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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 115 Press
Mis.
237-238

Dated 10 — 1 — 1866.

Not to be folded or roughly handled

No. 237. Read the following letter from the Collector of South Arcot, to the Secretary to Government, Public Works Department, dated Cuddalore, 19th December 1865, No. 90 :—

1. Since my letter to Government dated the 27th ultimo, No. 86, I have received the original* of the enclosed from the Superintending Engineer, and which I feel it my duty to forward to Government.

* Letter dated 14th December 1865, No. 54.

2. It will be seen that Colonel Foord is still of opinion that the Work No. 11 should be proceeded with for the reasons stated, but notwithstanding this opinion coming from so authoritative a source, I am compelled to adhere to my own, as already expressed, to the effect that the bridge across the Vellaur on the coast road is not a work of necessity or one of general public utility, however advantageous and beneficial it might be for travellers and local traffic.

3. There is very little, if any, trade, properly so called, between this District and the South by the coast road. Irrespective of the hindrance from want of this bridge, the entire distance, after the first eleven miles out of Cuddalore, consists of a long stretch of deep sand less readily traversed very often than the river is crossed, and I do not suppose that this line will ever be metalled by reason of the very heavy cost.

4. Before the completion of the Railway across the Southern Peninsula, and which has so revolutionized the outlets of traffic in the Districts through and contiguous to which it passes, the southern coast road was no doubt an important one; but every thing is now altered, and the unmade part of the road continues so bad that it seems to me a useless expenditure of public money to erect the projected bridge, unless the entire road is completed simultaneously.

5. So soon as the Railway from Trichinopoly is connected with the Madras main line by Erode, it will no doubt put a final stop to all traffic communication in this direction, so that the necessity which suggested the bridge many years ago will, on the opening of the Trichinopoly and Erode Branch Railway, almost entirely cease. The main line of Railway has already withdrawn the passenger traffic from the old trunk lines through this District to Trichinopoly and other stations within the Tanjore District, every one preferring to travel by rail as far as Salem or Erode, and the greater part of the trade of the country has been similarly turned from its ordinary channels of outlet, and thus on the completion of the Trichinopoly junction at Erode the coast line will probably be wholly abandoned except for travellers and local traffic passing between the two Districts of Tanjore and South Arcot.

6. It is on these grounds that I am opposed to the work, as not being one called for under the altered circumstances of the country, otherwise I should much wish to have the bridge constructed, and as well the coast road metalled throughout, for it would unquestionably benefit all local interests in this and the neighbouring Districts with which I am most concerned; and if Government are prepared to incur the cost I should be the last to object, and it may be urged in support of the work, as stated by Colonel Foord in the second paragraph of his letter, that "all "the rivers crossing British territory and in the French territories of Pondicherry "and Karrikal have been bridged with the exception of the Vellaur."

7. The approaches and the means of crossing the river will at once have my attention in view to their improvement, as noticed by the Superintending Engineer.

From the Superintending Engineer, 5th Division, to the Collector of South Arcot, dated 14th December 1865, No. 54.

1. With reference to your letter of the 27th of November 1865, to the Secretary to Government, copy of which I have received from you, I have the hor or to state that I quite agree with you that the bridge over the Verdachellam river is not urgently required, but I think you have under-rated the obstruction which the Vellaur offers to traffic on the coast road. The river is tidal so far, and it is not only when the freshes come down that crossing is difficult, but all through the year.

2. The coast road may be said to commence at Pondicherry and end at Negapatam. All the rivers crossing the road both in the British territory and in the French territories of Pondicherry and Karrikal have been bridged with the exception of the Vellaur, a bridge for which has been sanctioned many years.

3. As two years must elapse after the commencement of the bridge (whenever that may be) before it can be opened for traffic, I beg to recommend that steps be taken in the meanwhile to improve the existing means of crossing the river. The ferry-boat belongs to some Chuttram, and is not kept in a proper state of repair. A better kind of boat is required into which horses and carts could be more easily taken. Some works are also required on the south bank to bring the current more into the middle of the river and prevent it cutting into that bank.

No. 238. ORDER THEREON, 10th January 1866, No. 115.

CIVIL WORKS, No. 40.

The Collector of South Arcot will be informed that there is no probability of the estimate for the bridge across the Vellaur being included in the Budget of 1866-67.

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

To the Collector of South Arcot.
" Superintending Engineer, 5th Division.

Exd. S. T. Augustin.

3.

From The Superintending Engineer
5 Division

To, The Collector of South Arcot.

Sir

With reference to
Your letter of the 27th November 1865
to the Secretary Government
Copy of which I have received
from You, I have the honor to
State that I quite agree with
You that the bridge over the
Verdachellam river is not urgently
required, but I think You
have underrated the obstruction
which the Vellar offers to traffic
on the Coast road. The river
is tidal so far, and it is not
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down that crossing is difficult,
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2 The Coast road may
be said to commence at
Pondicherry and end at Nega-
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with the exception of the Veleau a bridge for which has been Sanctioned many years.

