L. & M.
9,000-8-8-96.

Local & Munl. (1896) Department.

MISCELLANEOUS.

G.O., No. 706 L

DATED 10th April 1896.

[Despatch Abstract.]

Bridges.

Concurring in and communicating to the District Board Madura and the Municipal Council Periyakulam remarks of the Chief Engineer Public Works Department regarding the construction of --- over the Pambar Varahanadi and Teniyar rivers.

BACK PAPERS.

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

FURTHER PAPERS.

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

Proceedings of the District Board, Madura, passed at its meeting held on Monday the 18th November 1895.

Present:

J. Twigg Esquire, Collector and President
M.R.Ry. C. Srinivasachariar Al. Vice President.
R. Fischer Esquire
G. S. Hickey Esquire
J. H. Medlicott Esquire
A. P. Millar Esquire
Surgeon. Major F. C Reeves.
M.R.Ry P. S. Gandanakrishnam Pillai Al.
—"— V. R. R. M. R. Ramanathan chettiar Al.
—"— S. R. M. M. Chidambaram Chettiar Al.
—"— M. Alagirisami Naidoo Garoo.
—"— P. Vencadeswara aiyar Al.
—"— P. Subbaraya aiyar Avargal
—"— M. Dharmalingam Pillai Al.
—"— T. Krishna Rao Avargal
—"— T. Vencatrama aiyar Al.
—"— D. S. Krishnasami aiyar Al.
—"— C. Subramania aiyar Al.
—"— V. Muthusami aiyar Avl.
—"— L. Narasimmachariar Al.
—"— J. A. Surappa Goundar Al.

Resolution No 216

Read letter from the Superintending Engineer, 6th circle, No $\frac{480}{3.9.95}$ informing that it has been decided that the Varahanadi in Periyakulam should be bridged a little below its junction with the Pambar instead of above the junction as originally proposed, in which case no contribution will be payable by the Periyakulam Municipality.

The Board requests that it may be consulted before any decision is finally come to as to the location of the bridge. It is however of opinion

that

that it would be well in its present financial state to postpone the bridging of the Varahanadi, Pambar, and Teniyar rivers. The Board further notices the necessity that exists for a bridge over the Vaigai between Teni and Andipatti, the cost of which, it is requested, may be borne by Government as the necessity for a bridge is due to the flow of Periyar water. The President is requested to address Government on the above points.

(True Extract)

Twigg.
President.

OW 3/9597/95

1/3481 L/95

No 138

Madura Dist. Board office
22nd November 1895

Local & Municipal Dep.
CURRENT No. 3481 L

From
J. Twigg Esquire,
President, Dist. Board,
Madura.

To
The Chief Secretary to Govt.
Local and Municipal Depart.
Madras.

Sir,

In forwarding a copy of the resolution of the District Board dated 18th November 1895, I have the honor respectfully to request a reconsideration of the whole question of bridging the Pambar, Varahanadi, and Teniyar, and to urge the necessity for bridging the Vaigai between Teni and Andipatti on Road No 5.

In G. O. No 384 L
21-2-91

2. In 1890 the Chief Engineer suggested that five bridges were necessary on the Periyakulam - Cumbam road, and that Government might undertake the two bridges over the Suruli on condition that the Board should construct at least the bridges over the Pambar Varahanadi and Teniyar. The Board replied that they would make the Teni bridge as soon as practicable and the other bridges - Varahanadi and Pambar - as soon as funds permitted.

3. After this nothing was done till 1894 when under pressure the Board agreed to proceed with the Teni bridge

and provided Rs 15000 for the purpose. On the representation of the Chief Engineer however the Government directed that the Varahanadi bridge should be taken up first and the work carried out at the expense of the District Board and the Municipality of Periyakulam by the Public Works Department.

4. In his letter No 480. M.D of 3rd September 1895 the Superintending Engineer VI circle, has recently informed me that the Chief Engineer has decided to build a single bridge below the junction of the Varahanadi and Pambar instead of bridging each river above the junction. The proposed bridge would be practically useless for the Municipality in consideration of which fact the Chief Engineer adds that it should not be called upon for any contribution. This change of site has been decided upon by the Chief Engineer without reference to the local authorities. The Municipality has protested, and my first request is that no change may be made in the original scheme without first consulting the District Board which has to find the funds.

