1. Number of ...
2. Date of repair. 7-8-37
3. ... of Reference.

M.R.O. 1—32,400—22-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con - 29-9-57

G.O. No. 1826 Press Mis.

84-35

Dated 25 — 5 — 18 57

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 29th September 1857.

No. 34. Read the following Extract from the Proceedings of the Chief Engineer, dated 14th September 1857, No. 3685.

Read the following letter from Lieutenant E. A. FOORD, District Engineer of South Arcot; to Colonel C. E. FABER, Chief Engineer, dated Cuddalore, 3rd September 1857, No. 263.

SIR,

1. I have the honor to request you will authorize me, or obtain authority for me, to change the site of one of the bridges proposed to be built over the Ponyaur on Trunk road No. 9, in this District, for the following reasons.

2. The bridge to which I refer, was entered in the Budget for 1856-57, thus 219 bridge over the Ponyaur on Trunk road No. 9, Rupees 5,165. The entry at first puzzled me, for I could not understand how a bridge could be built over so wide a river for so small a sum. On making enquiry, I was informed that the bridge was intended for an arm of the Ponyaur, and was to be connected by a short embankment with the bridge over the main stream. Now what is called an arm of the river really does not deserve the name, for it is but a channel, half a mile in length, formed during some high flood. It leaves the river 800 yards above the crossing of the road, and falls into it again 90 yards below, and is no where more than 180 yards from the bank. Moreover, the end of the channel is much narrower than its commencement, showing that there cannot be any large quantity of water passing down it. The breadth of the river, at the crossing of the road, is greater than opposite either the beginning or end of this channel, and the water way of the sanctioned bridge, over the main stream, is greater than that of the bridge just built over the same river lower down. It does not therefore appear necessary, in order to provide more water way, to build a small bridge over this creek, in addition to the large bridge over the main stream. And even if more water way were required, it would be better to obtain it by giving an additional arch to the larger bridge. But it may not be necessary to take the road over the creek at all, for, as will be seen by a reference to the Survey, which accompanies this letter, the bridge may be built just below the creek. In this case, a bridge must be built over the Paukum irrigation channel, and the bridge may be combined with a head Sluice, which has already been estimated for.

3. When I first saw this place, I was of opinion that the second bridge would not be required, but since then it has appeared to me, that it would have an injurious effect. The river is already too broad. There are many irrigation channels led from it, at this part of its course, and there not being sufficient current in it during freshes, sand is deposited in the bed, last year, in the month of August several small bridges on the road, within a mile of the river, were carried away by the great quantity of water passing through them, which should have flowed in the river. A great extent of land was also flooded and injured at the same time. This may be prevented for the future, by building head Sluices to the channels, and embanking the river.

4. Although no bridge is required at the place above described, there is an arm of the river one mile to the northward on the same road, where a bridge is very much required. This leaves the Ponyaur about 4 miles above the road and keeps its own course to the sea. It is known as the Mullataur. A bridge of 2 Arches of 30 feet span was sanctioned for it, in the original estimate of the road. When I took charge of the road, two years ago, I found about 800 Rupees worth of materials prepared for it, but the work was not in progress owing to a mistaken Idea of the insufficiency of the bridge. The late Captain Heathorn, who then had charge of the road, had been informed that the Mullataur was about to be enlarged but it was not this, bnt another river of the same name on the South of the Ponyaur. He therefore did not proceed with the bridge, and when I took charge, the balance of the estimate for the road, was a very small sum, quite insufficient for the bridge, and urgently required to make the embankments even passable during the monsoon.

5. As I was ordered at that time to prepare an estimate for metalling the road, I included in it the cost of the bridge for the Mullataur. Having a good stock of materials ready, and not

Fort Saint George, Public Works Consultation of 23d September 1857.

... to have the working season of last year. I used up the materials already prepared, and ... from the estimate of Trunk road, No. 8 to build the ... sanctioned last year, and so the ... The estimate was not sanctioned last year, and so the ... passed last year. The present estimate has been sanctioned by Government, and ... No. 1 of the Budget, but stands the sanction of the Government of India.

6. The proposal, therefore, I have to state is that the bridge already sanctioned for the ... of the Pennaur, shall be built across that arm which is called the Mallatar, where a bridge ... required, instead of over the creek close to the large bridge, where it is not required. ... for the Mallatar bridge is Rupees 8,165. The amount sanctioned for the bridge ... of the Pennaur is Rupees 8,165. The latter sum will therefore amply suffice for ... for the embankment that will be required across the creek that will have to be ... This proposal is approved, the alterations made for the bridge can be adjusted and the ... Rupees 8,165 in the present state of works are required in the district. The whole sum ... by the Government for the Mallatar bridge (Rupees 8,000) will thus be saved.

