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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1330 Press Mis.
173-174
Dated 9-52 1864.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th May 1864.

No. 173. Read the following letter from JAMES INNES MINCHIN, Esq., Collector of Kurnool, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Kurnool, 20th April 1864, No. 19 :—

SIR,

1. I have the honor to forward, for the information of Government, copies of correspondence that has past between the Consulting Engineer, the Chief Engineer of the Irrigation Company, and myself on the subject of closing the old road from Kurnool to Gadidamadgoo, and making over to the Department Public Works, the diversion of the above road, constructed by the Irrigation Company.

2. The diversion to the old road has been most unfavorably reported upon by Mr. Dopping, the Executive Engineer in charge of the Range, and it was only to avoid the delay in the construction of the Canal that might have followed on referring the subject for the orders of Government, that I felt myself justified in allowing the old road to be closed upon the conditions proposed by General Ludlow being accepted by the Chief Engineer.

3. I feel a reluctance to offer any personal opinion on purely professional matters; but as I have carefully examined the diversion of the road provided by the Irrigation Company, it appears to me that Mr. Dopping's strictures on the general state of the road, and the badness of the metal employed are in no ways exaggerated.

4. Excellent metal is procurable within a short distance of the line of road, and the inferior description made use of must have been resorted to solely on the grounds of economy.

5. I think that in all future diversions of existing lines of road it will be advisable to act on the suggestion of the Consulting Engineer, and place the construction of the works in the hands of the Department Public Works, at the cost of the Company.

No. 174. ORDER THEREON, 9th May 1864, No. 1,330.

1. The proceedings of the Collector of Kurnool, reported in paragraph 2, are approved.

2. The Governor in Council does not concur in the advisability of adopting the suggestion contained in paragraph 5. It will be better that any road diversions that may have to be made in consequence of the construction of the Irrigation Company's Canal should be completed by the Company's own Establishment, subject to the work being inspected and passed by an Officer of the Public Works Department.

(True Extract.)

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

To the Collector of Kurnool.
" Consulting Engineer for Irrigation and Canal Company,
" Agent for do. do.

Exd. S. T. Augustin.

Chief Engineer

No. 506

Chief Engineer's Office
Burmah 13th February 1862

From

Colonel H. C. Cotton
Chief Engineer

To

J. A. Minchin Esq.
Collector
Burmah.

Sir,

The new line of road from the Bridge across the Canal on the Prome Road to near Kadapad being now complete, I beg to intimate to you for general information that I am about to close the old line of road from the front of diversion near Kadapad to the front where the present Calvah road crosses the Canal. On the present the Calvah road will not be interfered with.

I have &c

(Signed) H. C. Cotton
Chief Engineer

No. 9

Kinnoul
Collector's Office
13th February 1864.

To

The Chief Engineer
N. I. & C. Co

Sir,

1. I have the honor to acknowledge receipt of your letter of this date, stating that the new line of road from the bridge across the Canal to Kadrapad is complete, and requesting me to intimate for general information that the old line of road from the point of diversion near Kadrapad to the present Railway road will be closed.

2. In reply I have the honor to state that before closing any existing line of communication, it appears to me necessary that the sufficiency of the new road provided in place of it by the Company, should be reported on, after inspection by a Government Officer of the C. P. W. D. 5th

3. I have requested Mr. Hopping to report to me on the new line of road, now stated to be complete, and shall be obliged by your taking no steps to close the former line until I am able to acquaint you with the result of Mr. Hopping's inspection.

I have &c

(signed) J. D. Pinchin
Collector

No. 321.

Civil Engineer's Office
Kinnoul 15th February 1864

From

J. W. Hopping Esq.
Civil Engineer Kinnoul

To

J. D. Pinchin Esq.
Collector of Kinnoul

Sir,

I have the honor to inform you that I received your letter No. 8 of the

13th Instant yesterday, and in accordance with your request beg to report the result of my inspection of the road therein referred to

2 - If there were no other road from Cadrapad to Kunnoor I should say that the new one might be opened for traffic, but it is very far, indeed, from being complete and I should certainly refuse to take it over in its present state from a Contractor, and, under these circumstances, I should object to the old road being closed, not only until the new line has been really and thoroughly completed, but until the progress of the Canal works rendered the change absolutely necessary.

