

(1) Number of pages _____
(2) Date of repair _____
(3) Initials of the Referee _____

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press Mis.
Dated	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th June 1871.*

No. 512. Read the following Endorsement of the Acting Chief Engineer for Irrigation, dated Madras, 12th June 1871, No. 32 :—

From the Agent and Manager for the Madras Irrigation and Canal Company, to the Acting Chief Engineer for Irrigation, dated Madras, 7th June 1871, No. 250.

With reference to your letter of the 24th April last, No. 20, I have the honour to forward, herewith, copy of the Chief Engineer's letter showing the amount that will be required in modifying all the third-class into second-class bridges according to the description given by you. I also enclose two tracings showing the mode of changing them, and an estimate for Rupees 4,316 for converting the third-class bridge at 56 miles 74 chains into a second-class one.

From the Chief Engineer, to the Agent and Manager for the Madras Irrigation and Canal Company, dated Kurnool, 31st May 1871, No. 716.

Your No 355 of 26th ultimo I have the honour to enclose tracings of a mode of changing a third-class bridge into a second, in accordance with the Consulting Engineer's description. The roadway is made 8 feet wide between parapets, and the approaches 1 in 16, 13 feet broad.

2 The cost is estimated at Rupees 4,316 in the Bowanassy Division, and at Rupees 1,810 in the Nundial Division, and in Hindry Division as follows —

					RS
Altering Ngood bridge, 11 miles 21 chains	...	...	...	...	3,890
Mongalapad, 13 "	35	"	...	...	2,719
Massa Musjeed, 15 "	16	"	...	...	3,333
Shtancottah, 36 "	36	"	...	...	1,689
Mudigutta, 40 "	71	"	...	...	1,640
Add the one in Bowanassy at 56 "	74	"	...	...	4,316
Two bridges in 7th Section	...	...	...	...	3,620
Grand Total					21,237

Thus, for Rupees 21,237, all the third-class bridges could be altered to second.

If the Shtancottah and Mudigutta bridges be left 7 feet clear width, as they now are, Rupees 250 will be saved in each upon the alteration.

SUBMITTED to Government, with reference to Government Order, No. 1,071, 17th April last.

2. The Chief Engineer, it will be observed, states that all the (eight) third-class bridges can be altered to second class for Rupees 21,237.

3. The roadway across the bridges will be 9 feet clear between the parapets. The approaches will have a gradient of 1 in 16 and top width 13 feet.

(Signed) J. G. RYVES, Major, R.E.,
Acting Chief Engineer for Irrigation.

No. 513. ORDER THEREON, 30th June 1871, No. 1,741.

IRRIGATION, No. 24.

It appears from the above correspondence that the cost of converting eight third-class bridges into second-class ones suitable for cart traffic and having a clear width of roadway of 9 feet and

Proceedings of the Madras Government, Public Works Department,
30th June 1871.

approaches with a gradient of 1 in 16 would be Rupees 21,237, or an average of Rupees 2,654, the smallest expenditure being Rupees 1,640 for converting the Mudigutla bridge at 40 miles 71 chains, and the greatest being Rupees 4,316 for converting the bridge at 56 miles 74 chains, a difference of Rupees 2,676, which is very remarkable.

2 In the papers printed with G O No. 655, 6th March 1871, the Government had under consideration the representation of the Collector of Kurnool regarding the inconvenience the villagers of Byup Coodoor situated on the 100th mile of the Main Canal were subjected to for want of a passage for their carts across the canal, and in G. O. No. 1,071, 17th April 1871, the Government deferred the further consideration of the question pending the Consulting Engineer's report on the cost of adapting the third-class bridge at that place for wheel traffic. This cost is now ascertained to be Rupees 1,810, and the Government being fully satisfied that the improvement of the bridge at Byup Coodoor is really necessary to satisfy a reasonable demand of the ryots, who, by the construction of the canal, have been severed from a large part of their land, resolve to call on the Madras Irrigation and Canal Company to adapt the third-class bridge referred to for wheel traffic as proposed at an expenditure of Rupees 1,810 debitable to Capital.

