

(1) Number of pages 46
(2) Date of repair 18.8.43
(3) Initials of the Referencer [Signature]

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

G.O. No. 1202 + 1203	Press Mis.—
451-455	
Dated 28-4-	1873.

Not to be folded or roughly handled

Read the following papers:—

No. 451. From the Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maharajah of Mysore, to the Secretary to the Government of Madras, Public Works Department, dated Bangalore, 23rd August 1872, No. 1,628.

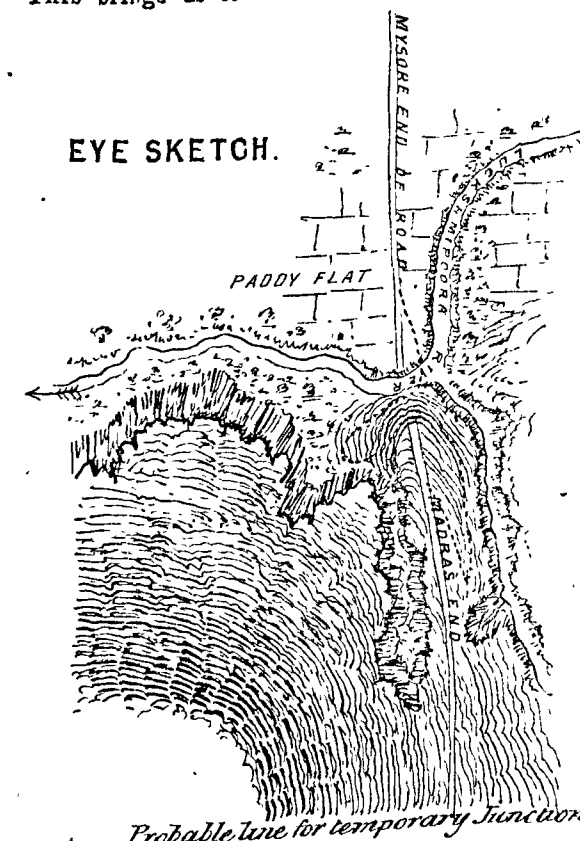
I HAVE the honour, by desire of the Chief Commissioner, to forward, herewith, copy of an extract from the Chief Engineer's Inspection Memorandum on the line now being worked out between Cooloor Cuttay and Lukshimpoora, which, when completed, will form the direct approach from the east to the Cooloor ghaut; and to inquire first whether, instead of abruptly terminating the road as now on the top of the high left bank of the Lukshimpoora stream, the Madras Government propose working out a practicable descent at an easy gradient for carts to the bed of the stream to allow of the road being brought into use prior to bridging the stream; and second whether the Madras Government would be disposed to share the cost of a bridge at this point, and would depute an officer next working season to meet at the point and confer with an officer of this department.

2. I am also desired to inquire whether you could furnish a longitudinal section of the road from Lukshimpoora to foot of the Cooloor ghaut, showing the various gradients.

*Extract from Inspection Memorandum on the Road from Cooloor Cuttay to Lukshimpoora,
dated 13th January 1872, by the Chief Engineer of Mysore.*

This brings us to the end of our line at Lukshimpoora stream, to which point the road

EYE SKETCH.



worked out by the Madras Authorities also comes, terminating on the opposite side of the stream at a much higher level than ours, which lies low on paddy ground.

The mode of effecting a happy junction of the two lines is probably the most difficult matter to solve in the whole project; but, so far as can be judged, each department seems to have been quite satisfied with bringing the end of their lines up to the banks of the stream. On the Madras side the hill is high and composed of such incoherent material that the mere cutting of a check drain to the existing road has caused the formation of a deep gully

*Proceedings of the Madras Government, Public Works Department,
28th April 1873.*

with precipitous banks, and, as such banks are everywhere visible round the base of the hill, it is no easy matter to determine how the junction can be readily effected, especially as it can hardly be expected that sufficient money will be forthcoming for a bridge and embankment of adequate height on our side. I have, however, dotted in a line, which, twisting round a small knoll on the Madras side, might, if worked out, serve temporarily, though there can be no question that the gradient here, as elsewhere on the steep portions of the line, will be such as to limit the bandy loads to one-half or even one-third of their full complement.

