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MADRAS RECORD OFFICE.

Government of Madras.

P. Subbarao DEPARTMENT.
con. 20/11/59

G.O. No. <u>2643</u>	Press <u>Mis.</u>
<u>18.</u> Dated <u>12-11-</u> 18 <u>59.</u>	

Not to be folded or roughly handled

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No. 18. Proceedings of the Madras Government, dated 12th November 1859, No. 2643.

Paragraph 1. The Honorable the Governor in Council proceeds to pass orders on the letter in this department from the Home Government dated 11th August 1859 No. 19.

Paragraph 1. Reply to certain letters in the Public Works Department.

2. A copy of this despatch will be furnished to the Chief Engineer for his information.

3. With reference to the observation at the close of paragraph 5 it is to be remarked that the Home Government have already been informed in the letters of the dates noted in the margin of

To Home Govt.	17th May 1859	No. 11.	the margin of
To do.	8th June "	" 19.	the arrange-
To do.	1st Nov. "	" 58.	ments that

have been made for improving the efficiency of the Public Works Department and securing a greater amount of superintendence over public works existed. As regards the particular subject which led to the observations of the Home Government, it is seen from the later correspondence* that the Ietty bridge has been completed.

* 1st April 1859 Nos. 105-106,
10th May " " 74-75.
29th July " " 7-8.

than heretofore
which led to the observations of the Home Government, it is
seen from the later correspondence* that the Ietty bridge has
been completed.

6. Notice of certain works in Coimbatore and in Ganjam.

7. The reports on the new groynes formed for sea defence to Tranquebar considered satisfactory.

8. Think that the Government could not have seriously entertained the idea of establishing a steam ferry at Rajahmundry.

9. Have no doubt that the canal from Ponany to Chowghaut will prove a remunerative undertaking when it is widened and deepened sufficiently for steam vessels and when a railway shall be one of its terminal points.

Deparmtent for such further steps as may be necessary to be taken in that department respecting the portion between Ponany and Cochin.

10. Desire to be informed whether the survey of Coringa prepared by Mr. Taylor Civil Engineer is likely to be useful in its present unfinished state, or what more is intended to render it so.

requested to state whether he possesses any further information on the subject of these surveys.

11. Approve of the steps taken for testing the practicability of Colonel Cotton's plan of using the Godaveri for the transport of stores to Secunderabad and Kamptee.

12. Observe that the traction engine will be shortly shipped for Bombay and that it would be inconvenient to change the destination of the engine, but if this Government should still be of opinion that its employment on the Hooblee and Tuddry road is unadvisable, intimation to this effect should be made to the Bombay Government.

object to change the destination of the engine, it seems unnecessary to pursue the subject further or to address the Bombay Government on the subject.

13-14. Notice proceedings connected with the proposed annicut across the Huggry river in Bellary.

4. Paragraph 8 will be communicated through the Board of Revenue to the Collector of Rajahmundry.

5. The Chief Engineer will be requested to submit without delay the plans and estimates called for in the order of the 31st March 1859 No. 758, for the proposed canal between Ponany and Beypoor. This paragraph will also be communicated to the Financial Railway necessary to be taken in that department respecting the portion between Ponany and Cochin.

6. The Home Government have already been informed in the letter of the 7th June last, No. 16 that the field books and surveys of the Coringa harbour are retained by Mr. Taylor and that he has refused to give them up. The Chief Engineer will however be requested to state whether he possesses any further information on the subject of these surveys.

7. Will be communicated to the Military Department for information.

8. It is observed that the Government applied for a traction engine expressly to meet a want in the Military service viz. to be used on the Vellore and Bangalore road in the conveyance of commissariat stores, and that their objections did not apply to the employment of the engine on any particular road, but to its employment by Government as a public carrier. As the Home Government object to change the destination of the engine, it seems unnecessary to pursue the subject further or to address the Bombay Government on the subject.

9. Require no notice at present.

(Signed) J. D. BOURDILLON,
Secretary to Government.

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243 35

Proceedings of the Melbourne Government
Under date the 12th ^{Sept} ~~Oct~~ 1859.

21 The Honorable the
Governor in Council proceeds
to pass orders on the letter in
this Department from the
Home Government dated
11th August 1859 &c-19.

22 Despatch Reply to certain letters in the
Public Works Department.

a copy of this despatch
will be furnished to the Chief
Engineer for his information.

23 Review proceedings relating
to the construction of the Dredge
notice the condition of the Perambulator
Engine and the deficiency of Super-
vision to which it is attributed. It is
stated that with a more judicious distri-
-bution of the officers, the Public Works
Establishment even on its present
reduced footing, might be made to
provide for the efficient superintende-
-nce of all the works actually carried

24 With reference to the
observation at the close of
para 5 it is to be remarked
that the Home Government
have already been informed
in the letters of the dates noted
in the Margin of the arrange-
-ments that have been made
for improving the efficiency of
the Public Works Department
and securing a greater amount
of

To Home Govt 17 May 59 at 11
To do do 8 June " 19
To do do 18 Nov " 59

11 1/2 11/2 11/2
NAN

of Superintendence over our public works than heretofore existed. As regards the particular subject which led to the observations of the Home Govt, it is seen from the latter correspondence, that the pretty bridge has been completed.

