tank Bunds

Approving the proposal that Superintending Engineers and Collectors should be authorized to gravel, at Government expense, the — which are maintained not as thoroughfares but merely as communications to the fields below the bund.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following paper :—

From Lieutenant-Colonel W. L. C. BADDELEY, R.E., Superintending Engineer, III Circle, to the Chief Engineer for Irrigation, dated Bellary, 7th September 1899, No. 5273 I.

I have the honour to submit for orders the following report on the subject of cart tracks (not roads) over tank bunds.

In your No. 23 G. of 17th April 1894 it is remarked that "if the District Boards are willing to pay when tank bunds carry cart tracks, they may be allowed to do so." I need scarcely remark that whatever may have been the case in 1894, no District Board is now likely to volunteer to assist in such work, as few of them have funds to keep their recognized roads in order.

As a result of your memorandum referred to above, a good deal of correspondence took place on the subject of roads in charge of District Boards and the matter was apparently settled by this office No. 533 I. of 24th April 1897. I do not wish to re-open the subject of roads in charge of the District Boards; but I think the question of cart tracks must be considered. The bulk of the traffic between villages and from the villages to the fields is carried on by means of cart tracks. In many cases these tracks must pass along tank bunds. The question is, are the Public Works Department authorized to keep these bunds to such section, and to gravel them, so that they shall serve as cart tracks?

I am strongly of opinion that, as a general rule, the Superintending Engineer should be allowed to settle the matter and that no contribution should be expected from any body.

As an example I may quote the large tank at Cuddapah. Unless the carts use the bund to convey manure to the fields and to carry on other agricultural operations, there could be no cultivation under the tank.

In this case I have arranged in the repair estimate for a proper road along the bund and ramps, and this should be the procedure generally in such cases.

I enclose a copy of a letter No. 151/S.E. of 22nd August 1899 from the Executive Engineer, Cuddapah, which shows that the subject is one of considerable importance, as it means making bunds wider than would otherwise be necessary. The Executive Engineer does not mention that in the case quoted by him the width of the bund had to be increased to carry the cart track, but it was that fact which led to my suggestion that the District Board should contribute towards the cost of the work.

I hope I have made it clear that the question has nothing to do with roads that are in charge of District Boards. The preparation of lists showing the cart tracks that pass over the bunds of Imperial and minor tanks would involve great labour, and all that appears necessary is a general sanction to Superintending Engineers to keep recognized cart-tracks, over Imperial tank bunds, in good order.

As regards the minor tanks a similar permission to Collectors would meet the case. The importance of these humble tracks is very great at all times, and in times of distress, their value can scarcely be over-estimated, when it is necessary to cart grain and fodder off the main lines of communication.

ENCLOSURE.

From A. H. MORIN, Esq., Executive Engineer, Cuddapah Division, to the Superintending Engineer, III Circle, Bellary, dated 22nd August 1899, No. 101 S.E.

With reference to paragraph 2 of your No. 2288, dated 19th June 1899, I have the honour to inform you that I have now ascertained definitely from the President, District Board, that the cart-track along the bund of Kamalapuram tank does not belong to the Board. The case of this tank is only one out of very many others in the district.

Along the bunds of nearly all the Imperial tanks the villagers have obtained a right of way by long established custom, as a cart-track from village to village or to the fields when the bund is wide enough or as a foot-path when narrower. When the soil is bad as in the case of Kamalapuram tank, we have put down gravel and renewed it from time to time, to protect the bund, and not as a convenience for the public.

In any case I consider that bunds of black cotton or friable soils should have a coating of gravel and all I propose to do in this case is to give an increased thickness of such gravel to the top.

Under these circumstances I request to be informed whether I may resubmit the revised estimate or have a separate one prepared for gravelling.

The work provided for in the original estimate is now completed except for final sectioning.

ORDER—No. 1029 I., dated 5th December 1899.

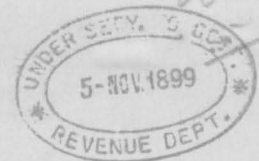
Where roads on tank bunds are maintained not as thoroughfares but merely as communications to the fields below the bund, the proposal that Superintending Engineers and Collectors should be authorized to gravel them at Government expense where necessary for the preservation of the bunds is approved.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
„ the Superintending Engineer, III Circle.
„ all other Superintending Engineers.
„ the Examiner, Public Works Accounts.
„ the Revenue Department.
„ the Local and Municipal Department.

Exd. T. K. Narayana Aiyangar.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

1

Construction and maintenance of gravelled
roadways on tank bunds where there is a
right of way. Reg. no. -

Under date the

Read the following

From Supp. Engr. to Arch. no. 3273 I &
7 Sept 1899.

