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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2574	Press Mis.
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Dated 5-9-	1864.

Not to be folded or roughly handled

[Signature]

*Proceedings of the Madras Government, Public Works Department,
5th September 1864.*

No. 100. Read the following letter from Captain J. MULLINS, R. E., Consulting Engineer, Irrigation and Canal Company, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Madras, 17th August 1864, No. 76 :—

SIR,

1. I have the honor with reference to the Order of Government No. 1,540 of the 27th May 1864, to forward for their consideration the letters as per margin from the Agent* and Chief Engineer† of the Irrigation and Canal Company.

* No. 901 of 12th August 1864.

† No. 503 of 29th July 1864, with a survey trace.

2. The only fresh fact of any importance brought forward in this correspondence is that, if the bridge in the 20th mile had originally been required, it would have saved some expense, which has now been incurred in making the new Gardidimadagú road; a glance however at the Chief Engineer's survey will show that both the Chief Engineer and the Agent attach more importance to this point than is at all necessary, for had the bridge been ordered before the road

‡ Marked in pencil.

was made the Company would still have had to construct the part up to A‡ for the Nunnool road, and in lieu of the present line from A to B there would have been the line C D for the old road, though marked on the Plan, will a great deal of it be occupied by the canal itself, and so a new road behind the embankment would have been necessary, as also the road from D to E.

3. There appears to be some inaccuracy in this survey however, and I cannot therefore say from it what the exact difference in the length of the lines would have been, though were this survey taken to be correct the line via a bridge in the 20th mile would have been considerably longer than that which has been made. It would not however have been longer than the present road, added to the roads yet to be made to connect the bridge with the Gardidimadagú road on the one side, and the Zorapore roads on the other, and I would therefore recommend that the Company should be required to construct the bridge only and its approaches, and that the roads be constructed either by Convict labour or otherwise at the expense of Government. This would remove all ground of complaint as regards subjecting the Company to extra expense, and they would perhaps gain rather than lose by the postponement of the date of requiring the bridge to be constructed.

4. The Chief Engineer (paragraph 4) supposes the site marked for a ferry to be that intended for the bridge, and this is shown to be about 930 yards from the tunnel, but on referring to Colonel Cotton's list of passages I find, as stated in my letter of the 9th May last, that there is a distance of 1½ miles between the two places. On the other hand, however, from that list I see that I was wrong in the same paragraph in describing the Gooty bridge as 1½ miles west of the ferry for it is really only ¾ mile from that point according to the list, and, if those distances be correctly entered, the site of the ferry would not be where shown in ink but at X X as marked in pencil.

Or Kurnool road bridge.

5. The Kadrabagh aqueduct does not appear to me to affect the question at all; it is nearly 3½ miles from the ferry, and it is to supersede the ferry that the bridge is to be built; I must however doubt much whether the intended road-way under one of the aqueduct arches will be comparable with that for the Bellary road under the Hindry aqueduct, though it will probably do very well.

6. As regards the fact, which is quite true, that the proposed site for the bridge is one where there is not and has not been a road of any kind, it is only necessary to say that this site was chosen because it is sufficiently near the village and it is the cheapest that could be found.

7. It will perhaps not be possible to judge fully of the 10 feet culvert, as a means of crossing until the water is admitted into this part of the canal, but its length 240 feet makes it

have been necessary, as also the road from D to E.

Proceedings of the Madras Government, Public Works Department,
5th September 1864.

necessarily dark, and as it was first built 190 feet and then lengthened, it will probably be more leaky than such structures are usually, and I am afraid the Chief Engineer would find but few villagers who would prefer this or any other of the culverts to a bridge of any altitude, and this one being proposed to be built in a deep cutting would be by no means a lofty structure.

8. It only remains to notice that the Chief Engineer is mistaken in supposing that the letters containing his views and opinions are not placed before Government.

No. 101. ORDER THEREON, 5th September 1864, No. 2,574.

1. The Government have carefully considered the papers submitted by the Consulting Engineer, but see no cause to alter their previous order. They are willing, however, to adopt Captain Mullins' recommendation, in paragraph 3, and the Company will therefore be required to build only the bridge and its approaches.

2. The Superintending Engineer, 3rd Division, will be requested to submit an Estimate for the road on either side of the bridge. He will also ascertain and report whether Convict labor available for the work.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Consulting Engineer Irrigation and Canal Company.
Agent for do. do.

Superintending Engineer, 3rd Division, with G. O. No. 1,540 of 1864.

Exd. S. T. Augustin.

Consulting Engineer's Office,
Irrigation and Canal Co.,
Madras 17th August 1864.

N^o 76.

From,

Captain, S. Mullins R. E.
Consulting Engineer S. & C. Co.