5. The next point I wish to urge is the advisability of postponing the construction of the bridges altogether for the present. The Government did not make the construction of the Suruli bridges conditional upon the District Board undertaking the Teni and Varahanadi bridges, but I concede that the Board is bound by its resolution unless Government is pleased to relieve it from its engagement. That resolution was to build the Teni bridge (anticipated cost Rs 25000) and the other bridges (anticipated cost Varahanadi Rs 20,000 Pambar Rs 10000) when funds were available. As matters at present stand the Board is being compelled to build a bridge over the Varahanadi instead of the Teniyar, and at a cost far in excess of that originally anticipated.

6. The construction of bridges over the Suruliyar was rendered necessary by the Periyar project which will send a continuous stream down the river, but the other three rivers remain as before - causes of inconvenience indeed, but an inconvenience that does not last long or occur often, and is not to be compared to the abiding inconvenience of a bad road. The Board points out that its finances are not in a flourishing condition and it may shortly have to face an expenditure of Rs 20,000 for preserving the Kodaikanal lake bund, and begs to submit that the funds available will be better spent on putting the District roads in good order than on building bridges which are really luxuries on a road which is of far less importance than many others in the District. The receipts from the Guidalur toll at the head of the Cambam valley have averaged only Rs 1800 in the last 4 years during the continuance of the Periyar works, showing how small the through traffic is. Batlagundu toll - which includes the Ammayanayakanur - Kodaikanal traffic which would not benefit by the bridges - produces only Rs 6000

and a great part of the Cambam valley
traffic is diverted down Road No 5
from Téni by Andipatti to Madura
and thus would benefit only by the
Téni bridge and not by any bridge
over the Varahanadi. The receipts
from the Andipatti toll average Rs 4000.

The existence of the considerable
7. traffic down road No 5 is an argu-
-ment in favour of the Board's
original desire that the Téni should
be bridged first; and if any bridge
is to be built at all I would ask for
a reconsideration of this question.
There is a good deal to be urged in
favour of the Board's view and it will be
observed that the Chief Engineer's only reason
for recommending that the Téni bridge
should be postponed to that over the Varaha-
-nadi, was that the latter was nearer
the Railway and head quarters of the
District.

The mention of Road No 5 brings me
8. to the 3rd point which is the necessity for
a bridge over the Vaigai where it crosses
the road between Téni and Andipatti
The importance of the traffic is
proved by the toll receipts and the
necessity for a bridge is the same
as in the case of the two bridges higher
up over the Suruliyar, viz that there will
now be a continuously flowing stream
of Periyar water in the river. I am
aware that the Chief Engineer combated
the view of the District Board Engineer
that the Periyar water would make
any bridge necessary, but this is a
matter which will now be settled
by actual experiment in a very few
months. Even if the Periyar water
by

by itself should prove not sufficient
to make fording impracticable, it is
obvious that its added volume will
cause even slight freshes to stop the
traffic, and though it is no doubt in-
-tended that during floods the sluices
shall be closed it is pointed out that
the want of a telegraph line will pre-
-vent this being done until after
considerable delay.

The Board therefore begs to request
9. that Government will be pleased to
direct the Public Works Department
to investigate the matter at once and
build the bridge over the Vaigai if it
is proved to be necessary.

I have the honour to be
Sir
Your most obedient servant.

President.

F.S

I have the honor to be
Sir,
Your most obedient servant,

President.

~~Local & Municipal Dept.~~
~~CURRENT No.~~ 3481 L

From

The President,
District Board,
Madura.

To

The Chief Secy. to Govt.,
Local and Municipal
Department,
Madras.

UNDER SECRETARY
24 NOV 95
PUBLIC ETC DEPTS

Dated November 1895.
Received

No. 138

Enclosures. 1

SUBJECT.

Forwarding copy of District Board's resolution dated 18-11-95 and requesting a reconsideration of the whole question of bridging of the Pambar, Varahanadi and the Teniyar, and urging the necessity for bridging the Vaigai between Teni and Andipatti on Road no 5.