(True Extract.)

(Signed) R. H. SANKEY, Lieut.-Colonel, R.E.,
Secretary to the Chief Commissioner of Mysore,
Public Works Department.

No. 452. From the Superintending Engineer, 7th Division.
(Here enter No. 201, dated 22nd November 1872.)

No. 453. From the Secretary to the Chief Commissioner of Mysore, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Bangalore, 4th March 1873, No. 482.

I HAVE the honour, by desire of the Chief Commissioner, to invite your attention to this office No. 1,628 of the 23rd August 1872, and to request the favour of a reply.

2. I am also to solicit an expression of the views of the Madras Government regarding certain other works of a similar character to that referred to in the above letter, as follows:—

(1.) The crossing of the Mavinholla on the new Goondulpett, Sultan's Battery Road.

(2.) The Homravully stream on the track between Collegal and Yellandoor.

(3.) The Benhuttu stream on line leading from the Cooloor ghaut; via Jaula and Avinhully, to Saugor.

3. These are all frontier streams, and the communications in question being, it is believed, of equal importance to Madras as to this province, the Chief Commissioner is desirous of ascertaining whether joint action may not be feasible, and, in view to this, I am to state that half the expense of the bridge in each case will be met from this province, should the Madras Government be disposed to provide for the other moiety.

No. 454. ORDER THEREON, 28th April 1873, No. 1,202.

CIVIL WORKS, No. 34.

ORDERED that the following letter
be sent:—

(Here enter No. 1,203, dated 28th April 1873.)

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Gobt. of (1873) Madras.

PUBLIC WORKS.

To

Dated April 28th.

Recd.

Encl.

G. O., 28th April 1873, No. 1,202.

APRIL

Nos. 451-454

Communications.—Passing orders on correspondence proposing joint action in the matter of completing communication between the Madras and Mysore territory in certain specified directions.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 28th April 1873.

No. 455.

No. 1,203.

To

THE CHIEF COMMISSIONER OF MYSORE.

CIVIL WORKS, No. 35.

SIR,—I am directed to acknowledge receipt of your Secretary's letter No. 1,628 of 23rd August 1872, to which my attention is called by No. 482 of 4th instant, and in reply to send you copy of a report from the Assistant Engineer in charge of the Cundapoor Range, with an original sketch of the approach to the Lukhshimpoora Nullah, which is much more accurate than the eye-sketch transmitted with your former letter. An abstract of correspondence on the subject of the conservation of the very river approach in question, and of completing the approach from the Mysore country to the Cooloor Ghaut generally is also appended.

2. From these papers it will be perceived that so far from there being any necessity for calling on the Madras Government to co-operate in the improvement of the river crossings above the Cooloor Ghaut, that Government took the initiative in the matter upwards of a quarter of a century ago, and has done everything in its power to facilitate access to the coast from the Nuggur District by a Ghaut Road suitable for the cart traffic of the country, on a line which was selected by Captain F. Cunningham of the Mysore Commission, and Captain F. C. Cotton of the Madras Engineers, after a careful examination of the whole line of ghauts from Agumby to Gairsappah; and it has been a matter of just concern to this Government that while the ghaut has been opened, and miles of road above and below it bridged throughout within Madras limits so little has been done on the Mysore side to connect the line with the road system of the country inland, while ample funds have been forthcoming to open out the new Hyder Ghur Ghaut a short distance to the south.

3. In general terms I am to state the anxiety of the Madras Government to meet the Mysore State half way in every attempt to facilitate communication between the coast and the interior. With reference to the crossings of the frontier stream on the two approaches to the Cooloor Ghaut, on the Goondelpett—Sultan's Battery Road, and in the Collegal—Yellandoor Road, the Government are prepared at once to co-operate with money and superintendence. And I am instructed to propose, as a practical step towards the realization of the common object in view, that the Mysore Government depute its Engineers to plan and estimate for the second and third of the bridges over the streams named in your Secretary's letter of the 4th instant, while this Government shall proceed similarly with reference to the other two; and that the officers of each Government shall carry out their own designs after approval by their own Government, the functions of the other Government being simply to provide its share of the requisite funds without responsibility for the design or execution of the works in charge of the officer of the other Government.