Resolved with reference to the foregoing letter No. 263, dated 3rd September 1857, to inform the District Engineer of South Arcot that the Chief Engineer fully approves of his proposal to change the site of the bridge across the Pennaur on Trunk road No. 9 to close the creek at that spot and to build the smaller bridge across the other arm of the river called the Mallatar.

2. Resolved also to submit the District Engineer's letter for the information of Government.

(Signed) C. E. FABER, Colonel.
Chief Engineer

No. 35. **Order thereon, No. 1826, dated 25th September 1857.**

To the Right Honorable the Governor in Council approves of the Chief Engineer having approved of the District Engineer of South Arcot's change the site of the bridge across the Pennaur on Trunk road No. 9, to close the creek at that spot and to build the smaller bridge across the other arm of the river called the Mallatar.

(Signed) H. FORBES,
Acting Secretary to Government.

No 3685

Extract from the Proceedings of the Chief Engineer in the Department of Public Works Fort St. Geo.
Under date the 14th Sept. 1857

Read the following letter

From Lieut. [illegible]
No 263. Dated [illegible]

To
Colonel C. E. Faber
Chief Engr. D.P.W.

Sir, Head Quarters [illegible] No. 263.

1. I have the honor to request upon will authorize me, or obtain authority for me, to change the site of one of the bridges proposed to be built over the Pennaur on Trunk Road No. 9, in this district for the following reasons.-

2. The bridge in which I refer, was entered in the budget for 1856/57. Thus "Bridge over the Pennaur on Trunk Road No. 9, Rupees 8165. The entry at first puzzled me, for I could not understand how a bridge could be built over so wide a river for so small a sum. On making enquiry, I was informed that the bridge was intended for an arm of the Pennaur, and was to be connected by a short embankment with the bridge over

to take the road over the creek at all, for, as will be seen by a reference to the Survey, which accompanies this letter, the bridge may be built just below the Creek. In this Case, a bridge must be built over the Pankum irrigation Channel, and the bridge may be Combined with a head Sluice, which has already been estimated for.-

3. When I first saw this place, I was of opinion that the second bridge would not be required, but since then it has appeared to me, that it would have an injurious effect. The River is already too broad. There are many irrigation Channels led from it, at the part of its Course, and there not being sufficient current in it during freshes, Sand is deposited in the bed. Last year, in the months of August, several small bridges on the Road, within a mile of the River, were carried away by the great quantity of water passing through them, which should have flowed in the River. A great extent of land was also flooded and injured at the same time. This may be prevented for the

very small sum, quite insufficient for the bridge, and urgently required to make the embankments even passable during the monsoon.

5. As I was ordered at that time to prepare an estimate for metalling the road, I included in it the Cost of the bridge for the Mallatar. Having a good stock of materials ready, and not wishing to lose the working Season of last year, I used up the materials already prepared, and advanced a sufficient Sum from the maintenance Estimate of Trunk Road No. 6 to build the bridge up to the Spring of the Arches. The Estimate was not sanctioned last year, and so the bridge was not proceeded with. This year the Estimate has been sanctioned by Government, and entered in Estt. No. 1 of the Budget, but it still awaits the Sanction of the Government of India.

6. The proposal, therefore, I have to make is that the bridge already sanctioned for the Arm of the Ponnar should be built across that arm which we called the Mallatar, where a

to change the site of the bridge across the Ponquar on Trunk Road No 6 to close the Creek at that spot and to build the smaller bridge across the other arm of the River called the Mallia ka

2 Resolved also to submit the District Engineer's letter for the information of Government.

True Extract

S. S. S. C

Chief Sec.

To The Secretary to Government

R. D. D

Public Works 1827 Dublin
No. 6 Canal 29th April
No. 1836.

Extract from the Min.
of the Chief Sec.ry Office,
2d May Boundary to Cam.

No. 1826.

The Right Honorable the
Commissioners Council of Inspectors of the
Irish Inquiries having authorized
the Undersigned Engineer of South Canal to
change the Line of the Barrage across
the Barrow and Bunkilla Lock, to
save the cost of that effected and to
build the small Lock Lock upon
the other side of the River called the
Bunkilla Lock

25th Sept.r 1837

Chief Secretary's Office
25 Sept.r 1837

Extract from the Minutes of
Chief Secretary's Office