(With order)

P. W. CURRENT No. 9597

Read again G. O no 1924 M dt 21-11-95 and Cur: No 3481 L.

TO BE RETURNED WITH REPLY.

No 1703

Referred to the Public Works Department for favour of remarks.

W. D. Phillips
Ag. Assistant Secretary.

29/11/95

Encls 1 & 1 orig G.O. 2-90

V.R
27/11/95

Fort Saint George
2nd ~~Novr~~ December 1895

Recd: 3-12-95

To the Public Works department, with G. O no 1924 M dt 21-11-95 in original (to be returned).

W

For orders

C.W.B.O.
6/12/95

No. 3995 C

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Local & Municipal Dept.
CURRENT No. 3652 L

MEMORANDUM.

Dated Madras, 14th December 1895.

From the President, District Board, Madura, No. 138, dated 22nd November 1895.

Endorsement in the Local and Municipal Department, No. 1703 dated 2nd December 1895.

Note by the Chief Engineer, P. W. Department, dated 12th December 1895:-

The Proceedings of the District Board referred with the above endorsement deal with three questions which are, and should be kept, entirely distinct, but which have been mixed up by the Board in a somewhat confusing manner.

These are

A 1st. The question of the execution or postponement of the bridges over the Teniar, Varahanadi and Pambar.

B 2nd. The question of the site for the bridge or bridges over the two latter streams.

C 3rd. The question of the construction of a bridge over the Vaigai between Teni and Andipatte.

A 2. The first question is not one with which I as Chief Engineer have any concern; my personal opinion based upon a long and intimate acquaintance with the road in question is that these bridges are an absolute necessity; and this view has been accepted by Government and until now admitted by the Board. It is for the latter to consider how far their funds will

41-2,000-11-5-95.

will allow of their undertaking the construction of these bridges and for the Government to decide whether it will permit the Board to withdraw from their promise to build them. I may however note that no importance need be attached to the argument in para 6 of the President's letter, regarding the expenditure for preserving the Kodaikanal lake bund; the bund is in no danger whatever.

B 3. With regard to the site for the crossing of the Pambar and Varahanadi the President is entirely in error in saying that the Chief Engineer had decided " ~~with~~ without reference to the local - authorities" to change this site, and his request that "no change be made in the original scheme without first consulting the District Board" is quite unnecessary.

4. When the question was first taken up it was considered desirable, for the convenience of the traffic, that the two rivers should be bridged separately on the line of the present crossing, and in consideration of this line being adopted the Municipality of Periyakulam were prepared to contribute a substantial proportion of the cost of the Varahanadi bridge.

5. When the site came to be examined it was found that the present line was a most inconvenient one, and the cost of bridging on it so high as to be almost prohibitory; this will be easily understood when it is borne in mind that the requirements of a ford and of a bridge are diametrically opposed, and that the conditions favorable for the one are nearly always unfavorable for the other.

6. The present line of road crosses the Varahanadi obliquely, and the river bank is so crowded with houses that the cost of compensation for the approaches to a bridge at right angles to the stream would be very heavy; in other respects the site is an unsuitable one.

7. After careful consideration of the facts I was forced to the conclusion that the best plan would be to build a single bridge over the combined rivers, which unite just below Periyakulam, and the Superintending Engineer was directed to prepare design for a

bridge

bridge on this site, in accordance with certain general instructions which were given to him, and these instructions concluded with the following words:-

"In the meantime the District Board should be informed of the proposals made as regards the site, and their concurrence obtained thereto; it should be explained that under the circumstances no contribution can be asked from the Periyakulam Municipality, but the latter should be consulted as to the construction of a light suspension bridge, which the undersigned agrees with the Superintending Engineer in considering the most suitable for the position. It may be noted here that the bridge over the Kullar river at the foot of the Coonoor Ghat has a span of 200 feet and cost, all told Rs. 56,005".

8. The President should know, if the Board does not, the difference between a proposal and a decision, and the difference between the preparation of a design and the sanction to its execution.

9. It is for the Board and Municipality to decide whether they will, in combination, meet the heavy extra expense of bridging the rivers above their junction rather than below it; if they are willing to do so this Department is perfectly ready to meet their views, but I am bound to say that in my opinion they will be very ill advised to adopt any such course.

