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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	1891	Press
		Mis.
337-338		
Dated	15-7-	1863

Not to be folded or roughly handled

[Signature]

*Proceedings of the Madras Government, Public Works Department,
15th July 1863.*

No. 337. Read the following letter from Captain H. L. PRENDERGAST, R. E., Acting Superintending Engineer 4th Division, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Madras, 18th June 1863, No. 694:—

SIR,

1. I have the honor to report on the subject of the proposal to build a bridge over the Palar River at Arcot, which is an unanswered reference, some time outstanding, that in Government Order of the 27th August 1859, No. 2,060, it was decided to cancel the Estimate for a bridge over the Anicut, and to have a bridge instead, at the town of Arcot, with reference to

which the road from Arnee to Arcot was to be laid out. In the following year, Government directed* that the Plan and Estimate for the bridge at Arcot should be prepared in connection with the Estimate for the Arcot and Arnee road, which latter was to be included in the Budget for the year 1861-62. After another lapse

* No. 1,618, 30th July 1860.

† No. 2,370, of 3rd October 1862.

of two years, Government in reviewing† a statement of their orders remaining unanswered, call for the bridge Estimate to be laid before them, as soon as possible. On these orders the Acting District Engineer submitted‡ a rough Estimate of Rupees 1,90,764 for a bridge

‡ No. 1,636, of 21st October 1862.

of 64 arches of 43 feet span, which he considered might be much reduced, as there was no reason why the bridge should be even as large as the one at the Anicut, viz., 52 arches of the same span, in the water-way of which 5 feet height is blocked up by the Anicut. The Acting District Engineer was of opinion, that the bridge would be more costly than the advantage to be gained would warrant; that the river is very shallow, and but for its sandy bed and the occurrence of quick-sands, would never be impassable; and also that the spot is of all others one most suited for a cause-way, while at the time of a high fresh, the traffic could go round by the Anicut bridge.

2. It is to be observed, that at this time the previous orders of Government, cancelling the Estimate for the Anicut bridge, were overlooked: or rather were considered as having been again reversed. In the 2nd paragraph of a report on the Palar Anicut Project, on which Government passed Orders No. 1,923 of the 21st October 1861, Lieutenant-Colonel Boileau writes: "Lieutenant-Colonel Collyer urged the construction of the (Anicut) bridge at this point, and the Collector of North Arcot has shown good reasons for completing this bridge in preference to commencing a new one opposite to Arcot." Colonel Boileau further recommends that in the next year, 1862-63, 20 out of the 53 arches of the Anicut bridge should be built. The Chief Engineer approved of Colonel Boileau's propositions, but the Government did not pass any special orders relating to the bridge.

3. On the subject of the cause-way referred to above, the Deputy Chief Engineer called§ for an Estimate together with a sketch showing the relative positions of the towns of Arcot and Raneepeet and of the Anicut, and these were furnished by the Acting District Engineer on the 10th January 1863: the amount of the Estimate being Rupees 1,300.

§ No. 151, 28th October 1862.

No. 2,110.

4. The subject appears to have been then put aside in the Deputy Chief Engineer's Office, for future consideration: but the cause-way Estimate having been approved by the Collector, the Acting District Engineer, Mr. Dopping, ordered the work to be put in hand, and I have lately learnt|| from Captain Rogers, that the work was proposed to be carried out from the 1 per cent. Income Tax grant, and has been actually completed. A Bill has been called for, which will be submitted to Government in due course.

|| Letter No. 193, of 13th June 1863.

In letter No. 583, dated 11th June 1863.

5. It was never intended that there should be bridges over the Palar, both at Arcot and at the Anicut, and the works at the latter have progressed so far that the piers are built to their full height, and there remains only the arches to be turned. My own opinion has been, that

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money would be always more profitably laid out otherwise than on a bridge at Arcot: the cost of the bridge at Vellore was about Rupees 1,30,000; and if embankments were thrown out at Arcot, to bring the water-way within the same width, the expenditure would not be less than that sum, considering that firewood has to be brought from a considerable distance, and that in the last two years a toll has been levied on all wood cut in the jungles. A few miles further on, Trunk Road No. 1 crosses the junction of the Palar and Poiney Rivers obliquely, and two miles from thence Trunk Road No. 10 crosses the Poiney River; at neither of which places are there bridges, and before the Railway was constructed all the traffic on these main high roads passed through the beds of the rivers. Comparing the very moderate amount of traffic that comes in from Arnee to Arcot, a bridge at Arcot is not a requirement of importance; the river but seldom rises high enough to stop carts passing over, and then generally only for a few hours. Under the circumstances above brought to notice, I would request that Government will be pleased to come to a decision regarding the bridge at Arcot, and consider at what date measures should be taken for completing the bridge over the Anicut.

No. 338.

ORDER THEREON, 15th July 1863, No. 1,891.

1. In the above letter the Superintending Engineer requests that Government will decide regarding the project for a bridge over the Palar Anicut on the Arcot and Arnee road, a Plan and Estimate for which was called for in G. O. No. 1,618, dated 30th July 1860, and will also consider at what date measures should be taken for completing the bridge over the Anicut the piers of which have already been partly built.
2. The Superintending Engineer is informed that, considering the small amount of traffic on the road in question, Government have abandoned the idea of building a bridge on the Arcot and Arnee road, and also of completing the one already begun over the Anicut.
3. The subject may therefore be removed from the list of unanswered reference.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

1863 1891
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*1097/83 Deputy
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*Pro 27 Aug 59 at 13-14
" 30 July 60 161-162
" 21 Dec 60 232-233
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*The Secretary to Government
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15th July 63*

N: 337. 338.

*E. J. Suppington
11 Dec 63
1863 P.W.D.*

*18th June 1863
Sept 19th July
1891-15th July
N: 69.*

*Submit a report on the proposal
to build a bridge over the Palan
River at Arcot. States that in
his opinion such a bridge answering
the small amount of traffic that
crosses in from Arcot to Arcot is
not of an important character &
requests that Government will con-
sider a decision regarding the work
and consider at what date
measures will be taken for
completing the bridge over the
Arcot. M. Henderson*