

28

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2839	Press
334-335	Mis.
Dated 13-9	1867.

Not to be folded or roughly handled

30463

*Proceedings of the Madras Government, Public Works Department,
13th September 1867.*

No. 334. Read the following Proceedings of the Madras Government in the
Revenue Department :—

Directing that immediate attention be given to
the formation of so much of the road leading
to the Zorapore bridge at the 20th mile of the
Irrigation Company's Canal as is chargeable
to the District Road Fund. (Here enter 9th September 1867, No. 2,109.)

No. 335. ORDER THEREON, 13th September 1867, No. 2,839.

LOCAL FUNDS, No. 33.

Civil Works.

Communicated to the Consulting
Engineer for the Madras Irrigation
and Canal Company, and to the Superin-
tending Engineer of the 3rd Division.

(True Extract.)

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

To the Consulting Engineer for the Madras Irrigation and Canal Company.
„ Superintending Engineer, 3rd Division.

Edw. S. T. Augustin.

*Proceedings of the Madras Government, Revenue Department,
9th September 1867.*

No. 130. Read the following Endorsement of the Consulting Engineer for Irrigation and Canal Company, dated Madras, 2nd September 1867, No. 66 :—

Read the following letter from the Chief Engineer, to the Agent and Manager, Madras, dated Kurnool, 24th August 1867, No. 530.

Zorapore Bridge, 20th Mile.

1. This bridge was built at the Company's expense, and opened in the early autumn of 1865. I understand it to have been built on the strong representation of the Collector and Engineer of Kurnool of its necessity. The public objects to be obtained by it were two-fold :—

I. To shorten by $1\frac{1}{2}$ miles the road to Gardimuddoogoo, Nundikotcoor, and Atkoor, the rich cholum districts from which daily supplies of straw, firewood, toddy, &c., are sent to Kurnool, which road is ultimately to be continued through Dorenal.

II. For local purposes of agriculture or recreation.

2. Since the Company had already been called upon to make a road diversion, giving access to Gardimuddoogoo by the Gooty bridge, I understand that the Government undertook to make such new road as is required to give access to the new bridge, provided the Company made the bridge.

3. But since the opening of the new bridge, no road has been made to nor from it, and it is inaccessible from either side to a phaeton. Indeed, I have at various times broken three spokes of a strong dog-cart in careful attempts to make the bridge useful. So far I consider that the bridge has been absolutely useless, supplying no better accommodation than the old culvert.

4. Since all the carting from Kurnool to the 3rd, 4th, 5th, and 6th Sections of canal, and all the supply of timber to Kurnool comes upon this road, and the Company are losing all benefit from the money expended in constructing this bridge, I beg to suggest that the Consulting Engineer be asked when the road is likely to be constructed, and whether Government are willing to hasten its construction. I understand that Government has declined sanctioning any immediate expenditure on it.

No. 241.

Copy forwarded to the Consulting Engineer, with a request that the early attention of Government be drawn to the subject of the foregoing letter.

(Signed) F. H. HENSLOWE,

Agent and Manager.

MADRAS,
30th August 1867.

Submitted for the consideration of Government. The road on the north side of the bridge belongs to the Municipality of Kurnool, and was in a very unsatisfactory state when I saw it in September 1866. The part of the road on the south of the bridge is referred to in paragraph 3 of Proceedings Madras Government, of the 31st October last, No. 3,474. It seems probable that the estimate, Rupees 420, therein alluded to, was too small to allow of a fairly good road being formed; and,

*Proceedings of the Madras Government, Revenue Department,
9th September 1867.*

as the Company were required to construct a first class bridge, and as the road is intended for carriages as well as carts, it should be made at least as good as that leading from the Gooty road-bridge to Kadrabagh.

(Signed) J. MULLINS, Captain, R. E.,
Consulting Engineer for I. & C. Company.

Referred to the Revenue Department, the road alluded to being a *District* line.

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

5th September 1867.

No. 131. ORDER THEREON, 9th September 1867, No. 2,109.

Irrigation, No. 6.

The Board of Revenue will direct the Collector of Kurnool to give immediate attention to the formation of so much of the road in question as is chargeable to the District Road Fund, and to ascertain and report what is likely to be done to the portion of the line which is in Municipal limits.
(True Extract.)

Charles A. Orr
Secretary to Government.

To the Board of Revenue,
,, the Public Works Department.

Exd. S. T. Augustin.

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*Command to the
Comm Engr for the Madras
Irrigation & Canal Co.,
and to the Supt Engr
of the 3rd Div*

*Fort St. George
13th Sept, 1867*

*To Comm Engr
and Supt Engr*

Sept 14/9/67

By J. B. L. C. J. B.
Pro. of Govt. for Sept.
No. 3442

Pro. of the Marine Line
Rural Sept.

Sept 9th 3 Sept 1867
No. 11

No. 2109

No. 2839. 13th Sept 1867

Directing that
immediate attention
be given to the forma-
tion of so much of the
road leading to the
Gorapore bridge at the
20 mile of the S. C. Canal
as is chargeable to the
St. Road Fund.

With your Obed.

No. 334-335