3. In G. O. No. 511, 20th February 1871, the Government had under their consideration the general question of crossings on the Company's Canal, and considering it inexpedient to lay down any general rule, expressed their readiness to consider each particular case in which the wants of the ryots may not have been properly provided for on full particulars being reported.

4. Under this view of the case the Government are not prepared to call on the Company to modify the other seven third-class bridges referred to above, pending the receipt of full particulars in each case, as referred to in paragraph 9 of the Consulting Engineer's letter of 18th January 1871, No. 113, printed with the last-quoted G. O.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Chief Engineer for Irrigation
" Agent and Manager for the Madras Irrigation and Canal Company
" Revenue Department.

Exd E. C. Shunker.

Madras Irrigation & Canal Co.
Chief Engineer's Office
Kurnool 31st May 1871.

To
J. N. Newlove Esq.
Agent and Manager
Madras

Sir,
Yours 355 of 26th Ultimo
I have the honor to enclose tracings of a
mode of changing a 3rd class bridge into a
second, in accordance with the Consulting
Engineer's description - The roadway is made
8 feet wide between parapets, and the approaches
1 in 16, 13 feet broad.

The cost is estimated at Rupees 4316 in
the Boanassy Division; and at Rupees 1810
in the Mundial Division; and in Hindy
Division as follows

Altenij Nijood bridge 11 in 21 ch	Rs 3890
Mangalapad 13-35-	2749
Masaa Muzjeed 15-16-	3333
Shitancattah 36-36-	1689
Mudigutla 40-71-	1640
Add the one in Boanassy at 56 ch	7404 4316
Two bridges in 7th section -	3620
Grand total Rs	21237

True

Thus for Rupees 24237 all the 3rd class
bridges could be altered to cost

If the Shitanesta and Mundigetta
bridges be left 7 feet clear width, as they
now are, Rupees 250 will be saved in
each upon the alteration.

I have the honor to be
(Signed) John McWilliam
Chief Engineer

Rs 250

Mo. Santho. Co.

Madras 7th June 1871

From,

The Agent and Manager
Mo. Santho. Co.

To,

Major J. J. Dynes R. E.
Chief Engineer for Irrigation and
Joint Secretary to Government
Madras.

Sir,

With reference to your letter of the 24th
April last Rs 20, I have the honor to forward
herewith copy of the Chief Engineer's letter showing
the amount that will be required in modifying
all the 3rd class into second class bridges according
to the description given by you. I also enclose
a tracing showing the mode of changing them
and an estimate for Rupees 4316 for converting
the 3rd class Bridge at the 56 mile 74 chains into
a 2nd class one.

I have the honor to be

Sir,

Your most obedient servant

M. Santho. Co.
Agent and Manager

C. R. Reddy
Chief Accountant

Letter from the Agent and Manager Madrid
Irrigation and Canal Company No 250
dated 7th June 1871. -

32.

Submitted to Government with reference
to Government Order No. 107, 17 April last.

2. The Chief Engineer it will be observed
states that all the light 3rd class bridges
can be altered to 2nd class for Rs. 21,237.

3. The roadway across the bridges will be
9 feet clear between the parapets. The
approaches will have a gradient of 1 in 16
and top width 13 feet.

Office of Chief Engineer
U. S. Army
Washington, D. C.
June 12, 1891.

The Secretary of Government
Pub. Works Department.

8
C. M. B.:

Dis 17 April 1912 205
 " 6 March - 125-199
 " 20 Feb - 122-434

[illegible]

Oct 12. 1871.
Oct 3. 14. 5.
Dec 4. 1871.
N.

To Mr. D. B. 107 1/2 of a mile
 back in the Grand Canyon
 looking to see what is the
 condition of the
 bridge.

Feb 1741. 30 Dec 71

012572

6/18/1911

1612. June 17. 1711.

*P.O. Box 1871 N.Y.C.
Litho'd by J. W. Williams
Nov. 11. P.O. #2738.*

Dec 18 41 Recd
 of the 1st of Jan 1842
 of the 1st of Jan 1842
 of the 1st of Jan 1842

14. Disputation 4 See above
15. Chronic Bridge into a 2nd Class. Bridge

Class 1. Bridge at 100 ft. N. of Charnin in same Locality.

