pair. 11-9-37
Reference.

M.R.O. 1—82 409—23-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Judicial Index DEPARTMENT.

Con. 15-12-57

G.O. No. 2325 Press / Mis.

7576

Dated 15 — 12 — 1857.

Not to be folded or roughly handled

11/9/37

No. 75. Read the following Extract from the Proceedings of the Chief Engineer, dated 1st December 1857, No. 5621.

Read the following letter from Lieutenant J. F. FISHER, District Engineer of Bellary; to Colonel C. E. FABER, Chief Engineer, dated 14th November 1857, No. 287.

SIR,

1. I have the honor to acknowledge receipt from your Proceedings No. 5000 dated 5th November 1857, forwarding paras. 11 and 12 of Minutes of Consultation No. 2021, dated 28th October 1857, for my information.

2. I beg to inform you, the estimate for raising the Camalapoor tank bank was sent by me to the Collector, for Revenue information in September, at the time of surveying the tank for preparing this estimate; I made particular enquiries about the surplus water of the Calingulah, and from all I could gather, I would not recommend the expense of bridging the Nullah, very little water passes over this Calingulah, in fact, the Camalapoor tank is not supplied so much from the drainage of the country as from the Royacalwah from the Toombuddra river, and as this channel has a head Sluice to it, no more water than is absolutely required need pass down the channel so that unless some severe storm takes place the Calingulah, will probably not discharge for years. If the tank bank is raised as proposed by Captain Collyer, no bridge whatever will be required at that end, as the tank bank abuts almost on to the road fully 2 yards above proposed full water level, and a rump can be easily taken off on to the road, a small bridge will be required about 15 feet span if the cut proposed at the east end of the tank is made to lead water into the adjacent valley, but this will not be wanted for some years, and then, as the abutments will probably be solid rock on either side, a sum less than 500 Rupees should cover the expense of throwing an arch across, I trust therefore under these circumstances, the road may be entered in the Budget of 1858-59, no Traffic Returns were sent, as none could be procured or had ever been kept, but as the road passes immediately above all the lands cultivated by 4 of the Toombuddra channels, the produce of all these lands will be carried by it.

Resolved, with reference to paras. 11 and 12, of Extract Minutes of Consultation of the 28th October 1857, No. 2021, to forward for the information of Government, a copy of the foregoing letter No. 287, of the 14th Instant, from the District Engineer of Bellary, explaining, that, as the Camalapoor tank surplus channel offers no impediment to the construction of the proposed second class road from Kumply to Hospett, viâ Camalapoor, there is no immediate necessity for bridging it, and that, if the proposed cut at the east end of the tank be made, to lead water into the adjacent valley, it will be some years before a bridge will be required, and then an arch may be thrown across the cut for less than Rupees (500) five hundred.

2. Resolved further, to inform Government that, the project, alluded to in para. 12 of the foregoing Extract Minutes of Consultation, has not yet been put into a definite shape.

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

No. 76. ORDER THEREON, No. 2325; dated 15th December 1857.

Ordered that the foregoing Extract be recorded.

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

District Engineers Office
Camp Nundapoor 14th November 1857

No 287

From

Lieutenant J. P. Fisher

District Engineer of Bellary.

To

The Chief Engineer D.R.S.

Fort St George

Sir

1. I have the honor to acknowledge receipt from Your Proceedings No 5000 dated 5th November 1857 forwarding paras 11 and 12 of Minutes of Consultation No 2021 dated 28th October 1857 for my information.

2. I beg to inform you, the Estimate for raising the Cumlapoor tank bank was sent by me to the Collector, for Revenue information in September, at the time of Surveying the tank for preparing this Estimate. I made particular enquiries about the surplus water of the Calingulas and from all I could gather, would not recommend the expense of bridging the Nullah, very little water passes over this Calingulah, in fact, the Cumlapoor tank is not supplied so much from the drainage of the Country as from the Royacalwah from the Toombuddra River, and as this Channel has a head Sluice to it, no more water than is absolutely required need pass down the Channel, so that unless some severe storm takes place

the

the Caliguelah will probably not discharge for years. If the tank bank is raised as proposed by Captain Collyer, no bridge whatever will be required at that end. as the tank bank abuts almost on to the road fully 2 yards above proposed full water level, and a rumpcan be easily taken off on to the road: a small bridge will be required about 15 feet span if the cut proposed at the East end of the tank is made to lead water into the adjacent valley, but this will not be wanted for some years, and then, as the abutments will probably be solid rock on either side, a sum less than 500 Rupees should cover the expense of throwing an arch across. Under these circumstances the road may be entered in the Budget of 1858/59. no traffic returns were sent, as none could be procured or had ever been kept, but as the road passes immediately above all the lands cultivated by us of the Toombudra Channels, the produce of all these lands will be carried by it.

I have &c.

(Sgd) Jno. L. Fisher Lieut.
Dist. Engr. of Bellary

A true Copy

Lieut. Colonel
Chief Engineer

25

No 3621.

Extract from the Proceedings of the Chief Engineer in the Department of Public Works Fort St George

Under date the 1st December 1857

Read the following letter from the District Engineer of Bellary

Dated 11th November 1857 No 287

Resolved, with reference to paras 11 and 12 of Extract Minutes of Consultation of the 28th October 1857, No 2021, to forward, for the information of Government, a copy of the foregoing letter No 287, of the 11th Instant, from the District Engineer of Bellary, explaining, that, as the Cummalapoor Tank & surplus channel offers no impediment to the construction of the proposed Second Class Road from Rampilly to Adoni, via Cummalapoor, there is no immediate necessity for bridging it, and that, if the proposed cut at the east end of the tank be made, to lead water into the adjacent valley, it will be some years before a bridge will be required, and then an Arch may be thrown across the cut for less than Rupees 1500 (Five hundred).

2 Resolved further, in forwarding Government that, the project alluded to in para 12 of the foregoing Extract Minutes of Consultation, has not yet been put into a definite shape.

A. Fraser Colonel
Chief Engineer

To
The Secretary to Government
P.W. Department.

W.H.

No 9

1857 Dec 11th

Executive Extract
To Proceedings of the Chief Engineer

To
The Secretary to Government
P.W. Department.

Read 1857 Dec 11

No 3621.

1857/57

Copy of a letter from the District Engineer of Bellary, dated 11th Nov. 1857, with enclosure, relative to the bridging of the Cummalapoor Tank channel and requesting that the undersigned may be allowed to proceed on leave of absence on private affairs.

Conn. 27th Oct. 37. Rec'd 6 Nov.

P.W. Works 1837 Dept.
Cons. 15th Dec.
No 2387.

Extract from the Proceedings of the Chief Engineer & Secretary & Commissioner R.W. Department.

Dated 1st December 1837
Read 1st December 1837

Jobbrecorded
No. 2321.
F.H.C. Draftsman.

Submitted a copy of a letter from Resident Engineer of Bytown with reference to Mr. Commissioner's 2021 of the 28th October 1837 - Stating that the Commissariat Department Surplus Channel Service was performed by the Steamboat Wood from Thurso to Montreal on Commissariat Service and was necessary for bridging the Rideau Canal - and that the Report alluded to in Mr. Commissioner's Order has not yet been furnished.

Jobbrecorded
No. 2325.
Fort St. George
15th Oct. 1837

No. 5476.

5 Dec. 1837