No. 1029 L 75-12-5. Where roads
on tank bunds
are maintained
not as thoroughfares
but merely as com.

To the Secy to Govt. P.W. Dept.
for favour of counter initials
note for the Secy (L & M)
no objection in this Dept.

VR
21/11/99
J. E. H.
21.11.99

He.

Issued
25/6/99

To the
The Chief Engr. to S.
Supp. Engr. to Arch.
all other Supp. Engrs.
Engr. P.W.D.
Res. Dept.

1000
9/11/89
Special Ld. no. 132 L 7 24-11-93
21.30 L 7 379-99 127
9/12/99

communications to the
fields below the
bund, the proposal
that Supp. Engrs
& Collectors should
be authorized to
gravel them at Govt.
expense where
necessary for the
preservation of the
bund is approved.

Special Ld. no. 132 L 7 24-11-93
21.30 L 7 379-99 127
9/12/99
J. E. H.
21.11.99
H. T. N. S.

1029

Res: Sept. 9

Cus 5943

One

Letter from the Supg Engineer, III Circle,
N^o 32739 d/7. 9. 88
2 papers.

The accompanying letter from the Superintending Engineer, III Circle, regarding the construction and maintenance of gravelled roadway on tank bunds in cases where there is a right of way, but the tank-bunds are not part of a line of regularly maintained road will be forwarded to the Board of Revenue for remarks. There are many cases in which village tracks not maintained by the DC Boards run on tank bunds, and traffic on the bunds ~~causes~~ ~~causes~~ ~~causes~~ requires to be facilitated in the interests of the people. (It is doubtful if) in the cases, the DC Boards can be expected to make and maintain gravelled roads on the bunds, it is a question whether it might not be left to Superintending E, and Collectors to gravel the bunds ^(graveling is) Govt expense where necessary.

Levy
Perhaps the remarks of L & M
But first is invited
24/10/88

CR's office note to
L & M for favour of
remarks
WT
13-9-99

U.O. No. 540 d/26.9.99

Note
Plan Sec to G.O. No 127 d. 21.1.91
No. 2120 d. 3.9.91. and 132 d. 24.1.93
The matter of dot F. d. Municipal roads running over bunds & canal banks has been discussed & settled. The case now in hand is different and where the roads on tank bunds are maintained as thoroughfares or merely as communication to the fields below the bund, the proposal that the Engineering Dept should grant them a Govt expense seems to be acceptable.
This is accepted
24/10/99
30/10/99
11/11/99

2A 14/11/99
11/11/99
11/11/99

their preservation.

To the Board of Riv. ^{L.R.} ~~Eng.~~

8-4-99
25
8-9-99

To n.s.

may a reference be made to the Board now? If so, the C.M. above with the changes indicated in pencil may issue.

If no reference to the Board is thought necessary we L + M Dept note may be forwarded re to the Gov. D with an expression of concurrence

RS
8-10-99

Please draft so as to make clear what has been settled & what remains to be settled. ¹³⁻¹⁻⁹⁸

n.s.

Please see draft below

10-99

Submitted as revised. It seems inadvisable to free local board, entirely from their liability in this matter; & inadvisable to make that travelling is intended in all cases.

Public Works (1899) Department. 11

CURRENT No. ⁹⁵⁸⁷ ~~47111~~

Order

From The Superintg Engineer
32 Lincoln

Receives

No. 32738

Dated 7-9-99

Received 27-11-99

Registered

Enclosures 1 copy of 2-

Spare copies

SUBJECT.

Coast track over bank
funds.

Submits for order
a report on the subject of

Wagers

JS
8/9

releases
Wagers

8-9-99

10-99

No.

Date.

R9KRg 24-7)

Letter No. 101 dated 22nd August 1899 from
 A. A. Morris Esquire, Executive Engineer, Pudducherry
 Division, to the Superintending Engineer, III (sic)
 Bellary.

With reference to para 2 of your No. 2288
 dated 19th June 1899, I have the honor to
 inform you that I have now ascertained
 definitely from the President District Board
 that the Cart track along the bund of Kamala-
 param tank does not belong to the Board.
 The case of this tank is only one out of very
 many others in the District.

Along the bunds of nearly all the Imperial
 tanks the villagers have obtained a right
 of way by long established custom, as a
 Cart track from village to village or to the
 fields where the bund is wide enough
 or as a foot path when narrower.

When the soil is bad as in the case of
 Kamalaparam tank, we have put down
 gravel and renewed it from time to time
 to protect the bund, and not as a convenience
 for the public.

In any case I consider that bunds of black
 cotton or friable soils should have a coating
 of gravel and all I propose to do in the
 case is to give an increased thickness
 of such gravel to the top.

Under these circumstances I request to be
 informed whether I may resubmit the
 Revised Estimate or have a separate one
 prepared for graveling.