10. As regards the through traffic there is really no room for doubt, the additional length of road involved by - crossing the rivers below their junction is infinitesimal.

11. As regards the Municipality of Periyakulam there is no doubt that the separate bridges will be most convenient, but it must be observed that the question affects only that part of the town (not, I think, the larger part) which is on the north bank of the Varahanadi, that is, in the fork between it and the Pambar.

12. When the former river is in flood traffic going

southwards

southwards, and when the latter is in flood traffic going northwards, from this part of the town will have to make a somewhat inconvenient detour in order to reach the bridge; and when both rivers are in flood communication from it will be entirely cut off, as it is at present, but this latter condition very rarely occurs, as the streams receive their supply from different catchments, and are rarely in heavy ~~flod~~ flood at the same time.

13. The town will benefit to some extent by the construction of the bridge below the junction of the rivers, but the benefit will be sosmall that the Municipality could not reasonably be asked to contribute to its cost; it is however exceedingly improbable that it will be prepared to pay anything like the difference between the cost of the single and separate bridges.

14. With regard to the third question I can only say that I consider the proposal that Government should pay for a bridge over the Vaigai below its junction with the Suruli utterly unreasonable and unjustifiable. The road is an unimportant one; Government have already spent some three lacs of rupees on the road from Periyakulam to the Travancore frontier, and it is in contemplation to contribute a large sum towards the construction of a new road through the Lower Pulnis. The completion of the Periyar Works will add some Rs. 40,000 annually to the revenue of the District Board, and if it at the same time renders necessary the construction of the bridge in question (a point on which I have considerable doubt) the Board should pay for it.

(Signed) John Pennycuick, Col. R.E.,
Chief Engineer, P.W. Dept.

Transferred to the ~~Loaci~~ Local and Municipal Department and the referred papers returned.

C.H.R. Br

Under Secretary to Government, P.W.D.

The Local and Municipal Dept.
with the referred papers.

1895.

Public Works Department.

NWS CURRENT No. 3652 L

CHIEF SECRETARY
15. DEC. 1895
GOVERNMENT OF MADRAS

No. 3995 C

Dated 14 – 12 – 95

Despatched

Received

In C. No. 3481 L returned.

SUBJECT.

Transferring note by the Chief Engineer P.W. Dept. on the question of the construction of bridges over the Teniar, Varaha-nadi and Pambar.

P of 1st Cur. L of 2nd Cur. to, with copy of G.O. 1924 M. Dt. 21-11-95. L fwd. do.

Desp: keep papers together & return.
NBS
18/4

(with order)

50—2,000—21-12-94.

8

Read again G.O. No. 1924 M. d/ 21.11.95 and C. Nos. 3481 & 3652 L/95 and 967 L/96

H.M.
misc.

Order No. 706 Mis. d/ 10-4-96

The remarks of the Chief Engineer, in which the Government concurs, will be communicated to the District Board of Madura, and the Municipal Council of Periyakulam.

PR
7/1/96

WWD
8.1.96

Fd.
11/1/96.

Is there a plan of any kind of the town of Periyakulam in the office or has the P.W.D. one? If so, please [illegible]

NB
14/1/96

Note for H.M.

There is no map of the town of Periyakulam either here or in the P.W.D. The sheet atlas is put up as requested.

WWD
24.1.96.

Fd.
28/1/96

~~[illegible]~~ This is perfectly useless. It doesn't show the position of the town with ref. to the two rivers. It is surprising that this [illegible] not have been [illegible]

To
The President, District Board, Madura.
Collector of Madura
Chairman, Munl. Council Periyakulam
Public Works Department

NB
29/1/96

Despd. 11/4/96

Note for H.M. The Taluk map [illegible] from the Survey office [illegible]

Why has it taken 6 days to send these maps up from the office. They do not show the position of the town clearly & this sh. have been [illegible]

WWD
12.2.96

Explained.

The Collector of Madura. Ref.
Despd. 13/2/96

Despatch & keep papers together

N.