3 The old line of road from the Cadrapad bridge to the junction of the Kunnoor road may be said to be a mathematically straight line and, though stoney and dusty in parts, is in fair working order and has been lately and is now undergoing repairs

where as the new line of road is I should say certainly 3/4 mile longer, is outrageously crooked, and has many large rocks projecting above the surface and brush wood growing in the centre of the road.

4 - The tunnels, of which there are eight, and of which number only three were required have been built so carelessly and with such vile material that I am compelled to object to taking over the road, as a charge on the Public works, in their present state even though the Road itself were complete.

5. The largest of these, which may be called a bridge of 3 Yards, has a crack running from the top of the parapet to the middle of the abutment and is now being propped up by dry stone inner walls or retaining walls with a foundation of one foot resting on Cotton soil. The flooring of this work, composed also of dry stones, is fully 18 inches higher than

the bed of the stream and will in all probability be washed away.

6... The embankments or approaches have never been completed and will certainly, go before the next Rainy season is over

7. No guard stones have been supplied to any of the Tunnels – and the stone work has been so blackened over with hard Cement that it is hard to see the exact state of the interior. One crack however I did examine and found the interior composed of small dry stones (pebbles)

8. The covering stones of the tunnels have 5 inches of cotton soil and 1½ inch of pebbles and 1½ inch of gravel over them. This I need hardly tell you is not sufficient.

9. The manner in which the new road meets the old road is extremely bad and I should say ought to be improved

10. In fact it is remarkable that almost all the tunnels on this road are skew to the road whereas square ones might have been built at much less cost.

11 – The road in the cultivated ground is under than it need have been and is not wide enough in the hard dry soil where the ground was of no value.

12. This remark refers chiefly to the parts of the road west of the present Common road which I also inspected this morning.

13. On this road there is one large or high bridge of two arches and I observed the wing walls are some what cracked and will probably become detached from the rest similar to the one described above.

14. The revetment will not support the high embankments as it is composed of very inferior stones. There are no guard stones and the road

up to it is badly finished off.

15. The metal which has been used on this road is composed of stones - one I took up measured 5 1/2 × 3 1/2 × 3 1/2 inches and the surface of the road is too much raised in the centre and not properly sloped or turfed at the sides. no water courses made on the embankments to carry off the rain water gradually.

16. It appears to me that all the expense incurred in the formation of these roads and their many tunnels could have been avoided by taking the canal a little to the North of the present route and parallel with the old Gadramadugoo road in which case only one bridge over the cutting near the fallows would have sufficed for both Roads Kummoor and Gadramadugoo.

17. In this case the Cabingulahs (if required) could have been built further east and as the canal is to be

embanked on both sides the road would not be flooded.

I have &c

(signed) J. P. Dobbing

Civil Engineer Kummoor

No 15

To

Kummoor Collectorship

Camp Combum

18th February 1864

General J. C. C. Ludlow R.E.

Consulting Engineer R. & C.

Madras

Sir

I have the honor to forward for your consideration Paras 2 to 5, extract of a letter from Mr. Dobbing, reporting on the state of the new line of road, prepared by the Officers of the Irrigation Company, to replace the existing line from Kadrapad to Kummoor.

2. From this report it is evident that the new line of road is not fit for traffic, nor in a state in which it can be

From

Colonel H. C. Cotton

Chief Engineer

To

J. S. Bruchie Esq.

Collector

Sir,

No 506

1. Yours reply to my letter of 15th Instant regarding the new line of road for Kalmark and Kadammoddo reached me on the 19th Instant, stating that you had called on Mr. Cosping for a report on the new road. As I have not yet heard the result of that reference, I am under the necessity of troubling you again on the subject. I conclude that it would not take Mr. Cosping more than an hour to examine the road, but if delay must occur in such cases, I must in future give a certain period of notice.

