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MADRAS RECORD OFFICE.

Government of Madras.

public works DEPARTMENT.

G.O. No.	3608	Press ~~Mis~~
354-355		
Dated	16-12-	1864

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*Proceedings of the Madras Government, Public Works Department,
16th December 1864.*

No. 354. Read the following Memorandum from the Consulting Engineer for Irrigation and Canal Company, dated Madras, 2nd December 1864, No. 163.

Read the following letter from Colonel H. C. COTTON, Chief Engineer, to F. H. HENSLOWE, Esq., Agent and Manager, Madras Irrigation and Canal Company, dated Kurnool, 22nd November 1864, No. 1,108 :—

SIR,

* No. 135.
Vide G. O. No. 3,237, dated 12th November 1864.

1. In Captain Mullins' letter* of the 27th ultimo addressed to the Secretary to Government regarding the site of the Nellore buildings, he appears to refer the whole question to their future purpose, losing sight altogether of the absolute necessity of an Office, Store and Workshops at once for the operations in the Nellore Division. The site I have selected is the best, and in my judgment totally unexceptionable for the joint purposes of the works while under construction and the traffic after completion, and it is out of the way of the Government Irrigation Canals. It has been much pressed upon me from the beginning to keep the Company's works as clear as possible of the Government works, and I fully appreciate the caution.

2. Nothing could more tend to confusion and obstruction of operations under both schemes than carrying our channels down into the extensive irrigated flats under the Nellore Anicut. The site I have chosen is immediately above the upper irrigation from the tank, and is the lowest position that can be considered advisable. The main canal, as I have said, passes above the Nellore tank, keeping as high a level as possible, in order to command as much land as possible, and if Captain Mullins will refer to the plans furnished at the request of Government on the former survey, he will see that an irrigating branch will reach the neighbourhood of Nellore, and this will be fitted to carry the navigation to the site in question.

3. In the 3rd paragraph of Captain Mullins' letter, he attempts to show inconsistency in my remarks. I did not say that the Canal would run *near* the tank but *above* it, by which the command of this station site is proved. The new survey may, in some measure, vary the line, but it will fully hold the command, and from the main Canal a branch can lead and certainly will be led to Nellore, and it must terminate near the spot selected, or interfere in a most objectionable manner with the Government irrigation.

4. What is inferred by the conclusion of the 4th paragraph, I do not know. The Consulting Engineer is writing to the Government and the allusion may be understood. But if the Government has any plan for a navigable Canal to Nellore, I think it reasonable that such a project should at once be shown to the Company. The present channels from the Nellore Anicut are evidently not intended for navigation from the low bridges built over them.

5. I still urge sanction to the plans and estimates of these buildings urgently required for the prosecution of the Company's operations, and trust that this letter will be forwarded as a further continuation of the correspondence recorded in G. O.† dated 6th October 1864, communicated to the Secretary of State.

† No. 2,887.

No. 2,014.

Copy forwarded to the Consulting Engineer for communication to Government.

MADRAS,

30th November 1864.

(Signed) F. H. HENSLOWE,

Agent and Manager.

1. Letter from the Chief Engineer No. 1,108 of the 22nd ultimo, with Agent's No. 2,014, of the 30th idem, forwarded for the consideration of Government, with reference to their Order of the 12th ultimo, No. 3,237.

The Chief Engineer's argument in support of the choice of site for workshops and traffic station near Nellore, is not so conclusive as he would desire it to be considered. It could not be doubted and was specially noticed that the Canal would at some part be on a higher level than

*Proceedings of the Madras Government, Public Works Department,
16th December 1864.*

the Nellore tank, but it by no means follows that it will be economically practicable to maintain this level up to the site referred to, for the Main Canal will pass out of the valley of the Pennair into that of the Kundleiru, and the branch referred to, if ever executed, would be carried along the eastern slopes of the high ground separating the two valleys, and thus return to the valley of the Pennair, and the level on which this branch can best be formed has yet to be determined.

2. The survey referred to at the end of paragraph 2 of the Chief Engineer's letter, appears to have been returned to the Agent when the estimates were forwarded through him to the Chief Engineer in April 1863. The branch canal is however shown upon the sketch maps, which were doubtless prepared from the survey alluded to, with the direction above described.

3. Until the canal below Somaiswaram is about to be commenced, extensive workshops at Nellore cannot be a necessity, and it will be better to continue the temporary arrangements hitherto in force, until the surveys of the canals are finished, and the best permanent arrangements can be more accurately ascertained.

(Signed) J. MULLINS, Captain, R. E.,
Cons. Engr. for I. and C. Company.

No. 355.

ORDER THEREON, 16th December 1864, No. 3,608.

1. Ordered to be forwarded to the Secretary of State.
2. The Government agree with Captain Mullins in the opinion contained in the last paragraph of his Memorandum that the present temporary arrangements should be continued until the Canal below Somaiswaram is about to be commenced.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer, Irrigation and Canal Company.
" Manager for do. do.

Exd. T. O'Connor.

*Memorandum
No. 163.*

Letter from the Chief Engineer No. 1100 of the 22nd ultimo in the Agents No. 2014 of the 30th idem. - Forwarded for the consideration of Government with reference to their order of the 12th ultimo No. 3237. -

The Chief Engineer's argument in support of the choice of site for workshops and traffic station near Nellore is not so conclusive as he would desire it to be considered. It could not be doubted and was specially noticed that the canal would at some part be on a higher level than the Nellore tank, but it by no means follows that it will be economically practicable to maintain this level up to the site referred to, for the Main Canal will pass out of the valley of the Pennair into that of the Kundleiru, and the branch referred to, if ever executed, would be carried along the eastern slopes of the high ground separating the two valleys, and thus return to the valley of the Pennair, and the level on which this branch can best be formed has yet to be determined.

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Cons Eng's Office,
Imp. & Canal Comp.
Madras, 2nd Decr 1844.

Commr. Engrs Office,
 Engrs & Canal Comp.,
 Madras, 2nd Decr 1864.

Whitehall
 Captain,
 Commr. Engrs for S. H. Company.

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Ordered to be forwarded to the Secretary of State.

The Govt agree with Capt. Mullins in the opinion contained in the last para of his Memo that the present temporary arrangements should be continued until the Canal below Somaswaram is about to be commenced

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Chapman
16th Decr 1864

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