Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 3004

DATED 14th June

[Despatch Abstract.]

Comm[n]. to the B[d]. of Rev. 12th: Pub: Wks: Dept:

Concurring in the opinion of the Chief Engineer

for anticipation that the proposed ferry across

the Bandur canal at Bezwada is unnecessary

BACK PAPERS.

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

FURTHER PAPERS.

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

IRRIGATION.

Government {1897} of Madras.

PUBLIC WORKS.

GOVERNMENT OF MADRAS
18 JUN 97

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Recd. 3.6. } 1897. *Enclosures*

Regd. 21.6. } *Spare copies*

G.O., No. 457 I., 15th May 1897.

l.s.O. (Irri) No. 3004 of 16th June 97
Communicated to the
Board of Revenue.
11/6/97.

MAY.

List

To
15 The Board of Rev (C.A.).
Dis. 19-6-97
C.A.
11 June 97

Ferry

Concurring in the opinion of the Chief Engineer for Irrigation that the proposed — across the Bandur canal at Bezwada is unnecessary.

Irri 5/4

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following papers :—

From the Chairman, Bezwada Municipality, to the Chief Secretary to Government, Local and Municipal Department (through the Collector of Kistna), dated 20th April 1895, No. 204.

I have the honour to bring to your notice that the Executive Engineer, Kistna Northern Division, and the Superintending Engineer, II Circle, have been addressed by me on the 19th December 1894 and 21st March 1895 in Nos. 1382 and 1782, respectively, for according their sanction to the establishment of a ferry on Masulipatam canal for the convenience of people living in Buckinghampett.

2. The two officers recorded their dissent on the grounds stated in their respective letters (copies enclosed for perusal).

3. The municipal councillors have also represented the necessity in their petition dated 20th March 1895 (enclosed), which has also been sent to the Superintending Engineer for perusal.

4. A copy of the council's resolution proposing to address the Government on the subject is enclosed.

5. In conclusion, I beg to add that the latrine referred to by the Superintending Engineer in his letter, No. 2983-K.S., dated 30th March 1895, is scarcely used by the people living in that part of the town, and if the Superintending Engineer thinks that the removal of that latrine leads to the improper use of the banks of the canal, I promise that I will not remove it for the present from its present position.

6. I therefore request that Government be pleased to sanction the establishment of a ferry ballacut on Masulipatam canal as proposed by the council as it is most necessary for the people living in Buckinghampett.

ENCLOSURES.

Petition from the Municipal Councillors, to the Chairman, Bezwada Municipality, dated 20th March 1895.

With reference to the proposal to have a ballacut over the Bandur canal at some place near the European cemetery in Buckinghampett, we, the undersigned municipal councillors, desire to bring the following circumstances to your notice with a request that you will be kind enough to send a copy of this with your letter to the Public Works Department authorities concerned. By giving their kind permission to carry out this proposal, the Public Works Department authorities will not only place the people under a deep debt of gratitude to them, but they may also be sure to win the hearts of the poor and voiceless population of the town in general and of Buckinghampett in particular.

2. Now the funeral parties of this petta and also of the town have to walk 2½ miles to the burial-ground situated in the sandy bed of the Kistna river. Notwithstanding their heart-rending grief at the time, the trouble which the people experience in going to the distant burial-ground, especially in hot and rainy weathers, can be better imagined than described.

3. The Executive Engineer, Kistna Northern Division, in his letter addressed to you on the subject, is of opinion that thus establishing a ballacut over the canal will interfere with the pleasant shaded drive and walk of the gentry that use the road on the canal side. The average number of deaths of the whole town during the official years of 1892–93, 1893–94 and 1894–95 according to the statistics are 2½, 2 and 1½, respectively, a day. It is not likely that the whole town will use this ballacut in carrying their corpses to the burial-ground. It is only the people of Buckinghampett and a few others outside of its limits that use it for the above purpose. We therefore beg to observe that the shaded drive of the gentlemen will not be interfered with to any appreciable extent by the funeral parties that use the ballacut; on the other hand, it will relieve the people of the trouble of walking a long distance of 3 miles or so in carrying the corpses to the funeral pile, for by this convenience they will have to walk only a few furlongs.

4. As for the cattle, we are willing to forego our request as far as they are concerned and they may be prohibited to cross the canal by the proposed ballacut.

5. By carrying out the alluded proposal, the sanitation of Buckinghampett, we think, may be also improved; many people who reside near the European cemetery or thereabout have expressed to us that the public latrine near the cemetery, now rarely used, may be removed in case a ballacut is provided over the canal. We see no objection to agree with them as they can easily go to the sandy bed of the river on the other side of the canal to satisfy the demands of nature. We therefore state that this proposal will not cost much to the municipality.

6. In conclusion, we beg to observe that in writing so far we are not actuated with any motives of causing any inconvenience to the pleasure-shaded drive of the gentlemen and that our only aim is to improve the happiness and comforts of a vast number of the dumb population of Bezwada town.

7. Trusting that the Public Works Department authorities will be graciously pleased to accord their sanction to the proposed scheme.

From Major W. L. C. BADDELEY, R.E., Superintending Engineer, II Circle, to the Chairman, Bezwada Municipality, dated 30th March 1895, No. 2983-K.S.

In reference to your No. 1782 of 21st March 1895, I regret to say that I am unable to sanction the request for a ferry across the Bandur canal near the cemetery.