4. I am directed in conclusion to state that the detailed information called for in the 2nd paragraph of your Secretary's letter of the 23rd August 1872 cannot be supplied, but that it has been ascertained that the Cooloor Ghaut and roads above and below it within Madras limits were laid out with a maximum gradient of 1 in 16, as suitable to the nature of the traffic the line was intended to accommodate.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

Exd. T. O'Connor.

me

Govt. of Madras.
PUBLIC WORKS.

To
THE CHIEF COMMISSIONER, OF MYSORE.

Dated April 28th.

Recd.

Encl.

G. O., 28th April 1873. No. 1,203.

APRIL

No. 455

Forwarding, with remarks, report on
the approach to the Lakkshimpore River
and the construction of a bridge over the
river.

No 482

Mysore Chief Commissioner's Office
Public Works Department.

To
The Secretary to the Government of Madras
Public Works Department.

Sr.

I have the honor, by desire of the
Chief Commissioner, to invite your
attention to this Office No 1628 of the 23rd
August 1872, and to request the favor of
a reply.

I am also to solicit an expression
of the views of the Madras Government
regarding certain other works of a similar
character to that referred to in the above
letter, as follows:

- (1) the crossing of the Pravara Nalla on
the new Goomaulpett - Sultan's Battery road.
- (2) the Kouravully stream on the track
between Collegal and Yellandoor.
- (3) the Perintully stream on line leading
from the Cooloor Ghant via Jaula and

me/

and eventually to Saigir.

These are all frontier streams, and the communications in question being, it is believed, of equal importance to Madras as to this Province, the Chief Commissioner is desirous of ascertaining whether joint action may not be feasible and in view to this, I am to state that half the expense of the bridge in each case will be met from this Province should the Madras Government be disposed to provide for the other moiety.

I have the honor to be

Dear Sir,

Your most obedient servant

C. H. Mauley, Lieut. Col. R.E.

Secretary to the Chief Commr.
Bangalore of Mysore P.W. D.
4th March 1873

Ed.

M

bridge at this point, and would require an appen-

N^o 1628.

Mysore Chief Commissioner's Office
Public Works Department

From

The Secretary to the Chief Commissioner
for the Government of the Territories of
His Highness the Wodeyar of Mysore

To

The Secretary to the Government of Madras
Public Works Department
Madras

Dated Bangalore the 23rd August 1873.

I have the honor, by desire of the Chief Commissioner, to forward herewith copy of an Extract from the Chief Engineer's inspection memo on the line now being worked out between Kooloor cuttas and Lushimipora, which when completed will form the direct approach from the east to the Kooloor Ghats; and to enquire if whether, instead of abruptly terminating the road as now on the top of the high left bank of the Lushimipora stream, the Madras Government proposes working out a practicable descent at an easy gradient for carts to the head of the stream, to allow of the road being brought into use prior to bridging the stream; and if whether the Madras Government would be disposed to share the cost of a bridge at this point, and would depute an Officer

next

Mysore Chief Commissioner's Office
Department of Public Works
Office of Govt. Engineer
N^o 482
1872-73
From The Secy to the Chief Commissioner
of Mysore

To The Secy to the Govt. of Madras

Dated P. W. D.
Despatched 3rd March 1873
Received 8th March 1873
Enclosures 1st

Subject

Requests the favor of a
reply to this Office N^o
1628 of the 23rd August 73
as also an expression of the
views of the Madras Government
regarding certain other works

Recd 1202 27/8/73

N^o 483

617 22/8/73

next working season to meet at the point and
confer with an officer of this Department.

2. I am also desirous to enquire whether you
could furnish a longitudinal section of the roads
from Subhimpura to East of the Kooloor plant,
showing the various gradients.