3. As two years must elapse after the commencement of the bridge (whenever that may be) before it can be opened for traffic, I beg to recommend that steps be taken in the meanwhile to improve the existing means of crossing the river. The ferry boat belongs to Lord Clanbrassil and is not kept in a proper state of repair. A better kind of boat is required into which horses and Carts could be more easily taken. Some works are also required on the South bank to bring the current more into the middle of the river and prevent it cutting into that bank.

I have &c
(Signed) C. A. Foord Lieut Col RE
Insp Engr &c
(True Copy)

Charles Beatty
Collector.

No 90 From,

Charles W. Reed Esqr
Collector of Customs

To, Colonel C. A. Orr—
Secretary to Government
Public Works Depts.
Fort St. George

Sir,

I have the honor to forward herewith a letter from the Superintending Engineer Southern Division dated the 15th instant No 90, with its enclosures.

Dated the 17th instant
Number 254

Despatched to the Chief Secretary to Government Public Works Department.

Fort St. George.

Despatched to the Superintending Engineer Southern Division dated the 17th instant No 254 with its enclosures.

PD 0794/60

I have the honor to acknowledge the receipt of your letter No 254 dated the 17th instant with its enclosures.

2 I have carefully considered the question of the Anicut at Kallanai and the proposed Weir at Grand Anicut, and I am of opinion that the Anicut should be maintained in its present position.

3 I am also of opinion that the Weir should be constructed at Grand Anicut.

4 I am not prepared to say that the Weir should be constructed at the exact spot recommended by Colonel Goodwyn, but I am of opinion that it should be constructed in the neighbourhood of Grand Anicut.

5 I am of opinion that the Weir should be constructed of masonry.

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a bound, I am compelled to add here to my own, and already expressed, to the effect that the bridge across the Vellan on the Court Road is not a work of necessity or one of general public utility however advantageous and beneficial it might be for travellers and local traffic.

3 There is very little, if any trade, properly so called between this District and the South by the Court road. Irrespective of the hinderance from want of this Bridge the entire distance after the first eleven miles out of Candahar, consists of a long stretch of deep Land less readily traversed very often than the river is crossed, and does not

not dispose that this road line will ever be metalled by reason of the very heavy cost.

4 Before the completion of the Railway across the Southern Peninsula and which has so revolutionised the outlets of traffic in the District through and Cultivation to which it passes, the Southern Court road was no doubt an important one, but every thing is now altered and the annual part of the road continues so bad that it seems to me a useless expenditure of public money to erect the projected Bridge unless the entire road is completed simultaneously.

5 So soon as the Railway from Trichinopoly is

is connected with the Ma-
-dras main line by Erode,
it will no doubt put a
final stop to all traffic
Communication in this
direction, so that the neces-
-sity which suggested the Bridge
many years ago will, on the
opening of the Trichinopoly
and Erode branch Railway,
almost entirely cease. The
main line of Railway has
already withdrawn the Repea-
-ter traffic from the old
Trunk line through this
District to Trichinopoly and
other stations within the
Tanjore District, every one
preferring to travel by Rail
as far as Salem or Erode
and the greater part of the
trade of the Country has been
similarly

similarly turned from its ordi-
-nary Channels of outlet, and
thus on the Completion of the
Trichinopoly Junction at
Erode, the Coast line will proba-
-bly be wholly abandoned ex-
-cept for travellers and local
traffic passing between the
two Districts of Tanjore and
South Arcot-

6 It is on these grounds
that I am opposed to the
work as not being one called
for under the altered circum-
-stances of the Country, other-
-wise I should much wish to
have the Bridge Constructed,
and as well the Coast road
metalled throughout, for
it would unquestionably
benefit all local interests
in this and the neighbour-
-ing Districts with which

I

I am most concerned, & if Government are prepared to incur the Cost. I should be the last to object, and it may be urged in support of the work as stated by Colonel Ford in the 2d Para of his letter that "all the Rivers "croping British Territory & "in the French Territories of "Pondicherry & Karrikal have "been bridged with the exception "of the Vellaur"-

7 The approaches and the means of croping the River will at once have my attention in regard to their improvement as noticed by the Superintending Engineer-

I have the honor to be
Sir
Your Most Obedt Servt

South Brook
Mr. Cutchy:
Cuddalore
19 Dec 1855-

Chas Lewis
Lieut

No 1865 Desk
Colonial Govt Secy
Nov 1865

Collector of
South Creek.

To The Secretary to Government
&c. &c. &c.
Fort St George

Dated 19th Dec 65
Recd 29 Dec 65.

No. 90
Enclosure 1
—
No.

Transmitting Copy of a letter from Superintending Engineer submitting the estimate of a Bridge over the Vellaur.

No. 115 - 10th January 1866.

William Oakes

Chief Works

No. 115

The Collector of South Arcot will be informed that there is no probability of the estimate for the bridge across the Vellaur being included in the Budget of 1866/67.

Fort St George
10th January 1866

To The Collector of South Arcot
&
Superintending Engineer 5th Division

No 87

Dept. 11th Lan.