

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referee or _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press
	File
Dated	18

Not to be folded or roughly handled

4. From the Executive Engineer's letter attached to the Chief Engineer's, it will be seen that the actual wheel traffic in twenty-four hours was found to be only twenty-one bandies, and although one day's observation cannot be considered conclusive, or as giving a fair average, I think it is tolerably clear from the inquiry that Mr. Schwartz, the Executive Engineer, made on the spot, that fifty carts a day as an average is an outside estimate, and that there is no particular reason why this one second-class bridge should be made of more easy ascent than all the others along the line; and as the Irrigation Company's officials have always shown a readiness to meet the wish of Government in regard to the number and nature of crossings over the Canal, I do not think they would raise objections in the present instance without good reason, and I, therefore, venture to request a re-consideration by Government of the question disposed of in Government Order, No. 1,326, 23rd May 1870, and that the approaches of the bridge at 169 miles 23 chains may be allowed to remain of the same gradient as all other bridges of the same class; at any rate until it is shown by proper statistics that there is a daily traffic of 200 bandies, or thereabouts.

No. 224.

ORDER THEREON, 14th September 1870, No. 2,203.

IRRIGATION, No. 13.

In Proceedings of the 1st April 1870, No. 924, the Government stated that they were not disposed, without the fullest information as to the traffic requirements of the road from Nandialampett to Poddatoor, to call upon the Madras Irrigation and Canal Company to incur the additional expense of constructing a

* Letter, No. 3,193, dated 9th February 1870. first-class bridge as recommended* by the Superintending Engineer of the 3rd Division in substitution of the one of the second-class which had been sanctioned in G. O., No. 60, of the 8th January 1863.

2. The Superintending Engineer, in his letter printed at the head of Proceedings of the 23rd May 1870, No. 1,326, waived the proposition for the erection of a first-class bridge, but suggested an alteration in the gradients of the approaches to the existing bridge on the assumption that there was a heavy traffic on the road of about 200 carts daily.

3. The attention of the Consulting Engineer was accordingly drawn to the subject with a view to remedial measures being taken.

4. Colonel Cappendale now forwards copies of letters from the Company's Officers, in which the number of carts passing over the bridge is given at fifty per diem at the outside, and recommends that, in the absence of reliable statistics to bear out the Superintending Engineer's statements, the gradients, which are the same as those of other bridges of the same class, may be allowed to remain undisturbed.

5. As the information now submitted shows that the traffic over the bridge is not so extensive as to require special provision being made for its accommoda-

*Proceedings of the Madras Government, Public Works Department,
14th September 1870.*

No. 223. Read the following letter from Colonel J. CARPENDALE, R. E.,
Acting Consulting Engineer for the Madras Irrigation and Canal Com-
pany, to the Secretary to Government, Public Works Department, dated
Coonoor, 12th August 1870, No. 45:—

REFERRING to Government Order, No. 1,326, 23rd May last, directing the
necessary measures to be adopted for
reducing the steepness of the approaches
to the bridge over the Main Canal on the
road from Nandialampett to Poddatoor,
I have the honour to submit, for the
consideration of Government, a remon-
strance from the Chief Engineer and
from the Agent and Manager of the
Madras Irrigation and Canal Company,
in which they object to incur the expense that would be entailed by making this
improvement, and which is estimated to cost Rupees 450.

2. The grounds of their objections are that the bridge in question is what is
called a second-class one, so ordered to be built by Government after full investi-
gation of local requirements by the Consulting Engineer, and on his recommenda-
tion and after mature deliberation by Government; and that the improvement now
ordered to be effected was authorized on the representation of the Superintending
Engineer, 3rd Division, of the Department of Public Works, who does not appear to
have had any personal knowledge of the traffic, but adopted the Supervisor's state-
ment that on an average about 200 carts daily pass over the road, which opinion
the Supervisor did not hesitate to give, although in the same breath he admitted
that he had no exact information regarding the traffic on the road, while the result
of careful inquiry made by the Company's Engineers is that an average of fifty
carts a day is a full estimate.

