M.R. O. 1—80,000—18-12-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No.	940	Press / Mis.
146-147		
Dated	7th April	1969

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 7th April 1869.

No. 146. Read the following Proceedings of the Madras Government in the Public Works Department :—

Passing orders on the letter from the Consulting Engineer for the Madras Irrigation and Canal Company, relative to the provision of accommodation on the first section, Main Canal, in the way of bridges. | (Here enter 23rd March 1869, No. 987.)

No. 147. ORDER THEREON, 7th April 1869, No. 940.

Irrigation, No. 5. | COMMUNICATED to the Revenue Board.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 987.

Exd. S. T. Augustin.

No. 698. Read the following letter from the Consulting Engineer for Irrigation and Canal Company, to the Secretary to Government, Public Works Department, dated Madras, 6th March 1869, No. 124 :—

1. I have the honour, in acknowledging the receipt of the Proceedings of the Madras Government of the 2nd instant, No. 667, to inform you that the bridges referred to by the Collector of Kurnool were inspected by me in August last, and the modifications necessary to make them more convenient to the villagers, and suit them for all purposes, except bandy traffic, were then decided upon, and I understood that these alterations would be at once carried out. On re-visiting the first section in January, I noticed with regret that the very little work which had to be done to these bridges had not been carried out, and I spoke to the Chief Engineer about it. This circumstance was brought to the notice of Government in paragraph 9 of my letter No. 114, of the 10th ultimo. In paragraph 12 of the same letter, a bridge of the same class in the 57th mile is referred to, and this bridge has had its approaches modified in the way which I had suggested as applicable to all these crossings, and it is now, in my opinion, perfectly serviceable for all traffic except carts.

Proceedings Madras Government, 17th November 1868, No. 3,586, Report paragraph 3.

2. When third class bridges were sanctioned, the necessity for sending Regiments across the lower part of the first section of the Company's Canal, with a view to avoid the town of Kurnool, was not contemplated. These bridges were intended as substitutes for ferry boats, and upon that means of crossing they are undoubtedly a very great improvement. I should certainly not have been disposed to recommend the approval of bridges of this description, had the choice of a design rested with me, but as ferries had been long before considered to be sufficient, I thought that, when the Company's officers volunteered to afford a far more convenient arrangement, it was right to accept this, rather than to require that the Company should build every where second class bridges, many of which would rarely be used by carts.

3. The Collector is mistaken in supposing (paragraph 2) that second class bridges can be built as cheaply as those of the third class. The estimate for the

Third class bridge at Mungalapad was ... Rupees 2,370
Do. do. at Mamdialpad was ... ,, 2,960

while that for the

Second class bridge at Yedarur was ... ,, 10,160

the cheapest bridge of this latter class is that at Dudiyala, Rupees 6,240, where the canal is in deep cutting, and the approaches consequently cost little or nothing. At either Mamdialpad or Mungalapad the approaches would be very expensive, and probably Rupees 12,000 would have been the least sum for which a second class bridge could have been built.

4. Should the Government think it advisable to have a cart bridge at or near Mungalapad, I think it, or the alteration of the third class bridge, should be made at the expense of the State, for the Chief Engineer has shown so much readiness in meeting suggestions made with a view to provide bridges, which description of crossing was so strongly objected to by his predecessor, that it will be only right to take this into consideration should here or elsewhere special circumstances make it desirable to obtain additional accommodation. Five years ago there were

to have been only twelve over and under bridges in the upper 114 miles, now there will be thirty-one over bridges, eight under bridges, most of which are more convenient than over bridges, and a great many inferior but useful crossings.

5. I may state with reference to the necessity for a bridge across the canal for Regiments, which it may be desired to keep out of Kurnool, that there is a second class bridge in the 6th mile (Yedarur) opposite the village of Korwipad (on the north bank of the Toombudra). A Regiment marching northwards might quit the main road at Chinna Taykoor, and proceed via Gokulpad and Ootsala to Korwipad, crossing the canal at the Yedarur bridge, and proceeding thence direct for the regular crossing at the Kistna. The detour would increase the length of the journey between Chinna Taykoor and the Kistna about five or six miles. I do not however know whether the crossing of the Toombudra at Korwipad would be difficult.

No. 699. ORDER THEREON, 23rd March 1869, No. 987.

IRRIGATION, No. 37.

1. The Government consider that, under the circumstances explained by the Consulting Engineer, the Madras Irrigation and Canal Company should not be required to provide more accommodation on the first section, Main Canal, in the way of bridges than will be available when the approaches of those already sanctioned shall have been modified in the manner reported to be necessary. His Excellency the Governor in Council regrets that the third class bridges had not, up to the date of Captain Mullins' visit to the canal in January last, been made as useful and convenient as, it was understood, could easily be done, and he directs the Consulting Engineer to communicate with the Agent, with a view to a report being made as to whether the approaches of these bridges have yet been completed in a proper manner, and, if not, when this will be done.

2. The Collector of Kurnool should, with reference to paragraph 5 of the Consulting Engineer's letter, ascertain and report whether there are any objections to the adoption, by marching Regiments, of the route therein suggested, on which there is a suitable bridge across the canal, whenever it may be deemed desirable to keep them from passing through Kurnool.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Irrigation and Canal Company.
" Manager for do. do.
" Collector of Kurnool.
" Revenue Department.

Ed. S. T. Augustin.

R^d 940.
Comm^d to the Revenue Board.

Rec'd May 1895

Rec'd Govt. of 1869; Madras.

PUBLIC WORKS.

To C. 1895.

THE CONSULTING ENGINEER FOR

IRRIGATION AND CANAL COMPANY.

&c. &c. &c.

Dated March, 23rd.

Rec'd 26th — Ans:

G. O. No. 1869 Dated 27.

MARCH.

Nos. 698-699

Subject.—Proposals for the construction of the Godavari Anicut for the Madras Irrigation and Canal Company and for the power to acquire the land required for the construction, Main Canal, in Peravaram Village.

Copy sent to Collr. with order