2. This will be a very great inconvenience and one which I should think might be overcome under suitable instructions from the Government, but in the mean

fairly made over to the Public Works Department, on behalf of Government.

3. Unless therefore you are of opinion that Mr. Cosping's objections are unfounded, which from an officer of his experience I cannot believe to be the case, I regret that I am unable to sanction the closing of the present line of road, as requested by the Chief Engineer.

4. It appears to me essential that in all cases of deviations to be made in existing lines of communication, the latter cannot be closed until the new line is completed in a thoroughly efficient manner.

I have &c

(signed) J. S. Bruchie

Collector

No. 515

Madras Irrigation & C. Co.

Chief Engineer's Office

Vepery 24th February 1862

From

time it will be satisfactory if you will hasten the decision with respect to this piece of road.

I have &c

/signed/ W. C. Cotton

Chief Engineer

Enmore Collectors Office

on Circuit Cooma

29th February 1864

Colonel W. C. Cotton

Chief Engr. for D. C. Co.

Sir,

Enmore

I have the honor to acknowledge the receipt of your letter No. 515 of the 24th inst., requesting me to hasten a decision on the closing of the old Caddamadgee road.

2. In reply I regret to state that Mr. Hopping has reported that the new line of communication is not completed in a sufficiently satisfactory manner to be made over to the D.P.W. Department

3. I have forwarded Mr. Hopping's report

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report for the consideration of General Ludlow, and with regard to the general principals involved, and with regard to the general principals involved, I am of opinion that I should not be justified in authorising the closing of any existing line of communication, until the diversion to be provided by the Diviation Company is reported by the D.P.W. Department to be completed in a satisfactory manner.

I have &c

/Sgd/ J. D. Hamilton

Coll.r

No. 146

Consulting Engineer Office

D. & C. Company

Camp at Enmore 7th March 64

From,

Major D.e D. O.E. Ludlow

Consulting Engineer D. & C. Comp.y

on tour inspection

Enmore

To,

James Jones Hamilton Esq.re

Collector Enmore

Sir,

Colonel Cotton has forwarded to me a Copy of your letter No. 24 dated 29th February with Mr. Hopping's report referred to in para 3 thereof did not find me having probably been forwarded to Boorowa. but I have got a Copy of it from the D.P.W. Office Lee.

2. Mr. Hopping's structures on the new line of road are in many cases just, in a few somewhat over drawn.

Little skill & judgement have been displayed in laying out the new line; the masonry works

works are ill designed awkwardly placed and in differently Constructed. The metal which is good as good a quality as was procurable within a reasonable distance, is in parts, but in parts only, too thinly laid on & has not been properly Consolidated by watering & treating. In one part only where it crosses a rocky ridge is the surface a little rough, and there are but one or two bushes which have sprung up on the line and these may be easily removed.—

3. Notwithstanding its defects the Line is quite fit for use and I have myself twice driven over it in a Carriage without encountering any difficulty whatever. and the masonary works tho' in differently built are not likely to fail so as to impede passage.—

4. In order therefore not to delay the completion of the Canal, I recommend that the old line be closed, and the new line opened, on the understanding however that the Company are to make good at once any failure which may occur in the masonary works during the next 18 months which will include 2 rainy Seasons, and put the metalled surface into good order after the next rains, as owing to the defective manner in which it has been Consolidated it is likely to be a good deal cut up.—

5. In future Cases in order to prevent misunderstanding. I think it would be advisable that new lines of road necessitated by the Canal should be executed by the E.I.R. at the expence of the Company. The Company's Officers executing alone the parts immediately adjacent to the Bridges or crossings of the Canal.— 17

I have &c.
(Sgd) P. O. Cotton
Consulting Engineer S.I.R. Co.