1st April 1859. N. 105. 106
10th May — — — 74. 75
29th July — — — 7-8.

4. Correspondence will be communicated through the Board of Revenue to the Collector of Rajahmundry.

6. Notice of certain works in Coimbatore and in Goussour.
7. The reports on the new project for sea defences to Goussour considered satisfactory.
8. Think that the Government could not have seriously entertained the idea of establishing a Steam Ferry at Rajahmundry.

5. This Paragraph will be communicated to the Chief Engineer for his information and he will be requested to submit without delay the plans and estimates called for in the order of the 31st March 1859 N. 758, for the proposed canal between Ponnany and Beyoor. This para will also be communicated to the Financial Railway Department for such further steps as may be necessary to be taken in that

9. Have no doubt that the canal from Ponnany to Chougmont will prove a remunerative undertaking, when it is widened and deepened sufficiently for Steam Vessels and when a railway, shall be one of its terminal points.

the Department — respecting the portion between Ponnany and Cochin.

10. Desire to be informed whether the survey of Coringa prepared by Mr. Taylor and Engineer is likely to be useful in its present unfinished state, or what more is intended to render it so.

b. The Home Government have already been informed in the letter of the 7th June last, N. 16 that the Field books and surveys of the Coringa Harbour were retained by Mr. Taylor and that he has refused to give them up. The Chief Engineer will however be requested to state whether he possesses any further information on the subject of these surveys.

11. Approve of the steps taken for testing the practicability of Colonel Cotton's plan of using the Godavery for the transport of stores to Secunderabad and Rampur.

7. Will be communicated to the Military Department for information.

12. Observe that the Traction Engine will be shortly shipped for Bombay and that it would be inconvenient to change the destination of the engine, but if this Government should still be of opinion that its employment on the Godavari and Godavari road is inadvisable, intimation to this effect should be made to the Bombay Government.

8. It is observed that the Government applied for a Traction Engine expressly to meet a want in the Military Service viz. to be used on the Tellore and Bangalore road in the conveyance

conveyance of Commodore
stores, and that their objec-
tions did not apply to the
employment of the engine
on any particular road, but
to its employment by Govt
as a public carrier. As the
Home Government object
to change the destination of
the engine, it seems unne-
cessary to pursue the sub-
ject further or to address
the Bombay Government
on the subject.

9 Require no notice
at present.

13-14 Notice proceedings connected
with the proposed amendment across
the Angary river in Bellary.

[Signature]

10 Copies. Chief Engineer.
6 Board of Officers.
5 Sd. Railway Dept.
7 Military Dept.
10 Despatches.

c31 October 27 Nov

To HIS EXCELLENCY THE HONORABLE THE GOVERNOR IN COUNCIL FORT SAINT GEORGE,
dated London, 11th August 1859, No. 19.

SIR,

1. Your letters dated in the 1st quarter of 1859, having been considered in Council, will
now be replied to.

Letter dated 3rd February (No. 1) 1859.

Reply to Court's despatch of 16th June (No. 7) 1858. 2. Of this letter such paragraphs only will be quoted as
require remark.

Paragraph 4. Relative to the Iretty bridge and Perambaddy ghât on the trunk road between Cannanore and the Mysore frontier. 3. The construction of a masonry bridge over the Iretty river was sanctioned in 1854, at an estimated cost of Rupees 29,923 but, owing to the scarcity of masons and bricklayers in Malabar, three years elapsed without any material progress being made in the work. It was then resolved to deviate from the original design, and to place on masonry piers, timber trusses instead of brick arches, the former having been found, after twelve years trial on a bridge built at Teppecaudoo to be both cheaper, and less liable to destruction.

4. The Iretty, it appears, is eighty yards wide, and, during the freshes, is sometimes impassable for days together. The operation of bridging it therefore, was one which, in consideration of the great military importance of the road intersected by the river you were warranted in exempting from the restriction placed generally on public works expenditure, your authority for the prosecution of the undertaking being made conditional on the sufficiency of the estimate sanctioned in 1854.

5. The Perambaddy ghât is described as one which it would not be difficult to keep in repair, and unusually liberal allowances have been assigned for the purpose. Nevertheless, when last reported on, it was in a disgraceful condition, encumbered with land slips and fallen trees, and further obstructed by jungle, which after being cut or burnt, had been suffered to grow up again, and by standing pools or guttering water courses produced by uncleared and unopened drains. All this was ascribed to deficiency of supervision. Two European Overseers, who for two years had uncontrolled charge of the road, died from the effects of intemperance, when their duties devolved upon a native writer, equally undeserving of the confidence reposed in him. It is to be hoped that arrangements more recently made, will prevent a recurrence of mismanagement which seems to be too commonly regarded as an unavoidable consequence of the numerical weakness of the Public Works establishment. That the establishment is undermanned, has indeed long been a subject of complaint, but considering how large a proportion its expense bears to the whole expenditure of the department, it is difficult to believe that, with a more judicious distribution of the officers the establishment, even as at present reduced, might not provide for the efficient superintendence of all the work actually carried on.

