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M.R.O. 1—82 400—23-11-50

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
(Edn. 15 — 12-5)

G.O. No. 2211 Press Mis.
6850
Dated 12 — 11 1857

Not to be folded or roughly handled

9/9-87

No. 48. Read the following Extract from the Proceedings of the Chief Engineer, dated 11th November 1857, No. 5135.

Read again Extract Minutes of Consultation No. 1959 under date the 20th and recorded in the Proceedings of the 27th Ultimo, reviewing the information supplied regarding the projects entered in Statement No. 1 of the Budget of 1856-57, and noticed in Colonel Baker's letter of the 11th July 1856.

* * *

2. In para. 5 the Government request that the District Engineer's reply to the call made on him by this Office for information regarding the proposed Bridges on the road from Covoor to Moodegunda in the Nellore District should be submitted. The Chief Engineer observes that a reply dated the 21st August last, No. 1657, was received, but its submission to Government was deemed unnecessary as the opinion and information of the late Superintendent of roads who prepared the Estimates and who was then officiating Superintending Engineer Northern Circle were embodied and submitted to Government in the Chief Engineer's letter of a previous date*. But as the Government still desire that the reply of the local Officers should be submitted, the Chief Engineer resolves to forward the District Engineer's letter for the information of the Right Honorable the Governor in Council.

* No. 3052 dated 19th August 1857.

3. It will be observed that the District Engineer states that in the case of two Bridges, the Munnairoo and the Pallair an additional depth of wells to the extent of half a yard may possibly be found advisable, but that the foundation allowed for the other smaller Bridges are of ample depth and believes that they will be found to be so.

4. Should the additional depth of well foundation be ultimately found to be necessary, the cost for the extra work will be covered by the contingencies allowed in each Estimate or if it exceeds the Estimates the excess will be inconsiderable.

5. The information afforded however in the District Engineer's letter is neither so full nor so satisfactory as may be desired, but the Chief Engineer considers it inexpedient after the repeated assurances he has received from the late Superintendent of Roads, who prepared the Estimate and more than once inspected the Road for that purpose, that the Bridges were designed with the utmost care and foresight, to now call on the District Engineer for further information which must necessarily take a considerable time to collect, and which after all may prove to be of no great use since the Sections of all the Rivers taken for the preparation of the Estimate and which are to be found in the transferred Records of the Road Department, show on comparing with the Plans that no Bridge, tunnel or road Dam was planned but with due reference to the peculiarity of each stream, and with such a foundation to each as experience has proved to be quite adequate in this part of the Country to secure their stability.

* * *

Ordered that paras. 2 to 5 be submitted to Government.

(True Extract.)

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

Letter from Lieutenant JOHN MULLINS, District Engineer Nellore; to Colonel C. E. FABER, Chief Engineer, dated Camp Duggupaud, 21st August 1857, No. 1657.

SIR,

In acknowledging the receipt of Extract from your Proceedings No. 2890, under date the 13th August 1857, I have the honor to inform you that I was not aware that Government desired further information regarding the design for the Masonry works for Trunk road No. 6, as in their orders on Colonel Baker's letter No. 3173 of the 11th July 1856, contained in para. 3 of Extract Minutes Consultation No. 1405, under date the 12th August 1856, paras. 24 and 28 of Colonel Baker's letter are alluded to, which relate to the foundations of the Pennair Bridge and the Masonry works of Trunk road No. 11, and I did not therefore take any steps to ascertain

whether the bridges which were designed by the late Superintendent of Roads Department, were provided with sufficiently substantial foundations. I was also influenced to some degree by the presumption that you would probably obtain, what information might be desired regarding these works, from the late Superintendent of Roads.

2. The funds, up to the present time authorized to be expended on the Masonry works of this road, have been so extremely limited, that I have not been able to commence one of the 16 Bridges sanctioned in the letter of the Secretary to the Government of India, and therefore the designs for the bridges have not received any particular attention from me, moreover nothing but actual trial with a boring apparatus or digging deep holes would enable me to ascertain whether at the depths, allowed for the foundations of these works, a sufficiently firm soil would be obtained, I may however mention that in the case of the two following works my knowledge of the rivers leads me to think that an additional depth of wells to the extent noted opposite each may very possibly be found advisable.