3. Before noticing the Company's objections further, it would seem proper for
me to record the latter history of this bridge. On the 1st March 1870 I submitted
to Government an application from the Superintending Engineer of the 3rd Divi-
sion that the bridge might be converted into a first-class one, on which the Gov-
ernment ruled that a second-class crossing had been approved of on the Consult-
ing Engineer's recommendation, and that without the fullest information as to the
absolute necessity for an increased width of roadway, the Government were not
disposed to call on the Irrigation Company to incur the additional expense of
constructing a first-class bridge. Upon receiving that order, I requested the Superin-
tending Engineer to furnish me with full and detailed information regarding the
traffic on the road in question, to which he replied that he had no record of the
amount of traffic on the road, but that it was being formed as a first-class district
road in the richest and most important part of the district, etc. On this I informed
the Superintending Engineer that the information given was not of a nature to
warrant my again addressing Government on the subject of his application, when
he next communicated with Government direct, probably feeling that I would not
consider his Supervisor's opinion, unsupported as it was by any statistics, of any
greater value.

*Proceedings of the Madras Government, Public Works Department,
14th September 1870.*

tion, His Excellency in Council will not require the inclination of the approaches
to be modified at the expense of the Company.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

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

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in which they object to incur the expense that would be entailed by making this
improvement, and which is estimated to cost Rupees 450.

2. The grounds of their objections are that the bridge in question is what is
called a second-class one, so ordered to be built by Government after full investi-
gation of local requirements by the Consulting Engineer, and on his recommenda-
tion and after mature deliberation by Government; and that the improvement now
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ing Engineer's recommendation, and that without the fullest information as to the
absolute necessity for an increased width of roadway, the Government were not
disposed to call on the Irrigation Company to incur the additional expense of
constructing a first-class bridge. Upon receiving that order, I requested the Superin-
tending Engineer to furnish me with full and detailed information regarding the
traffic on the road in question, to which he replied that he had no record of the
amount of traffic on the road, but that it was being formed as a first-class district
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Colonel, R.E.,

Secretary to Government.

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

Consulting Engineers Office
Irrigation and Canal Co.
Concor 12 August 1876

45.

Dear

Colonel J. Cassinelli R.E.
Acting Consulting Engineer. I.V.C.C.

Colonel C. J. Orr R.E.
Secretary to Government P.M.O.

21

Referring to Government Order No. 1326-

23 May last, directing the necessary measures to be adopted for reducing the steepness of the approaches to the bridge over the Main Canal on the road from Kundialampett to Poddator, I have

To Sup^r Eng^r 3^d 4th 5th April 1870.
 From " " " " 124. 19 " "
 To " " " " 23. 23 " "
 From Genl^l 4th 292. 2^d July 1870 -
 To " " " " 112. 16 " "
 From " " " " 330. 1st August 1870.

Canal Company, in which they object to incur the
expense that would be entailed by making this
improvement and which is estimated to cost
Rupees 450.

2. The grounds of their objections are that the bridge in question is what is called a second class one, so ordered to be built by Government after full investigation of local requirements by the Consulting Engineer, and on his recommendation and

and after mature deliberation by Government, and that the improvement now ordered to be effected was authorized on the representation of the Superintending Engineer 3^d Division of the Department of Public Works, who does not appear to have had any personal knowledge of the traffic, but adopted his supervisor's statement that on an average about 200 Carts daily pass over the road, which opinion the Supervisor did not hesitate to give, although in the same breath he admitted that he had no exact information regarding the traffic on the road, while the result of careful enquiry made by the Company's Engineers is that an average of 50 Carts a day is a full estimate.

3. Before noticing the Company's objections further, it would seem proper for me to record the latter history of this bridge. On the 1st March 1870, I submitted to Government an application from the Superintending Engineer of the 3^d Division that the bridge might be converted into a first Class one, on which the Government ruled that a second Class crossing had been approved of and that without the fullest information as to the absolute necessity for an increased width

of roadway, the Government were not disposed to call on the Irrigation Company to incur the additional expense of constructing a first Class bridge. Upon receiving that order, I requested the Superintending Engineer to furnish me with full and detailed information regarding the traffic on the road in question, to which he replied, that he had no record of the amount of traffic on the road, but that it was being formed as a 1st Class District road in the richest and most important part of the district, &c. — On this I informed the Superintending Engineer that the information given was not of a nature to warrant my again addressing Government on the subject of his application, when he next communicated with Government direct, probably feeling that I would not consider his supervisor's opinion, unsupported as it was by any statistics, of any greater value.