(11.) Report on the Arkon-cottah and Todopilly channels in Coimbatore, and on the irrigation works of the Puttalagah Hoondah in Ganjam. 6. Owing, it is said, to continual sickness and changes of officers, and to the transition state of the department, the works in Coimbatore are not sufficiently advanced to exhibit any remunerative results. Those in Ganjam, however, are reported on more favorably, cultivation having been so much extended by them as to give promise of an early recovery of their cost.

(13.) Forwarding report shewing that the new groynes formed for sea defences to Tranquebar, although they had been seriously damaged by a storm, have done much towards forming a sea beach. Also report as to the improvements effected in the port of Tranquebar.

7. These reports seem satisfactory.

14.) Further proceedings respecting the Godaveri navigation company and the ferry at Rajahmundry. 8. The Godaveri navigation company not being in a position to carry into effect the proposal long ago made by them, for the establishment of a steam ferry at Rajahmundry, a question arose as to whether it might not be advisable for Government itself to establish the ferry, seeing, however, that to do so, would have caused a loss of sixteen Rupees per diem, (that being the estimated amount by which the daily receipts would fall short of the disbursements,) I cannot suppose that the idea was seriously entertained.

(15.) Forwarding in compliance with the Court's request, a report shewing that the entire expense of the 14 miles of canal from Ponany to Chowghat, has been Rupees 20,416 and regarding its success and present condition. 9. The line of this canal, as far as it goes, seems to be identical with that which the Madras irrigation and canal company have been invited to enlarge and improve. The fact that, even in its present state, it serves for the passage of not less than 8,000 boats annually, leaves little doubt of its proving a remunerative undertaking when it shall have been widened and deepened sufficiently for steam vessels, and when a railway shall be one of its terminal points.

(19.) Mr. George Taylor, C. E. who had resigned the service in September 1857, having since then proceeded with the plotting of his survey of Coringa harbour, allowed half pay up to 31st January 1859, amounting to Rupees 3,000, instead of Rupees 1,500, promised to him in September 1857, on the completion of the work. But Government decline to enter into further engagements with Mr. Taylor who had requested to withdraw his resignation. 10. The connection of Mr. Taylor with your Government having now finally ceased, I should be glad to learn whether the survey of Coringa, the only work done by him during his whole period of service, and which has cost between Rupees 13,000 and Rupees 14,000 is likely to be useful in its present unfinished state, or what more is intended to be done in order to turn it to account.

Letter dated 23rd March (No. 3) 1859.

Refusal of the Government of India to sanction the temporary works proposed by Captain Haig for partially opening the navigation of the Godaveri at an estimated cost of £3,000. 11. The Government of India approved of the scheme, but were unable to sanction the expense on account of the state of the finances. Colonel Cotton who has taken up the subject with his accustomed energy and ability, states that considerable saving can be effected by making use of the Godaveri for the transport of stores to Secunderabad and Kamptee. I approve of the steps which you have taken to bring this to a practical trial.

Letter dated 25th March (No. 4) 1859.

Relative to the Boydell's traction engine promised for trial on the Hooblee and Tuddry road. 12. The traction engine here referred to is nearly ready, and will shortly be shipped for Bombay. It would be inconvenient to comply with your request that the destination of the engine should be changed, application having been made for it not only by your Government, but also by that of Bombay, who are especially desirous of trying it on what are termed their cotton roads. Should, however, you still retain the opinion that its employment on the Hooblee and Tuddry road is inadvisable, intimation to that effect may be made by you to the Bombay Government, who can then select some road entirely within their own territories on which it can be tried.

Letter dated 26th March (No. 5) 1859.

(6) Also paragraph 2 of letter dated 19th March (No. 7) 1858. Forwarding information called for in letter dated 1st September (No. 11) 1858 paragraph 12, in regard to the annicut designed for irrigational purposes, across the river Huggri in Bellary. 13. The extent of land likely to be beneficially affected by the projected annicut is stated at 20,000 acres, cultivable, but hitherto uncultivated.

14. Great doubts are, however, entertained whether the efficacy of the annicut may not be seriously diminished by the construction of a similar work sixty miles higher up the river in the Mysore country, and it has been properly resolved to stay further proceedings in Bellary until these doubts have been removed.

(True Copy.)

(Signed) J. D. BOURDILLON,
Secretary to Government.

Exd. Wm. Thomas.

21-4-3

Public Works 1859-Sept^r
Pro. of Govt. 20th November/59

No. 2643.

Pro. of the Madras Govt.
21st 12th November 1859.

From Dep. Chief Eng. & Co. of 20th
Oct. 1862 Lett. 3195 in Pro.

Mis Pro. 26 July 60 - No. 111
From the Chief Eng. of 29 Sept 60
Lett. 2372 in Pro.

Pro. E

Referring orders on a
Despatch from the Home
Government dated 11th Aug^t.
1857 & 1859.

No. 18.