M.R.O. 14—18,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1921 Press ~~Mis.~~

297. 298

Dated 17 - 8. 1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
17th August 1865.

No. 297. Read the following Proceedings of the Madras Government in the Public Works Department —

Postponing the decision of Government as to the additional means of communication required across the Irrigation Company's Main Canal, until the local traffic shall have been developed; and desiring to know what steps have been taken to insure the culverts being properly drained.

(Here enter 14th August 1865, No. 2,360.)

No. 298. ORDER THEREON, 17th August 1865, No. 1,921.

Miscellaneous.

Communicated to the Revenue Board.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,360.

Exd. S. T. Augustin.

No. 357. Read the following letter from Captain A. S. MOBERLY, R. E., Superintending Engineer, 3rd Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Bellary, 22nd July 1865, No. 91 :—

SIR,

1. With reference to paragraph 4 of G. O. No. 2,438, of 24th August 1864, (With plans, to be returned.) have the honor to submit original reports, from Major Flint and Serjeant Supervisor Plummer, on the number of crossings proposed by the Irrigation Company for the accommodation of the villagers. The delay in submission has been caused, first, by the Officers of the Company not furnishing the information to Supervisor Plummer until the middle of March ; and second, from my having to refer back to Supervisor Plummer for a sketch of the line through his Range, to show where he suggested the crossings should be, and only having received it a few days ago.

2. I agree in considering that the culverts will be of little or no use, as their height is, generally speaking, insufficient for a loaded cart : most of them are also lower than the level of the country, and to drain them will require a great length of channel, and being so much lower, they are generally speaking dark, so that it is very likely that there will be accidents. When there is water in the canal, I think it very probable that it will be found that the arch is not water-tight, and in that case, the roadway through the culverts will be always swampy, and will afford a cool resort for buffaloes and pigs.

From Major J. FLINT, Assistant Engineer, in charge of Kurnool Range, to Captain A. S. MOBERLY, R. E., Superintending Engineer, 3rd Division, dated Kurnool, 10th March 1865, No. 373.

SIR,

1. With reference to paragraph 143 of letter No. 40, of the 2nd July 1864, from the Consulting Engineer for Madras Irrigation and Canal Company, to the Secretary to Government, Department Public Works, I have the honor to forward a Survey of the Canal showing the existing village roads, and the proposed sites for bridges, ferries, and culverts.

2. I am afraid the culverts will not be of much use as means of communication, as besides receiving the drainage they are very dark, and will no doubt leak a great deal, and are not high enough to admit loaded bandies.

3. At Paygydial a 14-feet culvert is being constructed, I consider a bridge is absolutely necessary as seven village roads meet at this village, as will be seen by the Survey.

4. The village roads are so numerous below the Canal (as the Survey will show) that Government cannot possibly make them all ; no doubt the land when under irrigation will become very valuable, but it appears to me that it would be much cheaper for Government to purchase what land they then would require, at a greatly increased rate, than to make roads now on the chance of these roads being necessary, as it is impossible to say what roads are required until it is known what land will be brought under cultivation.

5. The present village roads are well adapted for the present traffic, to raise all these roads two feet, with the soil over which the road would be made, would cost about three lacs of Rupees by the estimate I have made. I consequently recommend that nothing is done until the land is under cultivation, as it will then be known what roads will be absolutely necessary.

From Mr. S. C. PLUMMER, Supervisor, in charge of Nundial Range, Kurnool District, to Captain A. S. MOBERLY, R. E., Superintending Engineer, 3rd Division, dated Camp, Padakunda, 17th June 1865, No. 112.

SIR,

1. With reference to your letter No. 31 A of 13th March 1865, directing me to ascertain, and report to you, if sufficient provision for traffic had been made on the Madras Irrigation Company's Canal, I beg to inform you that I now forward the following report on the subject.

2. The Canal runs through this Range, from the 87th to 140th mile. I considered it advisable, first, to find out if all the village roads were shown in the sketch map of the Canal sent to me by the Chief Engineer of the Company; to ascertain this information, I caused a rough sketch map to be prepared, on a scale of 2 inches to a mile on this is shown the places where the Company intends constructing culverts, bridges, and ferries, also the places where I consider the wants of the traffic have not been sufficiently considered or attended to; should you require a copy of this map I will forward it to you.

Reduced to 1 inch to the mile in plan sent A. S. M.

3. It is proposed by the Company that the traffic between the 88th and 92nd miles of the Canal should pass under the Canal by means of culverts, in this distance three will be built, one in each of these miles, viz., 88th, 89th, and 92nd their breadth of water or roadway will be 10, 11, and 8 feet respectively, the height from the floor of culverts to the crown of arch is 9½ feet, the arch 1½ foot thick, leaving 8 feet in the clear for the passage of bandies, this height is scarcely sufficient for bandies laden with such loads as wool and straw; but a greater objection against the culverts (answering the purpose for what they are intended) is that the floors of nearly all of them throughout the line, will be 9 or 10 feet, if not more, below the surface of the land adjacent to them; in the monsoons a considerable quantity of rain water and silt will collect on their floors, having no passage there will be no possibility of the water being discharged, it is doubtful with water in the Canal if the floors will ever be dry, the result will be either a considerable inconvenience and delay to the traffic or the entire stoppage of it altogether on this part of the Canal. Under these circumstances, I consider the culverts useless for at least four months in the year; I think it would be beneficial and necessary to establish ferries opposite the villages of Pessary and Jootoor, near the 88th and 91st mile stones.

