M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	2190	Press ~~Mis.~~
266-67. Dated	18-8-	1868.

Not to be folded or roughly handled

12

Proceedings of the Madras Government, Revenue Department,
18th August 1868.

No. 266. Read the following Proceedings of the Madras Government in the Public Works Department :—

Communicating to Revenue Department letter from the Consulting Engineer for Irrigation and Canal Company regarding the inadequate means of traffic afforded by the new bridges to the villagers of Mungalapad and Mamdialpad in Kurnool District.	(Here enter 7th August 1868, No. 2,539)

No. 267. ORDER THEREON, 18th August 1868, No. 2,190.

Irrigation, No. 5. Communicated to the Revenue Board.

(True Extract.)

(Signed) F. BRANDT,
Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,539.

Exd. F. R. Bantleman.

No. 166. Read the following letter from the Consulting Engineer for Irrigation and Canal Company, to the Secretary to Government, Public Works Department, dated Madras, 28th July 1868, No. 47 :—

1. I have the honor, with reference to Proceedings of the Madras Government of the 9th instant, No. 2,192, to inform you that the subject of the provision to be made in the way of crossings, for the accommodation of the villages situated near the canal in the first section, was carefully gone into in 1866, as will be seen on referring to Proceedings of the Madras Government of the 1st October of that year, No. 3,119.

2. The Collector of Kurnool now represents that he has received constant complaints from the villagers of Mungalapad and Mamdialpad regarding the inadequate means of traffic afforded to them by the new bridges, and he considers that these bridges cannot be used except by foot passengers. The bridges referred to were intended to be used by foot passengers and cattle, and I hope the latter will be able to use them, and should it appear that they cannot be thus used some modification will have to be made. The Collector says that the width of the roadway of the bridges is not more than about 4 feet, the width sanctioned was 5 feet at the road level, and 6 feet at 2 feet above that level.

General design sanctioned in Proceedings Madras Government, 12th November 1866, No. 3,586.

3. I have no doubt that at first there may be some little difficulty in getting villagers to take their cattle over such bridges, but cattle can readily go up an earthen bank with a slope steeper than two to one, and I do not apprehend that there can be any insurmountable difficulty, therefore, in getting them over a bridge the approaches to which are stepped on that slope. Besides this, for those who prefer that mode of crossing for their cattle, there is the swim or wade across the canal, and there would be no great hardship had all the cattle to be so taken across. In many parts of the country the cattle swim considerable distances daily, and are probably much the better instead of the worse for their bath.

4. The bridges referred to by the Collector were sanctioned as a substitute for ferries, which would not have taken carts at all, and cattle only with great difficulty and much delay. They are for the accommodation of villages which are within a short distance of Kurnool, and there is direct communication with that town, which is the market town, both from the villages themselves, which are on the north side of the canal, and from the fields to the south of it. The villages are small ones, the only cart traffic would be the transport of produce from the fields to the village, an arrangement which may be the custom of these villagers, but for which a substitute may perhaps without difficulty be found. The problem to be solved was to provide crossings as numerous and as convenient as possible, without incurring too great an expenditure, or one in excess of the value of the accommodation to be afforded.

5. I hope to be at Kurnool about the middle of August, and I will see the Collector then, should he be at the station, on the subject of these crossings, and I shall also have an opportunity of inspecting the bridges complained of, and of ascertaining whether any of their minor details are capable of improvement. My report on the Canal works will contain special reference to this subject. I need

only add, with reference to paragraph 6 of the Collector's letter, printed with the Order of Government under reply, that it is impracticable where a canal runs through cultivated country "to place the villagers and travellers in such a position that they may, with equal facility, be enabled to carry on their avocations and travelling" "after the canal is cut" "as they were previous to the construction of such canal." All that can be done is to make a sufficient provision in the way of crossings, and to endeavour to reduce the inconvenience to a minimum, by placing bridges at the points where they will be most useful.

No. 267. ORDER THEREON, 7th August 1868, No. 2,539.

IRRIGATION, No. 3.

The foregoing letter will be communicated to the Board of Revenue, through the Revenue Department, with reference to their Proceedings No. 4,630 of the 23rd June 1868.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Revenue Department.
,, Consulting Engineer for Madras Irrigation and Canal Company.

Exd. S. T. Augustin.

Pro 1 Octobr/66 A° 23-4. Edw. 3.
12 Novemb — 210-11
14 July 68 — 257-8

A. 266 & 267

Revenue 1868 - Despatch
Pro of Govt for August
No. 2612.

Proceedings of the Govt.
& W. Despatch —

Dated 7th Aug 68
Received 8th Aug 68
No. 2539.

Further Cor. 3982/68

With order
No 2190. 18th Augt
Comm. to Rev. Dept:
letter from the Engr.
Engr. for Irrigation and
Canal Co. regarding
the private & state means
of traffic afforded
by the new bridges to the
villages of Allungalpa
& Mandelpad in
Kurnool District —

No. 2190

Comm.r to the
Revenue Board

18th Augt/68.

14 Copies Letter Bd of Revenue with Govt Despatch No 2539 dated 18th