M.R.O. 1—77,008—8-8-37.

(1) Number of pages 8

(2) Date of repair 22-9-42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

public works DEPARTMENT.

G.O. No. 1173 Press ~~Mis.~~
570-571

Dated 25-4- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 25th April 1864.

No. 570. Read the following letter from Major-General S. O. E. LUDLOW, Consulting Engineer for Irrigation and Canal Company, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Madras, 8th April 1864, No. 179 :—

SIR,

* Vide Agent's letter, No. 2,536 of 7th April 1864.

1. In the letter* herewith forwarded for the information and orders of Government, the Chief Engineer demurs to the refusal of Government expressed in paragraph 2 of their Proceedings No. 889 to sanction the Estimates for the 10 miles of Canal above Cuddapah, until the remainder of the scheme between Cuddapah and Somaishweram is submitted in a complete form.

2. This refusal of Government was based on the recommendation made in paragraph 10 of my letter No. 159, and that recommendation was made, not as Colonel Cotton appears to suppose, because I still wished to press the adoption of a line along the north bank of the river, for this idea, as appears plainly from my 8th paragraph, I assumed to be abandoned, but because I considered that it would be highly imprudent to break ground above Cuddapah before the practicability of completing, at any thing like a reasonable cost, the scheme between that and Somaishweram, confessedly the most difficult part of the whole, had been satisfactorily shown.

3. Up to the time of writing my letter I had received no definite information whatever as to the mode in which the formidable difficulties which beset the Canal course at and near the mouth of the Cheyaur were to be overcome. Colonel Cotton now states that though the works below the tenth section are not actually planned yet their arrangement is decided on, and that it is intended by the construction of a 20 feet Anicut across the Pennair at Dongasounee to form a pool which will admit of navigation above the Cheyaur so avoiding the rocky difficulties on the left bank of that river.

4. I have myself strong doubts of the success of the arrangement thus briefly sketched out. With the scanty supply of water usually coming down the Pennair, the large escape through the sandy bed below the work, and the large accumulation of sand which is certain to take place near the mouth of the Cheyaur and above the proposed Anicut, I fear that there is but a small prospect of a sufficient depth of water for navigation existing at and above the Cheyaur except for a very small portion of the year.

5. Any how in a case of such engineering difficulty, I think it but reasonable that the scheme should be submitted in a matured and complete form, and the Estimate of its probable cost be also furnished in order that a reliable opinion may be formed of its feasibility, and until this is done in the case of the works between Cuddapah and Somaishweram I must still think that it would be unwise to commence operations above Cuddapah.

6. With respect to the obliteration of marks alluded to by Colonel Cotton, and the loss likely to arise therefrom, it appears to me that if the simple precaution be taken of building permanent masonry pillars, say at every furlong of the line when laid out, which might be done at a very moderate cost, it would be easy by means of these and the numerous natural and indestructable marks already existing, to lay down the course of the canal, from the Plans and Field-books after any lapse of time.

7. With respect to the remark made by Colonel Cotton in his concluding paragraph, I presume that it is not the desire of Government to interfere with his adoption of the line along the south bank which he has selected, but that they do require, before sanctioning the plans, to be satisfied of the practicability at a reasonable cost and fitness of the line so selected, especially with a view to navigation, for which this part of the Canal is mainly intended. If himself fully convinced of its feasibility he should have no hesitation to continuing the surveys.

be highly imprudent to break ground above

Proceedings of the Madras Government, Public Works Department, 25th April 1864.

No. 571. ORDER THEREON, 25th April 1864, No. 1,173.

1. The Governor in Council fully concurs in the views expressed by the Consulting Engineer

2. The Chief Engineer will be requested to expedite the submission of the Plans and Estimates for the remaining portion of the tenth section of the Company's Main Canal, as till the complete scheme is before it, the Government is unable to satisfy itself of the practicability or probable cost of the Canal on the line selected.

(True Extract.)

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

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

Exd. S. T. Augustin.

Consulting Engineers Office
Irrigation & Canal Co.
Madras 8th April 1864

No. 179

From

Major Genl. S. O. E. Ludlow
Consulting Engineer for I. & C. Co.

