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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	57.	Press Mis.
121-122.		
Dated	8-1-	1867.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department
8th January, 1867.

No. 121. Read the following Endorsement of the Superintending Engineer, 4th Division, dated Madras, 18th December 1866, No. 3,738 :—

Read the following letter from the Acting Sub-Engineer in charge of 3rd Range, Madras District, to the Superintending Engineer, 4th Division, dated Sadras, 13th December 1866, No. 268.

1. On the subject of my Report No. 262 of 8th instant, relative to the damages occasioned by the late heavy rains, I beg to submit the following for information.

2. *Soorapen Choultry Road, from Chingleput to Conjeveram.*—Two breaches have occurred, destroying the approaches of a bridge (of one arch) nearly down to the foundations, in one instance, and a tunnel for half its length, in the other. The breaches have been ordered to be closed without delay.

3. *Chingleput to Sadras Road.*—The first metalled portion of the road for nine miles has not suffered; but the portion between Tirukalakovurum and Sadras has been greatly damaged, particularly in the embanked portions through wet lands, where the drainage passed quite over the road, gutting it, and breaching it in all those places where there was not sufficient waterway. Many of the old breaches that had been but lately closed re-opened; the work of repair is being proceeded with as fast as circumstances permit, for in many places the ground is still submerged. If funds can be spared from some source for sanding or graveling the embanked and heavy portions at least, this year, it would be a great boon; and solicit your consideration of the matter.

4. *Southern Trunk Road No. 8.*—There has been no very serious damage on this line, save the falling in of two tunnels, the blowing up of one, and the complete gutting of the large road dams, which obstructed the traffic for awhile, owing to the great current and large drainage passing over: the parapets and wings of some tunnels have also been damaged in places, and the style of original structure is laid bare now thereby; rough stone in clay is the material that was used, well plastered over; there was a breach on the eighteenth mile, caused by a tank breach, but it was immediately secured, and the road reformed; portions of the twenty-fifth, twenty-seventh, twenty-ninth, thirty-first, and thirty-third miles are still submerged, as they pass through tanks, and are lower than the regulated water level thereof; on these miles, as also on a few others, the drainage passed right over, but no material damage done. The road surface generally has suffered, particularly where the ground is undulating, and where the drainage ran down the road: the metal has been laid bare, and requires graveling or sanding, which is being put on. The wear at all the road dams has been great, and it will be necessary next year to substitute tunnels of three or more vents on all those sites of road dams where from three to four feet of water passed over. The road establishment is busy attending to the minor repairs; the damaged tunnels have been secured for the time being.

5. *Arconum Road.*—From reports that have just reached, it has not been found practicable to close the breaches or execute any other repairs where the road dams have been gutted: arrangements are just about to be made; there is large drainage still passing along the old Palar bed, and as the Novel Tramway

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8th January 1867.

bridge is not in a position to allow of it passing through freely (as it consists, as you will be aware, of some nine or more iron pipes merely) the breaches on either side had to be left free hitherto. I hope the Tramway Company will now at least see the necessity of putting a proper bridge over the old Palar: it is not the only place where the waterway has been cramped; they have suffered also; but I am led to think they should be forced to the measure above contemplated and regarding which I will write again on an inspection of the localities.

Submitted to Government for information.

(Signed) A. J. M. BOILEAU, Colonel, R. E.,
Superintending Engineer, 4th Division.

No. 122. ORDER THEREON, 8th January 1867, No. 57.

CIVIL WORKS, No. 30.

The Government request the Superintending Engineer of the 4th Division to report, with reference to paragraph 4 of Mr. Ottman's letter, whether any enquiry has been made into the alleged defective construction of certain tunnels on Southern Trunk Road No. 8, and, if so, who is the party responsible for the materials used on those works.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 4th Division.
" Controller of Public Works Accounts.

Exd. S. T. Augustin.

No. 268

39

3rd Range Office, Madras Dist.
Madras. 13 December 1866

From. The Actg. Asst. Eng. in ch. 3rd Range
Madras District

To. The Superintending Engineer
4th Division

Sir.