4. From the Executive Engineer's letter attached to the Chief Engineer's, it will be seen that the actual wheel traffic in 24 hours was found to be only 21 bandies, and although one day's observation cannot be considered conclusive, or as giving a fair average, I think it is tolerably clear from the enquiry that

Mr. Schwartz, the Executive Engineer made on
the spot, that 50 Carts a day, as an average, is an
outside estimate, and that there is no particular
reason why this one second Class bridge should
be made of more easy ascent than all the
others along the line: and as the Irrigation
Company's officials have always shown a rea-
ding to meet the wish of Government in
regard to the number and nature of crossings
over the Canal, I do not think they would
raise objections in the present instance without
good reason; and I therefore venture to request
a reconsideration by Government of the question
disposed of in Government Order No. 1326-25 May
1870, and that the approaches of the bridge
at 169 miles 23 Chains, may be allowed to
remain of the same gradient as all other
bridges of the same class; at any rate until
it is shown by proper statistics that there
is a daily traffic of 200 bandies or thereabouts.

I have the honor to be,
Sir

Your most obedient servant

Wm. M. Colwell
Acting Consulting Eng. I.R.C.

Proceedings of the Madras Government

Under date the 14th August 1870

Read the following

The Ag. Comptroller
for the Madras Land C. Co.

(L. E. No. 45 of 12th Aug 1870)

In Proceedings of
the 1st April 1870. No. 924, the
Government stated that
they were not disposed
without the fullest informa-
tion as to the traffic re-
quirements of the road
from Mundialampett to
Poddakone, to call upon the
Madras Irrigation and Canal
Company to incur the ad-
ditional expense of con-
structing a first class bridge
as recommended by the
Superintendent of the 3rd Division
in

J. D. L.

N.

* Letter No 3193 dated 9th Feb 70.

Public Works 1870 Ref. 3188
V. 17 of 1870 for Sept 1870
From
The Ag. Comptroller for L. & C. Co.
To
The Secretary to Govt. D. P. W.

Dated 12th Aug 70.
Recd: 15th Aug 70.
Cues: 6.

Submitting for the reconsider-
ation of Govt. a recommendation
from the Chief Engineer of
the M. & C. Co. regarding the
redesigning of the approaches of the
road from Mundialampett to
Poddakone directed in L. C. No. 1326
23rd May 70.

No 2203-14th Sep 1870

No 123

Recd to 6th Oct 18th Aug 1870 O. 295

in substitution of the one of
the second class which had
been sanctioned in by O.
No 60 of the 8th January 1868.

The Super Engineer in
his letter printed at the
head of Proceedings of the
23rd May 1870, No 1326, raised
the proposition for the
erection of a first class bridge,
but suggested an alteration
in the gradients of the ap-
proaches to the existing
bridge on the assumption
that there was a heavy
traffic on the road of
about 200 carts daily.

The attention of the
Comd Engineer was accord-
ingly drawn to the subject
with

with a view to remedial measures
being taken.

Col. Carpenter now
forwards copies of letters from
the Company's Officers, in which
the number of carts passing
over the bridge is given at 50
per diem at the outside, and
recommends that, in the ab-
sence of reliable statistics to
bear out the Super Engineer's
statements the gradients, which
are the same as those of other
bridges of the same class,
may be allowed to remain
undisturbed.

As the information pro-
submitted shows that the
traffic over the Bridge is
not so extensive as to re-
quire special provision

being

being made for its accom-
modation, His Excellency
in Council will not require
the inclination of the ap-
proaches to be modified
at the expense of the Com-
pany.

Ad

To the Comfrs. Madras J. H. Co. with
Agent & Manager - Do - Do -
Supergr, 30 Dec - S

Despatch 15/9/70--

C/- 3188
G. H. of 18701 E. J. 1870

PUBLIC WORKS.

The Engineering Co. Ltd.
for the Madras Irrigation
and Canal Company

Part 1

10.6.

10.6.

10.6.

14 Sept. 2203.

223-224

Order / Madras I. & C. Co. / Being
orders in the letter from the
Engineering Co. Ltd. for the Madras I. & C. Co.
submitting correspondence
regarding the alterations in
the gradients of the approaches
to the bridge on the road
from Sundialumpet to
Paddelone