I have the honor to be

Sir,

Your most obedient servant

C. M. Sampson Esq. Esq.

Secretary to the Chief Commissioner
of Mysore Public Works Department

Bengalore
23rd August 1892.

Encl.

M

Encl. 1. Subhimpura

17

15

5823
Q. 96. #138 / 42
78. 10000 / 3. 10000
P.L. 28 "fluid / 3138 : 452

W. A. Lawrence Esq. State House St.
Secretary to the Chief Commissioner of Mysore
Public Works Department

Paul

20090
9/11/72

19-180

N. No. Mangalore Range office,
South Canara,
Camp Mangalore. 5th November 1872.

To, The Superintending Engineer
Seventh Division
Coimbatore.

Sir,

2. The road has, as yet, been in no way injured by the gully cut by the waters of the catch drain, and with the measures that have been adopted, and the further precautions that I have ordered (vide foot notes on sketch) I do not think that there is any fear of future erosion being sufficient to undermine the present line.

3. The road where the descent of 1 in 19 terminates, was last year carried down to the river's edge as shown by the black dotted line---, for the old approach-----.

had become rather steep, and rough from
that wash. This new line is not objectionably
and is steep for a temporary road, and is not,
I should say, more than 50 yards long,
so that it would never offer a serious
obstacle to Bandy traffic.

4. The red line — shows a trace of 1 in 19,
which would bring the road to the
level shown in the section of the stream,
herewith forwarded. This does not
make a very good approach; but by
deep cutting into the river bank, and
tracing from a higher point of road as
shown by red dotted line — the line
can be improved.

5. From the flood line shown in the section
of the river it is evident that the
embankment on the Mysore side must
be raised so soon as any bridge is
erected: until then should it be considered
advisable the trace red line could be carried
on somewhat as shown by line — — —
to the river edge, and this line opened for
cart traffic.

6. A protective revetment must be built
somewhere near as the est. of the river is

21
is on the bank, the sides of which are
affected from its wash.

7. I regret that the only plain estimate
missing from the 3rd set of estimates for
bridges on the Kulur & Hunt road are
those of the Lakshmanpur nullah, but
the index contains the following entry.

"Bridge over Lakshmanpur nullah
2 three centred arches 24' span each, to
a semi conjugate of 8' height above
nullah 12' R. 1603-9-."

The date of this index is "Cannanore, September
1st 1847."

8. The application made to the Mysore
Government having taken place within
the last ten years the books are not in
this office, as all recent records be-
longing to the district were taken, when
District Engineer's were abolished, to
Coimbatore, to the Superintending Engineer's
office.

9. No other documents relating to this
subject can be found, though careful
search has been made among the old
records.

In conclusion, as requested in
your endorsement under reply,

I beg to state that my own views on the subject are that, whatever plan of bridge it is decided to adopt, whether lattice arch or iron girder, the point to which the road is to be carried, on the Canara side should be definitely fixed, and if from this point an easy temporary approach to the river can be made, let the permanent bridge road be at once opened & the temporary line made to join it. If from the site of the bridge it should prove impossible to get down with easy gradients to the ford, I would advocate leaving the present approach as it is, and on no account going to the expense of carrying the road round the hill as proposed by Col. Sankar. I very much doubt in fact the feasibility of such a line, but cannot speak decisively on the subject.

I have the honor to be
Sir,

your most obedient

E. W. Temple

Assistant Engineer

ETM

P.O. 5823/72.
M. 28 April 1933 B.
452

Precis of Correspondence relating to the Suchishim-
poor Stream.

G.O. No 2489 of 1st September 1886.
Sanctioning Revised Estimates for
3 Bridges on the Coolor Road Circuit; and forward-
ing a letter to the Mysore Government on the
subject of completing the road above Coolorbank
within the limits of Mysore for carts.

G.O. No 2450 of 14th Sept. 1886. Para 15.
The Mysore Government has been
addressed on the subject of the condition of the
Coolor & Chant Roads with a view to their
undertaking a new and improved line of Road
from the Coolor Chant towards Coolor and
Shravan, stated by the Collector of South Canara
to be very much wanted.