4. Sufficient arrangements have been made from 93rd to 96th mile.

5. The 97th mile has no village road crossing it, the 98th has two; the 99th two. It is intended to place a ferry near the 98th mile stone, it would be more useful if placed half a mile further up the Canal, about the 97½ mile, or the villages of Parnapilly and Yerrapaudoo will be much inconvenienced; the 99th, 100th, and 101st miles will require some provision made for them, a number of culverts is to be built in these three miles, some of them in drains, the floors of which will be three or four feet lower than the bed of the drains, and be subject to the same inconveniences as mentioned in paragraph 3 of this report; to secure constant traffic over these miles of the Canal it would be requisite to place a ferry near the 99½ mile.

6. The 102nd mile is provided for; the 103rd and 104th miles will be subject to very little traffic; in the 105th mile there is a road crossing the Nundial tanks, and leading to the villages of Tippareddy, Kottala, and Rahim Khan Kottala; I have observed considerable traffic on this road, no provision for it has been made, the Company's attention should be called to it.

7. The 106th mile has only one crossing not provided for; if steps are taken to ensure passage over the 105th mile, as required, *vide* last paragraph of this report, passengers will then have the option of crossing there, or if they prefer it, they can ascend the bridge spanning the Canal and connecting the Cumbum and Kurnool road near the 106½ mile.

8. The next defect in the arrangement appears in the preceding 4½ miles, bridges are under construction near the 106½ and 111th miles, but for the intervening space between these bridges no provision has been made; there are two tracts to the village of Charbole and one to the village of Soombarum, if no other passage is constructed in this space than the bridges alluded to above, Ryots will have to go miles out of their way, and be considerably inconvenienced, to remedy this I would propose that ferries be placed opposite Charbole and Soombarum in the 108th and 110th miles.

9. Sufficient arrangements have been made from 112th to 124th mile.

10. At the extreme ends of the 124th and 132nd miles ferries will be kept, but for the intervening portion of the Canal between these ferries, a distance of 8 miles, no traffic arrangements are made; there are several large and important villages near this part of the line, and the crossings are numerous, it would be essential to provide for traffic in some manner as near as possible to the 126th and 129th mile stones.

11. Sufficient arrangements are made for the 133rd mile; the 134th mile will have a ferry provided for it; but for the 135th, 136th, 137th, and 138th miles no preparations are made; at the end of the 139th mile a bridge will be built, this ferry and bridge will be five miles apart; a ferry would be found useful if placed near the 136th mile stone, the traffic over the 140th mile can be accommodated by the bridge in the 139th mile

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No. 353. ORDER THEREON, 14th August 1865, No. 2,360.

CIVIL WORKS, No. 46.

1. Upon further consideration, the Government resolve to postpone their decision as to the additional means of communication required across the Main Canal of the Irrigation Company, until the local traffic, which the extension of cultivation will undoubtedly create, shall have been developed.

2. With regard to the culverts, the Government desire to know what steps have been taken to insure their being properly drained, a measure which they were* led to understand had been fully provided for. This information the Consulting Engineer will obtain from the Company's Manager.

* *Vide* Chief Engineer's letter, No. 752, 13th September 1864.

(True Extract.)
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division.
" Consulting Engineer for Madras Irrigation and Canal Company, do. do.
" Manager for
" Revenue Department.

Exd. S. T. Augustin.

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No. 358. ORDER THEREON, 14th August 1865, No. 2,360.

CIVIL WORKS, No. 46.

1. Upon further consideration, the Government resolve to postpone their decision as to the additional means of communication required across the Main Canal of the Irrigation Company, until the local traffic, which the extension of cultivation [illegible] probably create, shall have been developed.

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* *Vide* Chief Engineer's letter, No. 752, 13th September 1864.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division.
" Consulting Engineer for Madras Irrigation and Canal Company, do.
" Manager for do.
" Revenue Department.

No. 1921- Communicated to the Revenue Board.

14. To the Board of Revenue
Encl. W. P. ch. 2 bod. 18 day

17th Aug. /65

Exd. S. T. Augustin.

Copies Opinion
& Jgt & Decree
Proceedings of the
Broadus Goodwin
Co. & Wyo. Supreme

Dated 12th Aug
Recd 16th " 1905.

No. 2360.

Post from the
decision of Govt as to
the addl means of com-
munication required
across the Irrigation Ca-
drain Canal, until the
ed traffic shall have
been developed, and ad-
vising to know what step
have been taken to insu
the pulberts being pro-
perly drained.

Ans 21-17 Aug

Will an order