Additional depth to be given to Wells.

Munnairoo,	13	arches of	12	yards span.....	8	Annas.
Pallair,	19	do	10	do do	8	do

The foundations allowed for many of the other bridges, which are comparatively speaking small works, are I know of ample strength, and I believe that in every case they will be found to be so.

3. In conclusion I would beg to remind you that, in the large sandy rivers in Southern India, it is necessary that designs for Bridges, if they are to be executed exactly according to the original plans, should be executed within a reasonable period from the time at which they were designed, for the freshes of each monsoon alter to some extent the sections of these rivers, and a plan may prove too high or too low in the piers, and an alteration in the depth of the Wells to the extent of even more than half a yard may be necessitated, by these alterations in the level of the bed.

No. 49. ORDER THEREON, No. 2311; dated 12th December 1857.

Ordered that a copy of the above Proceedings and of the letter which accompanied it be forwarded to the Government of India with reference to para. 9 of the letter to that Government, dated 20th October last, No. 1960.

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

No. 50. Ordered in consequence that the following letter be despatched.

From H. FORBES, Esq., Acting Secretary to the Government of Fort Saint George; to Major YULE, Officiating Secretary to the Government of India, D. P. W., dated 12th December 1857, No. 2312.

SIR,

With reference to para. 9 of my letter of the 20th October last, No. 1960, I am directed by the Right Honorable the Governor in Council to forward copy of a communication* from the Chief Engineer and of one from the District Engineer of Nellore, furnishing further explanation in respect to the remarks made in para. 21 of Colonel Baker's Despatch dated the 11th July 1857, No. 3173, on the Project for constructing Masonry works on Trunk road No. 6, between Covoor and the Moodegunda river in the Nellore District, which was entered as item No. 20 in the Budget list No. 1 of this Presidency for the year 1856-57.

* Dated 11th November 1857, No. 5135.

No 1157

From

Lieutenant J. John Mallard

Pro Chief Engineer Pallair

To

Colonel A. Cotton Baker

Chief Engineer, P.W.D.

Sir

I have the honor to acknowledge the receipt of Colonel Cotton's Proceedings No 2890, under date the 13th August 1857, & have the honor to inform you that I was not aware that Government desired further information regarding the designs for the Masonry works for Trunk Road No 6, as mentioned in Colonel Baker's letter No 3173 of the 11th July 1856, forwarded in para 3 of Colonel Cotton's Limited Communication No 1405 under date the 12th August 1856, para 2 & 3 of Colonel Baker's letter as alluded to in Colonel Cotton's letter as related to the foundations of the Masonry Bridges & the Masonry works of Trunk Road No 6, which not having been specified in the Budget estimate, I understood were to be left to the discretion of the late Superintendent of Roads Office as to the sufficiently substantial foundations

foundations. I have also enquired of the natives
of the country, the greatest depth to which
it is probably necessary that any search should
be made for a firm foundation, and I have
directed Lieutenant Wellesley, the Executive
Superintendent of Roads.

2 . The foundations for the several piers and abutments
will be found at the following depths below
the surface of the Ground, at the sites of the
several Bridges, and the Engineer Officer
employed on the Survey, to the Government of Ireland,
will be furnished with the necessary instructions
to ascertain these depths, as nearly as may be,
previous to any Contract being entered into
for the Bridges, but actual search must
be made by boring apparatus or digging where practicable
in order to ascertain whether the depths
allowed for the foundations of these works, are
sufficiently great, that would be allowed, or
may be required, and in the case of the
two first named rivers, any Contract for
the Bridges must be made subject to
such alterations in depth of piers as the actual
state of the rock on each river may finally be found

advisable).