[illegible]

Admiral

Engineer
No. 1 and 6 loc.
Bowana by Division
1st Section, Main Canal
3rd Class Bridge
into a 2nd Class
Bridge
Abstract Estimate
for converting three
3rd Class Bridges into
a 2nd Class Bridge
at 56 mile 7 1/2 chains
May 1871
Amounting to Rs. 4,316
P.W. 2738/71

P. W. 2738/71

P. W. Department
 No. 17 471/71
 Procurement of the Madras Government
 Under date the 30th June 1871

Read the following
 From the Asst. Chief Engineer for Irrigation / S. E. No. 32 dated 12th June 71/

It appears from the
 above correspondence that
 the cost of converting eight
 third class bridges into 2nd
 class ones suitable for cart
 traffic and having a clear
 width of roadway of 9 ft.
 and approaches with a
 gradient of 1 in 16 would
 be Rs 21,237 or an
 average of Rs 2,654, the
 smallest expenditure
 being Rs 1,640 for converting
 the Indigutta bridge at
 40.71, and the greatest
 being Rs 4,316 for converting
 the

A. A.
 L. A.

the bridge at 56.74, a
difference of Rs 2,676 which
is very remarkable.

In the papers printed
with S. O. 655, 6th March
1871, the Govt had under
consideration the represen-
tation of the Collector of
Shornool regarding the
inconvenience the Villagers
of Buzur Coodoor situated
on the 100th mile of the main
Canal were subjected to
for want of a passage for
their Carts across the Canal,
and in S. O. No 1071, 17th
April 1871, the Government
deferred the further considera-
tion of the question pending
the Civil Engineers report
on the cost of adapting the
3rd class bridge at that
place.

place for wheel traffic.
This cost is now ascertained
to be Rs 1810 and the
Govt being fully satisfied
that the improvement
of the bridge at Buzur
Coodoor is really necessary
to satisfy a reasonable
demand of the Ryots
who, by the construction
of the Canal, have been
deprived from a large
part of their land,
resolve to call on the
Madras Irrigation and
Canal Company to
adapt the 3rd class bridge
referred to for wheel
traffic as proposed, at an
expenditure of Rs 1810
debitable to Capital.
In S. O. No 511, 20th
July

the bridge at 56.74, a
difference of Rs 2676 which
is very remarkable.

In the papers printed
with G. O. 655, 6th March
1871, the Govt had under
consideration the represen-
tation of the Collector of
Muzaffargarh regarding the
inconvenience the Villagers
of Buzur Coodoor situated
on the 100th mile of the main
Canal were subjected to
for want of a passage for
their carts across the Canal,
and in G. O. No 1071, 17th
April 1871, the Government
deferred the further considera-
tion of the question pending
the Civil Engineers report
on the cost of adapting the
3rd class bridge at that
place.

place for wheel traffic.
This cost is now ascertained
to be Rs 1810 and the
Govt being fully satisfied
that the improvement
of the bridge at Buzur
Coodoor is really necessary
to satisfy a reasonable
demand of the Ryots
who, by the construction
of the Canal, have been
deprived from a large
part of their land,
resolve to call on the
Madras Irrigation and
Canal Company to
adapt the 3rd class bridge
referred to for wheel
traffic as proposed, at an
expenditure of Rs 1810
debitable to Capital.
In G. O. No 511, 20th
July

Handwritten text in the top left corner, possibly a list or notes.



Handwritten text in the bottom right corner, possibly a signature or date.

Handwritten text in the bottom left corner, possibly a date or reference.

Op. 27³⁸

Govt of 1871 Madras.

PUBLIC WORKS.

To. Chief Eng^r for Irrigation

[Signature]

Date

Recd

End

4

2 Plans

G O 30th June 1871, No 1741.

Nos. 512 & 513

Bridges. Taking orders on
the enlargement of the Chief
Sagor for Irrigation & building
a letter from the Agent &
Manager, Madras & Co.
relating to the enlargement
of certain 3rd class bridges
into 2nd class ones and
authorizing one at Byap
Crador to be adapted
for carts.