Coondapoor Range letter to the Supr Eng. No 285 of 30th Jan 1888.
Pointing out the necessity of construct-
ing a Riverbank to the bank of the Suchishim-
poor Nullah for the protection of the Roadway.

Supr Eng. letter to the Chief Eng. Mysore No 221 of 18th Feb 1888.
Forwarding the above letter with a sketch
showing the mode in which it is proposed to divert
the course of the Nullah, and stating that if the
Mysore Government provide the necessary funds,
the Range Officer will be directed to do the work,
the cost of which is estimated at Rs 607-8-0.

Mysore Chief Engineer letter to the Supr Eng. No 929 of 1867/68, dated 14th Feb 1888.
Requesting to suspend any operation that
may have been commenced, until he obtains
the opinion of the Executive Engineer of the

Shimoga Division as regards the site of the proposed bridge over the Luckshumpoor Nullah, and the necessity of the Reverbment in question.

Diary of the Coondapoor Range Officer for June 1869.

Reporting that the Luckshumpoor stream has for a long time been encroaching upon the Road and reached the side drain of it now; that the road will soon disappear and be impassable for carts and people, unless the line is reformed; and that had the Reverbment been built when the first sign of encroachment appeared, the stream would have been kept back in its proper place.

Supr. Engr. Indor to the Mysore Chief Engr. dated 19th July 1869, N^o 93.

Forwarding extract of the above Diary and stating that the work should without fail be undertaken after the monsoon; and that if funds are provided by the Mysore Government it can be re-estimated for and carried out if required by the Coondapoor Range Officer.

Mysore Chief Engr. to the Supr. Engr. N^o 1827 of 29th July 1869.

Informing with reference to the above endorsement that the work referred to will be included in our estimate then under preparation for improving the road from Coondapoor to Luckshumpoor.

Mysore Chief Engr. to the Supr. Engr. N^o 1778 of 28th July 1869.
Forwarding a Memorandum by the Chief Commissioner of Mysore on

the Mulnad of the Nuggur Division showing the existing communications and measures required to be adopted for further opening up the country.

Memorandum on the Mulnad and the Nuggur Division with the view of showing the existing communications and the measures required for further opening up the country.

Para 8. Stating that the Cooloor Ghant was originally laid out by Colonel Walker, but that it had not received the traffic it should have obtained, owing to the non-continuation of the line in Mysore Territory beyond the head of the Ghant.

Para 15. Stating that it is essential to complete the communication between Coondapoor and the Cooloor Ghant; and that the line was carried 10 miles into Mysore Territory by Colonel Walker, Supr. Engineer of the Canara Division; but that some small bridges and drains are needed.

Para 17. Stating that when the Cooloor Ghant was opened for cart traffic by Colonel Walker, he commenced the construction of a feeder through the Honur Magani in order to continue the line to Sagara; and that the Superintendent of the Division was of opinion that this communication was more needed than that portion of the Cooloor Cut.

Mysore Chief Engr. to the Supr. Engr. N^o 2588-271 of 28th May 1867.
Printed with the above memorandum.

Para 6. Stating that the approaches to the Cooloor Ghant towards the Mysore side still

remains unfinished

Para 19. Extract of Deputy Collector Mr. Swell's letter stating, that if the communications with the three main Chanks, viz. Coolor, Ho pangadi and Agomby, were made perfect first, the other Chanks might be allowed to wait.

Paras 38 and 39. Stating that the Deputy Superintendent was connected with the line for a ploughed road through Mavinkalla-Matali with Luchumpoor, which is the termination of the southern branch of the approach. As made by the Madras Government to the Coolor Chank; and that the work was skillfully traced and well opened; but that the bridging of the approaches was being completed by the Madras Government.

Niegar Division Superintendent's letter No 90-6 of 26th May 1868, printed with the above Memo-
randum.

Para 23— Stating that the Coolor Chank is a first class work, and that it has been opened for 20 years; that the Madras Government are now bridging the line leading from its head to Hounr, while almost nothing has been done in Mysore.