To

Colt. C. A. Orr R.E.
Secretary to Government
in the P.W.D.

Sir

Vide Agent's letter No. 2536 of 7 April 64

In the letter herewith forwarded for the information & orders of Government the Chief Engineer demurs to the refusal of Government expressed in para 2 of their Proceedings &c. &c. to sanction the Estimates for the 10 Miles of Canal above Cuddapah, until the remainder of the Scheme, between Cuddapah & Lomand veram is submitted, in a complete form.

2 This refusal of Government was based on the recommendation made in para 10 of my letter No. 169 & that recommendation was made, not as Col. Cotton appears to suppose because I still wished to press the adoption of a line along the North Bank of the River, for this idea, as appears plainly from my 8th para I assumed to be abandoned but because I considered that it would be highly imprudent to break ground above

above Cuddapah before the practicability of completing at any thing like a reasonable cost the scheme between that & Somaisweram confessedly the most difficult part of the whole had been satisfactorily shewn.

3 Up to the time of writing my letter I had received no definite information whatever as to the mode in which the formidable difficulties which beset the Canal Course at & near the mouth of the Cheyaur were to be overcome, Col. Cotton now states that though the works below the 10th Section are not actually planned yet their arrangement is decided on & that it is intended by the construction of a 20 feet Annicut across the Pennair at Dougadounee to form a pool which will admit of navigation above the Cheyaur so avoiding the rocky difficulties on the left Bank of that river.

4 I have myself strong doubts of the success of the arrangement as thus briefly sketched out, with the scanty supply of water usually coming down the Pennair the large escape through the sandy bed below the work & the large accumulation of sand which is certain to take place near the mouth of the Cheyaur and above the proposed Annicut, I fear that there is but a small prospect of a sufficient depth of water for navigation existing at and above the Cheyaur except for a very small portion of the year.

5 Any how in a case of such Engineering difficulty I think it but reasonable that the scheme should be submitted in a matured & complete form & the estimate of its probable cost be also furnished in order that a reliable opinion may be formed of its feasibility & until this is done in the case of the works between Cuddapah & Somaisweram I must still think that it would be unwise to commence operations above Cuddapah.

6. With respect to the obliteration of marks alluded to by Col. Cotton & the loss likely to arise therefrom it appears to me that if the simple precaution be taken of Building permanent Masonry Pillars say at every Furlong of the line when laid out, which might be done at a very moderate cost, it would be easy by means of these & the numerous natural & indestructable marks already existing to lay down the course of the Canal from the Plans & field-books after any lapse of time.

With

With respect to the remark made by Col. Cotton in his concluding para I presume that it is not the desire of Government to interfere with his adoption of the line along the South Bank which he has selected but that they do require, before sanctioning the plans, to be satisfied of the practicability at a reasonable cost & fitness of the line so selected especially with a view to navigation for which this part of the Canal is mainly intended. If himself fully convinced of its feasibility he should have no hesitation to continuing the Surveys.

I have the honor to be
Sir
Your Most obed. Servant
J. B. Gardner Major Genl.
Consulting Engr. for Dhb.

Compd. by

Copy in a Letter to Engr. of 20th May No. 28 of 1864.

No. 570. 571

No. 1173

1173

The Governor in Council fully concurs in the views expressed by the Consulting Engineer

2 The Chief Engineer will be requested to expedite the submission of the plans and Estimates for the remaining portion of the 10th Section of the Company's Main Canal, as till the complete scheme is before Govt, the Government is unable to satisfy itself of the practicability, or probable cost, of the Canal, on the line selected.

2 To the Consulting Engr & Co Agent - 8 - 25th April/64

No. 1173 Dated 25th April 1864

Copy of Govt Order thereon

No. 179 Dated 1578

From

The Consulting Engineer for Irrigation & Co

To

The Secretary to Govt in the D. P. W. Chepauk

Dated 8 April/64

Rec'd 9 April/64

1 Enclosure

1 letter in original

No. 1173—25th April 1864

Forwards a letter from the Chief Engr with reference to the G. O. No. 889 of 31st March/64 deferring sanction to the plan & estimate of the 10 Section of the Chauvery Canal

Referred