The work provided for in the original
 Estimate is now completed & the
 for final settling.

Copy 1 W. B. Baddley

No. 3273 J

Superintending Engineer's Office,
3RD CIRCLE,
Bellary 15
7th September 1899.

FROM

Lieut. Col. W. L. C. Waddell R.E.

SUPERINTENDING ENGINEER,
3RD CIRCLE,
BELLARY.

To

THE Chief Engineer
for Irrigation
Madras

Sir,

Enclosures.

I have the honor to submit
for orders the following report on the subject of
Cart tracks (or roads) over tank bunds.
In your L^t. 23 G of 14th April 1894 it is remarked
that "if the District Boards are willing
to pay when tank bunds carry Cart tracks,
they may be allowed to do so". I need
scarcely remark that whatever may have been
the case in 1894, no District Board is now
likely to volunteer to assist in such work,
as few of them have funds to keep their
recognizing roads in order.
As a result of your memo referred to above,
a good deal of correspondence took place
on the subject of roads in charge of District
Boards and the matter was apparently
settled by this Office L^t. 533 J of 24.4.1897.
I do not wish to re-open the subject of roads
in charge of the District Boards; but I think
the question of Cart tracks must be considered.
The bulk of the traffic between villages and from
the villages to the fields is carried on by
means of Cart tracks. In many cases there

5-SEP 1899

gley N

R 9 K R / 97 gley

22/9/99
9589/99
P.W.

These tracks must pass along tank bunds. The question is are the P.W.D. authorized to keep these bunds to such section and to gravel them, so that they shall serve as cart tracks?

I am strongly of opinion that as a general rule the Superintending Engineer should be allowed to settle the matter and that no contribution should be expected from any body.

As an example I may quote the large tank at Juddapah - Under the tank see the bund to convey manure to the fields and to carry on other agricultural operations there could be no cultivation under the tank.

In this case I have arranged in the repair to estimate for a proper road along the bund and ramps and this should be the procedure generally in such cases.

I enclose a copy of a letter No. 101 of 22nd August/89 from the Executive Engineer Juddapah which shows that the subject is one of considerable importance, as it ^{means} ~~the~~ making bunds wider than would otherwise be necessary. The Executive Engineer does not mention that in the case quoted by him the width of bund had to be increased to carry the cart tracks but it was that fact which led to my suggestion that the District Board should contribute towards the cost of the work.

I hope I have made it clear that the question has nothing to do with roads that are in charge of District Board. The preparation of lists showing the cart tracks that ^{pass} over the bunds of Imperial and minor tanks would involve great labour, and all that appears necessary is a general

general sanction to Superintending Engineers to keep recognized cart tracks over Imperial tank bunds, in good order. 17
As regards the minor tanks a similar permission to Collectors would meet the case. The importance of these humble tracks is very great at all times and in times of distress their value can scarcely be over estimated when it is necessary to cart grain & fodder off the main lines of communication.

I have the honor to be
Your most obedient servant.

W. B. Caldwell

L. C. H. B. E.

Superintending Engineer

in Circle - Bellary

6-9-99.

not happy in the result
and is

Revenue (1899) Department.

CURRENT No. 57+3.

From

The Public Works Dept.
Immigration

Order

No. 1155D.

Dated 14th Sept. 1899

Received 15th do -

Registered do -

Enclosures

Spare copies.

SUBJECT.

Forwarding for remarks
Letter from the Superintending
Engineer, III Circle, regarding
the construction and maintenance
of quarrelled roadways on
land where there is
a right of way.

24/15/99

and kept in the hands
of the Department and in



GOVT. OF MADRAS.

1899.

P. W. DEPT.

CHIEF ENGINEER FOR IRRIGATION.

Madras, 14 Sept 1899.

OFFICE NOTE No. 1155D
14 Sept 1899

Circulation Register.

To	From	Despatch Date.	Receipt Date.
The Rev. Secretary	I	14. 9. 99	
The Secretary Local Government			
Sept			

KEEP-WITH.

No. , dated 189 .

The accompanying letter from the S. E. III Civil regarding the construction and maintenance of parallel roadways on tank bunds in cases where there is a right of way but tank bunds are not part line of regularly maintained road is forwarded for of remarks - There are cases in which village tanks not maintained by the District Boards run on tank bunds and traffic on the bunds is restricted and in

should be facilitated in the
interests of the people - I doubt
if the dist. Boards. can be expected
to make and maintain paralled
roads on the lands in such cases
and think it might be left to
the Sup^d Engineers and Collectors
to guard the lands at Govt-
expense when necessary for
their preservation

H.H.

10-29-13 III

10-10-29 13 III ✓

3-5-40 III