Supr's Office for
Comdt 22 Nov 1872 } Supr Engineer 7th Div.

Compd DB

No 201

Supr Engineer's Office,
7th Div.

In a letter from the
 Supy Engineer 7th Div
 to the Chief Eng.
 D. P. W. Meadras
 No. 201. dated 22nd
 November 1872.

Dated 22nd } November
 Recd. } 1872
 P. G. 28 April / 73 B N : 452
 P. W. 5823/72.

Precis of Correspondence
 & relating to the
 Luckshunpoor
 Stream.

Copy D. P.

No. 201. Supy Engineer's Office,
 7th Division
 Coimbatore 22nd Nov 1872

From The Supy Engineer,
 7th Div.
 To The Chief Engineer
 D. P. W. Meadras.

Sir, With reference to your
 Memorandum dated Ootaka,
 22nd 18th October 1872 and its
 enclosures herewith returned, I have
 the honor to enclose a precis of
 all the correspondence that can
 be found in my records on the
 subject, together with a sketch and
 report from the Mangalore Range
 Officer -

- Enclosures 6:
- 1 Mangalore
 Range Officer's
 Letter No. 180 of
 6th Nov 1872.
 - 1 Sketch
 - 1 Section
 - 1 Letter from the
 Secy to the Com.
 Mysore & Co.
 - to 1678 of 23rd Aug.
 - 1 Extract from
 Inspection
 Memo
 - 1 Precise of Corres.
 & Correspondence
 - 6

2 The plan and estimate for
 the bridge cannot be found in
 the records of this Division,
 possibly it may have been sent
 to the Mysore Government -

3 I regret I have not had the
 opportunity of inspecting the
 locality myself, but from what
 I can judge from the papers before
 me, I think it very likely that
 since the trace was first laid
 out

out the river banks have been much eroded, the river is wider and the banks steeper, consequently the question of a junction at this point with the Mysore Country has become more complicated -

4 The Range Officer reports that the river sets on point A immediately above which the approaches proposed and existing run, and that the banks here must be protected & revetted above, thus should the bridge be built at the site of the crossing formerly fixed, it would be exposed to the danger of being outflanked, and its approach destroyed - further the river being widened considerably the bridge will cost more than before - The Range Officer also notes that he doubts the feasibility of Colonel Sankar's proposition to carry the line round the hill -

5 Under these circumstances I beg to recommend that an entirely new trace be tried from Nagoddy, with the view of crossing ~~the~~

This is a
a small

11/11/11

river 3 or 4 miles south, where a more suitable site for the bridge might be found with better approaches from both sides - As the Chart is not much used, I do not consider it worth while that any expenditure beyond that now incurred from maintenance be laid out on the alterations proposed by the Range Officer until his report on the alternative line be received -

I have the honor to be,
Sir
Your most obedient servant

Wm. H. L. L.
Superintendent

Compd. O. L.

by Dec 28 April 73
 to 1202. The Colonel
 wants the copy Ensign
 letter noted in that R.O.
 & its enclosure from
 Mr Parryle

SSV

P. M. 1872. Richardmont
 of the 1st Regt. 1874
 The 1st Regt. 1874

of the 1st Regt. 1874

320 W.
 Andrews

March 22nd
 Dec 26th 1872

1202-1203-28 April
 1873

Enclosure 6.
 demands relating to
 my contribution
 of 2000 lbs over
 the 1st Regt. 1874
 the 1st Regt. 1874
 on the 1st Regt. 1874

Dec 1872

Public Works Department
No 1202
Proceedings of the Madras Government
Read the following

From The Secy to the Chief Commissioner
of Mysore P.W. Dept - H. E. No 1628/23 - August 1/72/
From The Supr Engineer - 2017/22 - Nov 1/72/
From The Secy to the Chief Commr
of Mysore - 482 - 14 - March 1/73/

Order thereon March 1873. No.
Ordered that
the following letter be sent:-
P.W. No. 7