To,

The Secretary to Government,
P. W. Department

Sir,

1. I have the honor with reference to the Order of Government N^o 1540 of the 27th May 1864 to forward for their consideration the letters as per Margin from the Agent N^o 901 of 12th Aug/64 and Chief Engineer of the Irrigation and Canal Company N^o 503 of 29 July/64 with a Survey trace.

2. The only fresh fact of any importance brought forward in this correspondence is that if the Bridge in the 20th mile had originally been required it would have saved some expense, which has now been incurred in making the new Gardidimadaga Road, a glance however at the Chief Engineer's Survey will show that both the Chief Engineer and the Agent attach more importance to this point than is at all necessary for had the Bridge been ordered before the road was made the Company would still have had to construct the part up to A for the tunnel road, and in lieu of the present line from A to B there would have been the line C. D. for the old road, though marked on the plan, with a great deal of it being occupied by the Canal itself, and so a new road behind the embankment would have been necessary, as also the road from D to E.

Marked in pencil

3. There appears to be some inaccuracy in this Survey however, and I cannot therefore say from it what the exact difference in the length of the lines would have been, though were this Survey taken to be correct the line via a Bridge in the 20th mile would have been considerably longer than that which has been made. It would not however have been longer than the present Road, added to the roads yet to be made to connect the Bridge with the Gardidi madaga Road on the one side, and the Garapere Road on the other, and I would therefore recommend that the Company should be required to construct the Bridge only and its approaches, and that the Roads be constructed either by convict labour or otherwise at the expense of Government. This would remove all ground of complaint as regards subjecting the Company to extra expense, and ^{they} would perhaps gain rather than lose by the postponement of the date of requiring the Bridge to be constructed.

4. The Chief Engineer (para 14) supposes the site marked for a ferry to be that intended for the Bridge, and this is shown to be about 950 Yards from the tunnel, but on referring to Colonel Cotton's list of passages, I find, as stated in my letter of the 9th May last, that there is a distance of 1 1/2 miles between the two places. On the other hand however from that list I see that I was wrong in the same para in describing the Gooty or Kurnool Road Bridge as 1 1/4 miles west of the ferry for it is really only 3/4 mile from that point according to the list, and if those distances be correctly entered, the site of the ferry would not be where shown in ink but at xx as marked in pencil.

5. The Naderabagh Aqueduct does not appear to me to affect the question at all, it is nearly 3 1/2 miles from the ferry and it is to supersede the ferry that the Bridge is to be built; I must however doubt much whether the intended Roadway under one of the aqueduct arches will be comparable with that for the Bellary road under the Hindry aqueduct, though it will probably do very well.

6. As regards the fact, which is quite true, that the proposed site for the Bridge is one where there is not and has not been a Road of any kind, it is only necessary to say that this site was chosen because it is sufficiently near the village and is the cheapest that could be found.

7. It will perhaps not be possible to judge fully of the 10 feet Culvert as a means of crossing until the water is admitted into this part of the Canal, but its length 240 feet makes it exceedingly dark, and as it was first built 190 feet and then lengthened, it will probably be more leaky than such structures are usually, and I am afraid the Chief Engineer would find but few villagers who would prefer this or any other of the Culverts to a Bridge of any altitude, and this one being proposed to be built in a deep cutting would be by no means a lofty structure.

8. It only remains to notice that the Chief Engineer is mistaken in supposing that the letters containing his views and opinions are not placed before Government.

I have the honor to be
Sir

Your most Obedient servant
Wm. R. G. G. G.
Consulting Engineer S.W.C.C.

end of para 3.

para 2.

para 5, P.W.C. 27 May
1850.

or Kurnool Road Bridge

or if the Survey be right
as to position of ferry.

Impd. R.B.

Public Works Dept

No 2574.

Proceedings of the Madras Government
Under date the 3rd September 1864

Read the following
from the Consulting Engineer
Irrigation and Canal
Company.

Forwards for the
consideration of Govern-
ment the within men-
tioned letters from the
Agent & Chief Engineer
I. & C. Company &c

(Forwarded 17th August 1864
No 76)

The President of the
Irrigation & Canal
Company

The Government
have carefully considered
the papers submitted
by the Consulting
Engineer, but see no
cause to alter their
previous Order. They
are

Circular

By Mr. May 1864 Oct 15 154
Copy in letter to Mr. May 154
to Mr. May 1864 Oct 15 154

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and willing ^{however} to adopt
Captain Mullin's re-
commendations, in para
3, and the Company
will therefore be requested
to build only the bridge
and its approaches.

2 The Superin-
tending Engineer ^{3rd} will
be requested to submit
an Estimate for the
road on either side of
the bridge. He will
also ascertain and
report whether Convict
labor is available for
the work.

M.

2
If The Comdg. Eng^r of the Comp^y with 2 letters & 1 survey
of " Agent of 3rd Division
of " Sup^y Engineer 3rd Division
with G. O. No 1540 of 1864. ✓