Ref. 196 / 13/2/96

The Collector of Madura is requested to submit at a very early date a plan of the town of Periyakulam, showing its position with reference to the rivers Varahanadi & Pambar, & also the proposed sites for the bridges over these rivers.

(Govt. orders)

WWD
12.ii.96

Bridges over the Varahanadi, Pambar & Ponniar

N.

Bridges

A7

NW
29/1/96

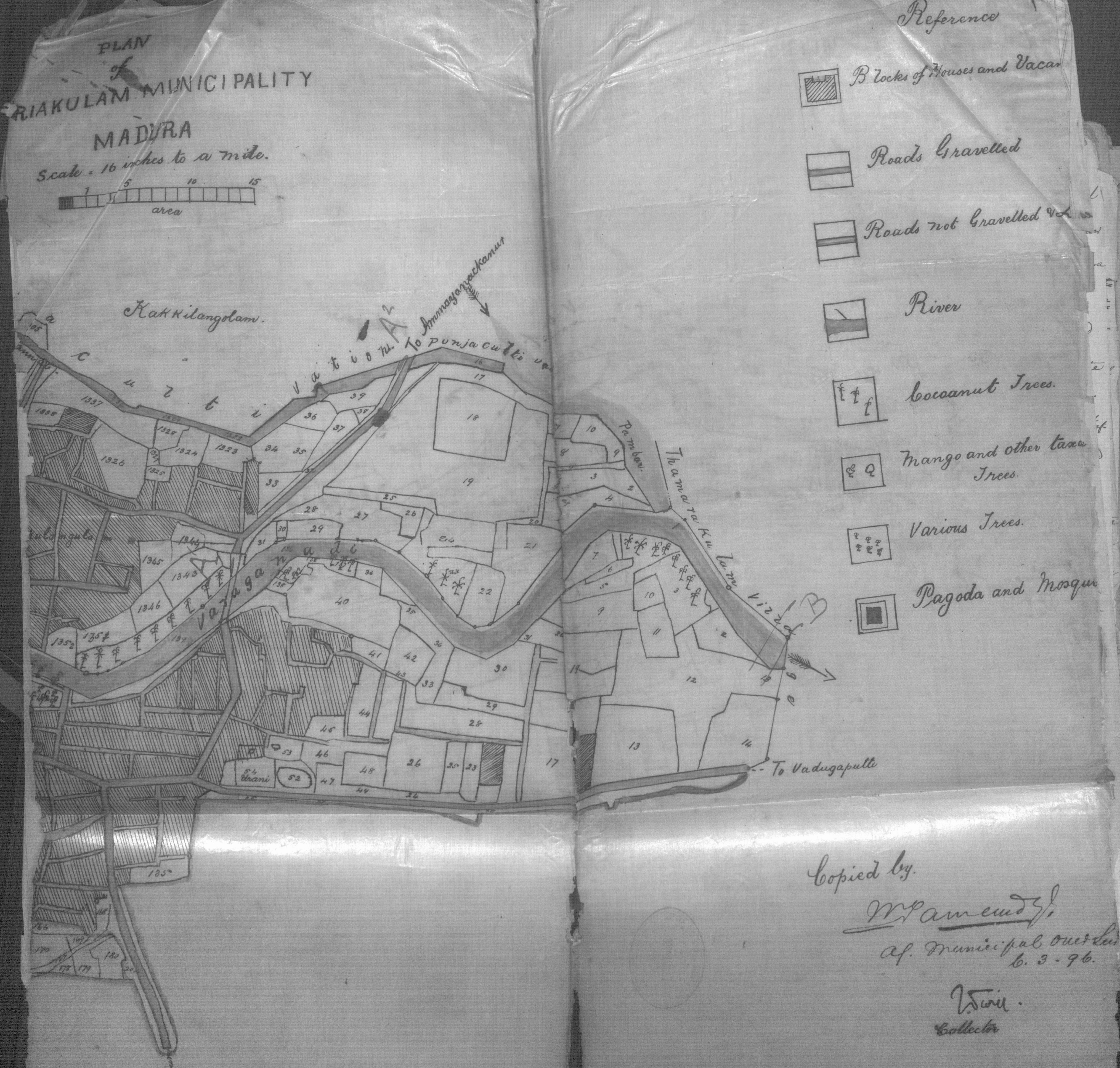
Public Works Depart

Note for H.M. The Taluk maps obt
from the Survey office and [illegible]

available, the sheet tables only was put

PLAN
of
RIAKULAM MUNICIPALITY
MADURA

Scale = 16 inches to a mile.