1. On the subject of my Report No. 262 of 8th Instant relative to the damage occasioned by the late heavy rain, I beg to submit the following for information:-
2. Sopore Choultry Road, from Chingleput to Conjeeveram. Two breaches have occurred, destroying the approaches of a Bridge (of one arch) nearly down to the foundations, in one instance, and a Tunnel for half its length, in the other. The breaches have been ordered to be closed without delay.
3. Chingleput to Madras Road. The principal portion of the Road for 9 miles has not suffered; but the portion between Trichalathur and Madras, has been greatly damaged, particularly in the embankment portions through wet lands, where the drainage passed quite over the Road, gutting it, and breaching it in all those places, where there was not any

river waterway. Many of the old
breaches, that had been but lately
closed reopened. The work of repair
is being proceeded with as far as
circumstances permit, for in many
places, the ground is still submerged.
If funds can be spared from some
source for sending or traveling the
embanked and heavy portions at
least, this year, it would be a great
boon, and which you consider
of the matter.

Southern Famb. Road M.S. - There
has been no very serious damage on
this line, save the falling in of two
tunnels, the blowing up of one, and
the complete gutting of the large Road
Dams, which obstructed the traffic
for awhile, owing to the great cur-
rent, and large drainage passing
over. The parapets and wings of some
tunnels have also been damaged
in places, and the style of original
structure is laid bare now thereby.
Rough stone in clay is the material
that was used, well plastered over.
There was a breach on the 18th mile,
caused by a tank breach, but it was
immediately secured and the road
reformed. Portions of the 25th, 27th,
29th, 31st and 33rd miles are still sub-
merged, as they pass through tanks,
and are lower than the regulated
water level thereof: on these miles

as also in a few others, the drainage
passed right over, but no material
damage done. - The road surface gene-
rally has suffered, particularly where
the ground is undulating, and where
the drainage ran down the road.
The drainage has been laid bare,
the metal has been laid bare,
and requires graveling or sanding,
which is being put on. The wear
at all the road dams has been
great, and it will be necessary next
year, to substitute tunnels of 3 or
more vents, on all those sites of
road dams, where from 3 to 4 feet
of water passed over. - The Road
Establishment is busy attending
to the minor repairs. The damages
to the tunnels have been secured for the
time being.

Arconum Road. From reports that
have just reached, it has not been
found practicable, to close the breach,
or execute any other repairs, where
the Road Dams have been gutted.
Arrangements are just about to be
made. There is large drainage still
passing along the old Palan bed, and
as the novel Framway Bridge, is
not in a position to allow of its pas-
sing through freely (as it consists
as you will be aware of some nine
or more iron pipes, merely) the heads
on either side had to be left free
hitherto. I hope the Framway Company

will now at least see the necessity of
putting a proper bridge over the
old Palas: it is not the only place
where the waterway has been
cramped: they have suffered also;
but I am led to think they should
be forced to the measure above con-
templated, and regarding which I
will write again, on an inspection
of the localities.-

I have the honor to be
Sir

Your most obed. servant

W. H. C. M. C.

Ag. Secy. Genl. in ch. of the

N^o 3738.

Submitted to Government
for information -

W. H. C. M. C.

SE March 1868
Madras
18 Dec 1868

From
The Secy. Genl. in charge
of the Madras District

To
The Superintendent Engineer
in Division

Dated 18th Dec. 1868

Recd
A 18

N. 268

Reports, in connection
with his N^o 262 of 8th Feb.
of the damages to certain
roads, by the late heavy
rains. -

P. 10 1866 Department
Proj of Govt for January
5166

Supl Engineer's Dr

To

The Secy to Govt & Co.

Dated 18th
Recd 19th December 66

Incl e 1st 3738.

Submits a letter from
the Executive Officer
Mr. Range Madras to
reporting on certain damage
done to the Road by the
late heavy rains.

No. 57 - 8th January 1867

1/21.

21st Dec 1866 R. 15 Jan 67

Circulate

Public Works Department. 119

No. 57

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 8th Jan'y 1867.
Read the following

From the Super^g of the
4th Division - (Here enter No. 3738 dated 18 Dec/66)

The Government
request the Superintending
Engineer of the 4th Division
to report, with reference to
para 4 of Mr. Ottomani's
letter, whether any enquiry
has been made into the
alleged defective construction
of certain tunnels on the
Southern Trunk Road
No. 8, and, if so, who is
the party responsible
for the materials used
on these works.

N
W.D.

To
The Super^g 4th Divⁿ
Controller

Recd 9th Jan'y 1867

A.B.

P. W. 186 Y. Department.

Proc. of Govt for January

No. 57

PROCEEDINGS OF GOVERNMENT. *of India*

Dated 8th January 67.

The Supr. Engr of the
4th Div requested Engrs
into the alleged defective
Construction of Funnels
(certain) on Southern Frontier
Road at D, Madras Div,
which are referred to in
Mr Ottoman's report on the
damages caused by the
late heavy rains.

No 121. 122

21st Decr 1866. Dated 1st Jan'y 67.