2. The proposal would involve special arrangements for the protection of the banks of the canal, it would destroy a road which it is most desirable to preserve, and the argument, that the establishment of the ferry would enable the public latrine near the cemetery to be removed, is, in my opinion, one of the strongest arguments against the proposed ferry. The removal of the latrine would inevitably lead to the improper use of the banks of the canal.

PROCEEDINGS of the Municipal Council, Bezwada, dated 17th April 1895.

Read letter No. 2983 K.S., dated 30th March 1895, from the Superintending Engineer, II Circle, declining to permit to open a ferry on Bandur canal.

Resolution.—The council resolves to address Government on the subject.

From Captain W. M. ELLIS, R.E., Executive Engineer, Kistna Northern Division, to the Chairman, Bezwada Municipality, dated 13th February 1895, No. 1414 M.

Reference to your No. 1382, dated 20th December 1894. After inquiry I am of opinion that the establishment of a ferry on the Bandur canal at the place proposed would be most objectionable. It is proposed to make a public thoroughfare for every kind of traffic across the road and banks of the canal at a place where every effort has been made to make a pleasant shaded drive and walk which would be utterly ruined by the establishment of the ferry proposed. If a ferry is necessary, I would suggest that it be established further down the canal near the distillery, but to even this, I am opposed.

Dis. No. 552-Eng.

Forwarded without support. The reasons adduced for the concession will not bear examination.

(Signed) J. N. ATKINSON,
Collector.

MASULIPATAM,
26th April 1895.

No. 684.

Transferred to the Public Works Department.

FORT ST. GEORGE,
16th May 1895.

(Signed) C. G. TODHUNTER,
Acting Assistant Secretary.

Transfer endorsement of the Local and Municipal Department, dated 15th February 1897, No. 159.

Transfer endorsement of the Local and Municipal Department, dated 24th April 1897, No. 531.

From Captain W. M. ELLIS, R.E., Executive Engineer, Kistna Northern Division, to the Superintending Engineer, II Circle, dated 21st April 1897, No. 62 S.E.

With reference to your No. 3786-K.N., dated 27th March 1897, I have the honour herewith to enclose a tracing showing on a scale of 4 inches to 1 mile the general position of Buckinghampett and the vicinity.

2. The position where the municipality wish to establish a ferry is indicated. The ferry is asked for apparently for two purposes—

(*a*) For ferrying the dead across to the burning-ground.

(*b*) For conveyance of the general public especially those who would like to resort to the river banks for the purposes of nature instead of making use of public or private latrines.

3. I submit that it is objectionable to establish a ferry here

(*a*) On sanitary grounds.

It is objectionable to convey corpses of those who have died from certain diseases, especially cholera, by boat across a canal which forms the drinking supply of all the villages between Bezwada and Masulipatam. It is also objectionable to allow resort to the further side of the canal for purposes of nature (and the ferry would undoubtedly be used for this purpose), as there is no doubt that many would not be particular to resort to the far side of the bank once ferried across and the canal banks would soon become an open latrine to be cleansed by heavy rain, the same rain draining direct into the canal—the drinking-water supply of the district.

(*b*) The Masulipatam canal boat traffic is often congested in this reach and the ferry would increase this congestion.

(*c*) The private road along the left bank of the canal, which has been kept free of all heavy traffic and forms a shady and beautiful walk between Buckinghampett and Bezwada, and is one of the features of the place, will be injured by the cross traffic of corpses, &c.

I may add although it is the fashion among natives to talk of this road as if it was only a boon to the Engineers of the department, it is used by all natives and Europeans and is an undoubted boon to both. As it is the one pleasant shady road in Bezwada free from dust and heavy traffic, it is in the interest of all to preserve it.

4. As regards the distance to the burning-ground; if the corpse is carried round by the anicut bridge, this is about $2\frac{1}{2}$ miles; if, however, the railway bridge which has a sub-way on the bottom boom of the girder be crossed, the distance to the burial-ground is about $1\frac{1}{4}$ mile.

5. The chief objection to the proposal is on sanitary grounds and reference to the Collector and District Medical and Sanitary Officer might well be made before deciding the question.

No. 272-K.N.

Forwarded to the Chief Engineer for Irrigation in reference to his No. II/47 K.S, dated 19th March 1897.

2. The undersigned cannot too strongly urge that the ferry should not be allowed.

3. The only argument in favour of the proposal is that funeral parties will have a shorter journey to the burial-ground, while the objections on sanitary grounds are very strong.

4. It will be a mere farce to take the precautions we now do to preserve the canals within municipal limits from pollution during cholera epidemics, if the main duct leading to Masulipatam is to receive cholera germs daily during such outbreaks; and it is astonishing that the municipal council can put forward and support such an insanitary proposal.

(Signed) W. L. C. BADDELEY, Major, R.E.,
Superintending Engineer, II Circle.

26th April 1897.

No. 108 I.

Note by the Chief Engineer for Irrigation.

The undersigned agrees with the Superintending Engineer and the Collector in thinking that the proposed ferry across the Bandur canal is unnecessary.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

10th May 1897.

ORDER—No. 457 I., dated 15th May 1897.

The Government concurs in the opinion expressed by the Chief Engineer for Irrigation in the foregoing note.

(True Extract.)

for Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, II Circle.
" Revenue Department.
" Local and Municipal Department.

Ed. C. M. Thumbuswamy.