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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1233	Press / Mis.
	23/6/1927.	
Dated	12 — 6 —	18 62.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 12th June 1862.

No. 236. Read the following Endorsement of the Consulting Engineer for Irrigation and Canal Company, dated 15th May 1862, No. 10:—

Read the following letter from F. AGNEW, Esq., Agent, Madras Irrigation and Canal Company, to Lieutenant-Colonel F. H. RUNDALL, Consulting Engineer, Madras Irrigation and Canal Company, Chepauk, dated Madras, 6th May 1862, No. 146.

SIR,

With reference to your letter No. 272, dated 17th ultimo, I have the honor to hand you herewith a copy of the Chief Engineer's letter No. 323, dated 29th idem in reply thereto.

From H. C. COTTON, Esq., Chief Engineer, to F. AGNEW, Esq., Agent Madras Irrigation and Canal Company, dated Kurnool, 29th April 1862, No. 323.

DEAR SIR,

1. Your letter* of the 24th instant hands me a copy of Colonel Rundall's letter† of the 17th instant, suggesting an alteration in the line of the Main Canal in the 5th section. I shall be obliged by your bringing to his notice that in laying out the line as planned, I have made arrangements for giving as direct a course as possible to the Canal; yet I find that at the 72nd mile the road distance is 48 miles only, the expense of rock cutting for shortening is exceedingly heavy, and to avoid this expense the line has been laid out as in Colonel Rundall's tracing. The line proposed by him would not reduce the length, while it would involve the necessity of cutting in rock wherever it runs at all above the level already laid out except at the water courses.

* No. 214.
† No. 272.

2. If I could without great expense have run the line from the 53rd mile to the 57th and from the 63rd to the 66th nearly as he proposes, I should have so laid it out, still adhering to the direct crossing of the valleys, and so saving 3½ miles of navigation, but such expenses I considered too great, until the returns at a future time might warrant them. To follow the line proposed by Colonel Rundall would be to incur a large outlay without this advantage, and I consider that in laying out the whole project, the united interests of navigation and irrigation must be attended to as far as possible.

3. I trust under these circumstances the Consulting Engineer will spare me the labor and expense of laying out the line afresh, for the mere purpose of forming a comparative estimate, which I could only assent to on condition that across the valleys the present line shall be adhered to.

4. A large portion undoubtedly of the submerged land could be saved by giving the Canal a circuitous course running up the valleys, but in economizing land, supposing the additional expense not very great, the line would be permanently ill laid out for navigation, and while the evil is admitted to save expensive rock cutting, in some parts, practicable compensation in crossing valleys directly is not applied. I trust that whether the Company is called upon to purchase the submerged land or not, the line as laid out may be proceeded with.

5. Tunnels will in all cases be made available for passages under the Canal where practicable. Ferry boats will be provided for in a future estimate.

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1. Submitted to Government, with reference to paragraph 9 of their Proceedings, dated 11th April 1862, No. 736.

2. It will be observed, the Chief Engineer represents, as was supposed, that though desirous for the sake of the navigation to render the Canal as straight as possible, yet the expense of rock cutting would have been so great, that he was compelled to carry the Canal with a detour, leaving the more direct course if ever necessary for after consideration.

3. He deprecates any alteration in the mode of crossing the valleys, on the grounds that "the line would be *permanently* ill laid out for navigation."

4. The Chief Engineer adds, that as recommended in paragraph 8 of the Proceedings of Government, the tunnels will in all cases be made available for passage under the Canal when practicable, and that additional ferry boats will be provided for in a future estimate.

(Signed) F. H. RUNDALL, Lieut.-Colonel,
Consulting Engineer for Irrigation and Canal Company.

Proceedings of the Madras Government, Public Works Department, 12th June 1862.

No. 237. ORDER THEREON, 12th June 1862, No. 1,333.

From the explanation furnished by the Chief Engineer Irrigation Company, the Government learn that the alterations suggested by the Consulting Engineer cannot be carried out except at a great increase of expenditure without any corresponding advantage. They therefore consent to the Canal being carried out as originally designed, on the condition imposed however in Proceedings No. 459, dated 17th March 1862, that Government are to furnish only so much land as will be required for the construction of the Canal with double embankments and that any land required beyond this is to be paid for by the Company.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

3

Consulting Engineer's Office,
Irrigation Canal Company
15th May 1862.

No. 10

Endorsement.

1. Submitted to Government, in reference to para. 9 of their Proceedings, dated 11th April 1862, No. 736.—

2. It will be observed, the Chief Engineer represents, as was enforced, that though desirous for the sake of the Navigation, to render the Canal as straight as possible, yet the expense of rock cutting, would have been so great, that he was compelled to carry the Canal with a detour, leaving the more direct course if ever necessary for after consideration.

3. He deprecates any alteration in the mode of crossing the valleys, on the grounds, that "the line would be permanently ill laid out for Navigation".—

4. The Chief Engineer adds, that as recommended in para. 8 of the Proceedings of Government, the tunnels will in all cases be made available for passage under the Canal when practicable, and that ferry boats will be provided for, in a future estimate.—

F. W. Rundall Lieut.-Col.,
Consulting Engr. for Irrigation Canal Company.

To,
The Secretary to Government
Dept. of Public Works.—

Comp. H.B.

Rec'd 17th January 62 No. 257-261
Rec'd 11th April 62 No. 295-299
Copy sent to Messrs Letts for Engr.
8/25 July 1862 No. 69.

From the Consulting Engr
Dated 6th Sept 1862
Rec'd 8th Sept 1862
Ack. 2807

No. 236. 237

29 May 62 3 June

Public Works 1862 Dept.
Rec'd from Govt for June
No. 1473.

Endorsement
From the Consulting Engr
for C. & C. Company.
Dated 15th May 1862
Received 15th " 1862
2 Encls. returned No. 10

Submitting letter from the Chief Engineer in reply to certain enquiries made for an alteration in the Line of the Main Canal in the 5th Section.

With an order
No. 1333 - 12 June.

No. 1333

There is a question involved in this, which however need not check the progress of the work, and that is, who is to pay for the Submerged land - the Govt or had better come to a distinct understanding in this regard by the Company to leave its Capital swamped from the explanation furnished a whole valley unclaimed by the Chief Engr. Irrigation for the is carried through the by a cutting round the head or crest Govt. learns that the alterations suggested by our Agreement - the Govt is bound to furnish land but by the Consulting Engr cannot be carried not to incur an extent except at a great increase of expenditure templated - let the subject be brought for- ward for consideration Then therefore Consent to the Canal Col Rundall might be dispensed with before he leaves CDR

4 Copies

Chief Engr
12th June 1862
with 2 Encls
Sept 13th

Do The Consulting Engr
4 " Agent for — do —

No 89