37
D. W. Dept
Coral

N^o 1203

To
~~The Secretary to the~~
Chief Commissioner of Mysore
~~D. W. Dept~~

Sir,

I am directed to
acknowledge receipt of
^{Secretary's}
your letter N^o 1628 of 23rd
August 1872 to which my
attention is called by
N^o 482 of 4th Instant
and in reply, to send
you copy of a Report
from the Assistant En-
gineer in charge of the
Cundapoor Range, with
an original sketch of
the

W

W

W

the approach to the Sukthe-
-mipoora Nullah; which
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than the eye sketch trans-
-mitted with your former
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Correspondence on the subject
of the conservation of the
~~river~~ river approach in
question, and of completing
the approach from the
Mysore Country to the
Cooloor Ghaut generally
is also appended.

2 From these papers
~~the Chief Commissioner~~
~~it~~ ^{so} will be perceived that so far from
there being any necessity
for calling on the Madras
Government to cooperate
in

29
in the improvement of
the River crossings above
the Cooloor Ghaut, that
Government took the
initiative in the matter
upwards of a quarter
of a Century ago, and
has done every thing
in its power to facilitate
access to the Coast from
the Muggur District
by a Ghaut Road sui-
-table for the Cart traffic
of the Country, on a
line which was selected
by Captain F. Cur-
-righan of the Mysore
Commission and
Captain F. C. Cotton
of

of the Madras Engineers,
after a careful exami-
-ation of the whole line
of Ghauts from Agumby
to Gairsappah - and it has
been a matter of just
concern to this Government
that while the Ghaut
has been opened, and
miles of Road above
and below it bridged
throughout within Madras
limits so little has been
done on the Mysore
side to connect the line
with the Road system
of the Country inland,
while ample funds
have been forthcoming
to open out the new
Hyder Ghur

41
Hyder Ghur Ghaut
a short distance to
the South.

In general
terms I am to state
the anxiety of the
Madras Government
to meet the Mysore
State half-way in
every attempt to faci-
-litate communica-
-tion between the
Coast and the interior,
and especially with
reference to the crossing
of the Frontier stream
on the 2 approaches
to the Boobor Ghaut,
on the Goondelpett -
Suttans

Sultan's Battery Road,
and on the Collegial-
Jellandor Road are they
prepared at once to
cooperate with money
and superintendence.
And I am instructed
to propose as a prac-
tical step towards
the realization of the
common object in view
that the Mysore Govt
depute its Engineers
to plan and estimate
for the 2^d and 3^d of
the bridges over the
Skeams named in
your ^{Secretary's} letter of the 4th
Instant while this
Government

23
Government shall
proceed similarly with
reference to the other
two. And that the
Officers of each Govt
shall carry out their
own designs after
approval by their own
Government, the func-
tions of the other Go-
vernment being sim-
ply to provide its
share of the requisite
funds without res-
ponsibility for the
design or execution
of the works in charge
of the Officer of the
other Government.

I am directed in
conclusion to state that
the detailed information
called for in the 2^d
para of your ^{secretary's} letter
of the 23^d August
1872 cannot be supplied,
but that it has been
ascertained that the
Colony Grants and
Roads above and below
it within Madras
limits, were laid
out with a maxi-
mum gradient
of 1 in 16, as suit-
able to the nature
of the traffic the line
was

intended to accommodate

G.M.W.

Ms. - Sept 9-5-73 with the
copy of the letter from the
referred to the 1st of Aug. of Cms.
from Range, 2 original sketches
and copies of the Plans of Cms.
from Range.

Spec. copies despatched 13-5-73.

25
12

C/M. 4/133,582.3 + 1449.

Govt. of 1873 Madras.

PUBLIC WORKS.

To the Chief Commissioners
of Mysore

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

Dated.

Recd.

Encl. 2

G. O. 28 April 1873, No. 1202 + 1203.

Nos. 457 @ 454 + 455

Bridge over Luckshunpoor
river. Paddy orders
on Correspondence
relating to the construction
of a bridge over
the Luckshunpoor river.

Forwarded with
remarks, report on the
approach to the Luckshunpoor
river & the construction.

N: 457.55.

C-17. March 73