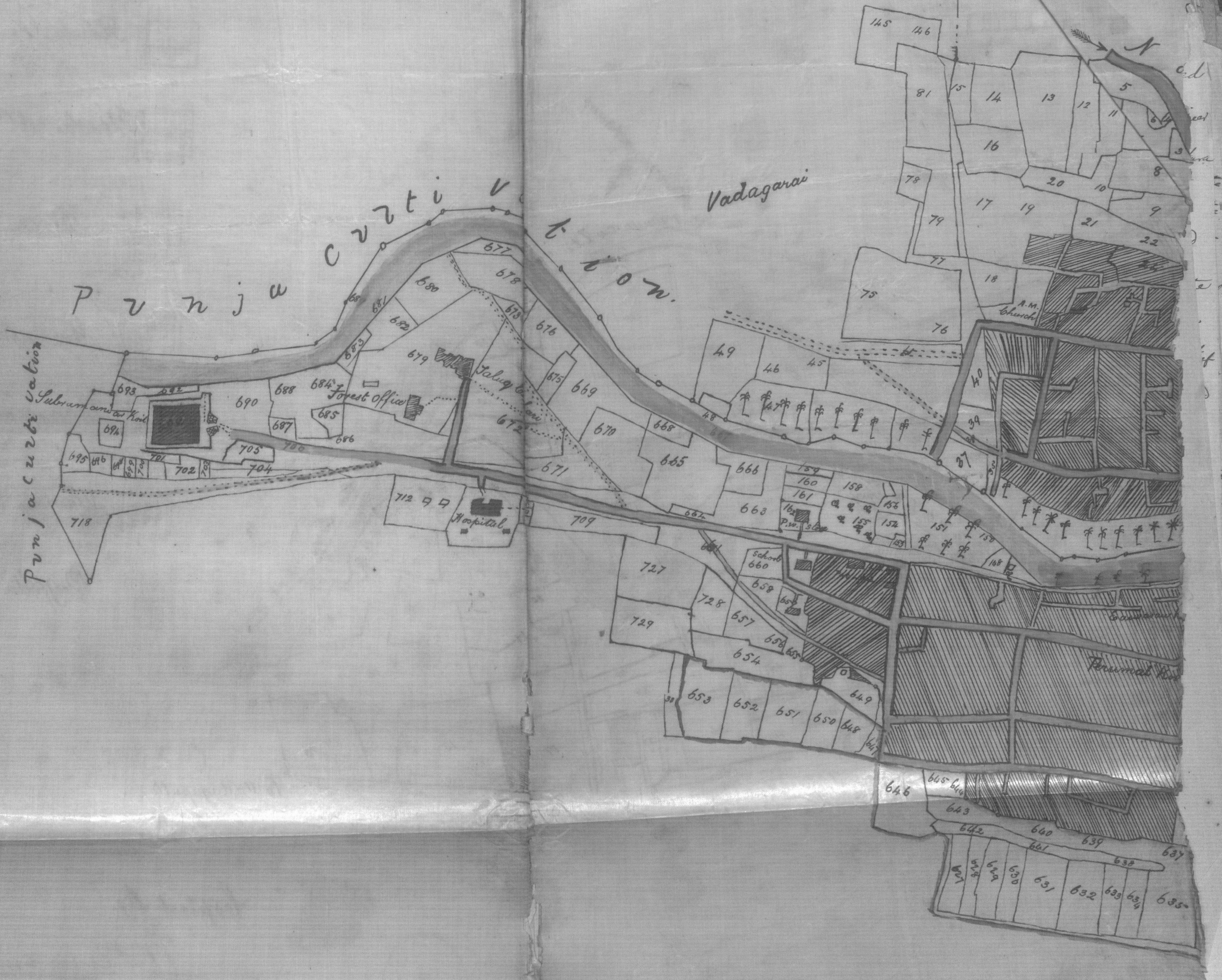


Copied by.