Kunnuroo 13 arches of 12 yards span — 18 annas additional to be given to the 8 annas

Ballair 19 do 10 do do 8 annas

4 . The foundations allowed for many of the other bridges
visited are comparatively speaking small works
and I think a depth of ample strength, and Shelburne
that in every case they will be found to be so

3 . In conclusion I would beg to remark
upon that, in the large sandy rivers of Southern
India, it is necessary that designs for Bridges,
if they are to be executed expeditiously according to
the original plans, should be executed within
a reasonable period from the time at which those
were designed, for the floods of each monsoon
alter to some extent the sections of these
rivers, and as plans may prove too high or too
low in the piers, and an alteration in the depths of
the arches to the extent of even more than half
a yard may be necessitated, by these alterations
in the bed of the beds.

I have the honor to be
Sir
your most Obed. Servant
John Trimlett Jr.
District Engineer Wellesley

Camp Puggipoondy
21 August 1845

No. 5135

Extract from the Proceedings of the Chief Engineer in the Department of Public Works

Under date the 11th November 1857.

Read again Extract Minutes Consultation No. 1459 under date the 20th and recorded in the Proceedings of the 27th Ultimo returning the information supplied regarding the Projects entered in Statement No. 1 of the Budget of 1856/57 and noticed in Colonel Baker's letter of the 11th July 1856.

2 In para 5 the Government request that the District Engineer's reply to the call made on him by this Office for information regarding the proposed Bridges on the road from Cavoor to Alloorgunda in the Nellore District should be submitted. The Chief Engineer observes that a reply dated the 21st August last was received, but its submission to Government was deemed unnecessary as the opinion and information of the late Superintendent of Roads who prepared the Estimate and who was then officiating Superintending Engineer Northern Circle were embodied and submitted to Government in the Chief Engineer's letter of a previous date. But as the Government still desire that the reply of the local officer

Encloses Orig. letter from the Dist. Engr. Nellore

No. 1216 57

No. 3052 dated 19th August 1857.

should be submitted the Chief Engineer resolves to forward the District Engineer's letter for the information of the Right Honble the Governor in Council.

3. It will be observed that the District Engineer states that in the case of the Bridges at Illumanooo and the Pallair an additional depth of water to the extent of half a cubit may possibly be found advisable, but that the foundation allowed for the other smaller Bridges are of ample depth and believes that they will be found to be so.

4. Should the additional depth of wall foundation be ultimately found to be necessary the cost for the extra work will be covered by the contingencies allowed in each Estimate or if it exceeds the Estimates the excess will be inconsiderable.

5. The information afforded in the District Engineer's letter is neither so full nor so satisfactory as may be desired, but the Chief Engineer considers it inexpedient after the repeated assurances he has received from the late Supt of Roads, who prepared the Estimate and more than once inspected the Roads for that purpose, that the Bridges were designed

with the utmost care and foresight, to proceed on the District Engineer for further information which must necessarily take a considerable time to collect, and which after all may prove to be of no great use since the Sections of all the Rivers taken for the preparation of the Estimate and which are to be found in the transferee Records of the Road Department, show on comparing with the Plans that no bridge, tunnel or Road dam was planned but with due reference to the peculiarity of each stream, and with such a foundation to each as experience has proved to be quite adequate in the part of the Country to resist their stability.

× × × ×

Ordered that paras 2 to 5 be submitted to Government

(True Extract)
A.G. Foster Colonel
Chief Engineer

To
The Secretary to Govt PWD.

Bengal 20th October 1857 No 66268

Public Works — 1857 Dept II
Dated Fort William 15th December
No 2276.
Extract
from the Proceedings of
the Chief Engineer
Andaman to Govt NWP.

Dated 11th November 1857
Rec'd 12th November 1857

No 05/35

Encls 1

(Replying) to a/ forwarded
by the order of Govt Despatch
of 20 Oct 1857 regarding the
Projects entered in Statement
No 1 of the Budget of 1858/59
and noticed in all the subsequent
letters of the 11 July 56

Fort William
the 1st Dec 1857

No 2311.

Ordered that a copy
of the above Proceedings and
of the letter which accompanies
it be forwarded to the Govt
of India with reference to para
9 of the letter to that Govt
of 20th October last No 1960.

Copy with Encls to the
Govt of India —
12 Dec 1857
No 2312

No 6849.56

C 30th Nov 28th Div

Secretary Order
No 2311. 12th December