To
The Chief Engineer
Madras

Sir,

With reference to previous Correspondence on the subject of closing the old road to Gadidamagoo, I have the honor to forward duplicate of a letter from E. G. Carlow dated 12th Instt. which I had this day received my hand.—

2. In accordance with the opinion passed by the Consulting Engineer, I shall be prepared to authorise the immediate closing of the old line of road from Gadidamagoo, in order to permit the prosecution of your works, on your agreeing to the Conditions proposed in para 4 of his letter.—

Enclosure
Collrs Office
15th March/64

I have &c.
(Sgd) J. D. Inverarity
Collector

Madras Irrigation & Canal Company
Chief Engineers Office
Guntoor 16th April/64

No. 56.—

From
Colonel P. O. Cotton
Chief Engineer.

To
J. D. Inverarity Esquire
acting Collector

Sir,

I beg to acknowledge the receipt of your letter

letter of the 15th Instant & to state that I am quite prepared to maintain the new line of Road in good order during two wet seasons, as proposed by the Consulting Engineer in the 4th para of his letter to you of the 12th Instant.-

I have &c.
(Sgd) R. J. Cotton
Chief Engineer

(True Copies)

James Innes Pinnock
Collector

Lt. Col. J. Blake.
Dead Cook.

No. 19.

Cannanore
Collector's Office
20th April 1864

From

James Innes Pinnock Esqr.
Collector of Cannanore

To

Colonel C. A. Orr
Secretary to Government N.C.D.
Fort Saint George

Sir,

1 I have the honor to forward for the information of Government a series of correspondence that has taken place between the Consulting Engineer, the Chief Engineer of the Irrigation Company, and myself on the subject of closing the old road from Cannanore to Cadidamadgoo, and making over to the N. C. D. the diversion of the above road, constructed by the Irrigation Company.

2 The diversion to the old road has

been most unfavorably reported upon by Mr. Dobbing, the executive Engineer in charge of the range, and that was only to avoid the delay in the construction of the Canal that might have followed on referring the subject for the orders of Government that I felt myself justified in allowing the old road to be closed upon the conditions proposed by General Ludlow being accepted by the Chief Engineer.

3 I feel a reluctance to offer any personal opinion on purely professional matters: but as I have carefully examined the diversion of the road provided by the Irrigation Company, it appears to me that Mr. Dobbing's strictures on the general

state of the road and the bridges of the metal and stone are in no ways exaggerated.

4 Direction in detail is incurable without a change in the line of road, and the inspection made was of much have been resorted to solely on the ground of economy.

5 I think it time in all future diversions of existing lines of road it will be advisable to act on the suggestion of the Commanding Engineer, and place the construction of the works in the hands of the R.E. Staff and the Co. of the Company.

I have the honor to be

Sir

Your most obedient Servant

James Lewis Ommaney

Collector

Lieut Col Pelly
Political Resident

No. 1723. 1/4

1861 Departmental
From Govt of Fort St George
To The Collector of Kurnool
Dated 29 April 1861.
Recd 27
No. 19.

(Enclosures 9.)

No. 1330 - 9th May 1861.

Forwarding copies of correspondence held between the Consulting Engineers in respect to the subject of closing the old road from Kurnool to Cuddapah

2d Ltr Colr of Kurnool 8 Enclosures
2d Ltr Consg Engrs & Co
2d Ltr Colr of Kurnool 6 "
Copy Engr's Letter dated 10th May

List under Orders

No. 1330.

The proceedings of the Collector of Kurnool (reported in para 2) are approved -

The Govr in Council does not concur in the advisability of adopting the suggestion contained in para 5 - It will be better that any road diversions that may have to be made in consequence of the construction of the Irrigation Company's Canal should be completed by the Company's own Establishment subject to the work being inspected and passed by an Officer of this Dept.

Chepauk
9th May 1861.

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W.H.