W P Ameud

Af. Municipal Overseer
6. 3. 96.

Collector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Punja cultivation
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Subramaniar Koil
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Taluq Cutcherri
Hospital
School
P.W. shed
A.M. Church
Perumal Koil
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ENCLOSURE No. 1

In a letter

FROM

THE COLLECTOR, of

Madura

No. 1064 of 1896

Dated 25th March 1896

Plan of the Town of Periyakulam

Copy of Communication No. 295 W.D. dated 23rd March 1896 from the Superintending Engineer 6th Circle Trichinopoly to the Collector of Madura

---

With reference to your no. 720/Genl of 1896 dated 14th instant, I regret I cannot mark out the sites of the bridges correctly on your plan as all the site plans were sent to the Chief Engineer last month with the Estimates and no copies have been kept.

J. F. Bryant

For Collector

---

plan & also [illegible]

available, the sheet atlas only was sent

desired

Enclosure No 2.

In a letter.

From The Collector of
Madura

Disposal No. 1064 of 1896

Dated 25th March 1896.

Superintending Engineer's letter No. 295 W. dated 23rd March 1896

Madura Collector's offic
25th March 1896

Disposal No. 1064 of 1896

From

J. Twigg Esquire,
Collector of
Madura

To

The Chief Secretary to Government
Local and Municipal Department
Madras.

Sir,

With reference to Government memorandum No. 196 dated 13th February 1896, I have the honor to submit herewith a plan of the town of Periyakulam showing its position with reference to the rivers Varahanadi and Pambar, forwarded by the Chairman of the Periyakulam Municipality and to state that I have marked the propos sites of the bridges as A^1 and A^2 and B. The Superintending Engineer who was asked to mark the sites has replied that he could not mar them correctly (vide copy of his letter No. 295 W dated 23rd instant enclosed). The site mar is only a rough guess.

I have the honor to be
Sir
your most obedient Serva

J. Twigg.
Collector

plan & also the sheet atlas. As no plan available, the sheet atlas only was put desired

From 1896

The Collector of
Madura

Local & Municipal Dept.
Current No. 967 L

Disposal No. 1064 of 1896.

Enclosures 2.

Dated 25th }
Received } March 1896

UNDER SECRETARY
28 MAR 96
PUBLIC [illegible] DEPT

Submitting a plan of the town of Periyakulam showing its position with reference to the rivers Varahanadi and Pambar called in Govt. Memorandum no. 196 dated 13-2-96.

---

* In cur. no 967 L.

The original draft order may issue

BB
9/4/96

Apparently the C.E. had site plan all the time but no one thought of asking him for them!

BB

Note for H.M.

A map obtained from the Collector of Madura to show the position of the town of Periyakulam with reference to rivers, Varahanadi and Pambar, and also the proposed sites of the bridges over these rivers, is submitted. The 1 inch taluk map received from the survey office did not show the position of the town with reference to the two rivers, & therefore it was necessary to send for a plan from the Collector, which has caused the delay.

BR
1/4/96

1.4.96

H.M.

5/4/96

Note for H.M.

With reference to the above pencil note it is respectfully pointed out that the P.W.D. was asked for a plan of Periyakulam in January last, & this office was informed that none was available. It appears from the Supdt. Engineer's letter (in C. No 967 L) that the plans were forwarded to the Chief Engineer in February, but as no intimation was furnished to this office, no further request for a plan was made. With reference to H.M. note of 29.1.96 it is respectfully submitted that H.M. in his note of 16.1.96 asked for a plan & also the sheet atlas. As no plan available, the sheet atlas only was put [illegible]

BA
24/4/96

Regarding the construction of bridges over the [illegible]ar, Varalanadi and Pambar, Madura Dt.

967d

H.M.

Resubmitted with a note for H.M.
WWS
9-4-96

C 21/4 P.1

Ref.
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189.

AGAIN G. No.
189

DATED

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of Government.

ent with ditto.

s not filed up, being meant for despatch in original.

N.B.—
A = Copy in full.
B = Not to be copied
P = Copy abstract only.
Q = Copy heading only.