

MADRAS RECORD OFFICE.

Government of Madras.

Rublie DEPARTMENT.

G.O. No.	1098	Press Mis.
Dated	6-9-1867	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Department,
6th September 1867.*

No. 60. Read the following Proceedings of Government in the Public Works Department, dated 2nd September 1867, No. 2683.

Communicating report from the Superin- } (Vide Proceedings, Public Works De-
tending Engineer on the Coonoor } partment, dated 2nd September 1867,
Bridge. } Nos. 17 & 18.)

No. 61. ORDER THEREON, 6th September 1867, No. 1098.
Communicated to the President of the Municipal Commissions in Coimbatore.
(Signed) R. S. ELLIS,
Acting Chief Secretary.

To the President of the Municipal Commissions in Coimbatore.

*Proceedings of the Madras Government, Public Works Department,
2nd September 1867.*

No. 17. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, Madras, dated Coonoor, 26th August 1867, No. 93 :—

1. I have the honour to report as follows, with reference to the subject of G. O. No. 2,169 of 19th July.

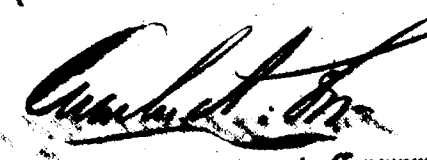
2. The Coonoor bridge was built upwards of thirty years ago, and is, to all appearance, as good as new. Its waterway is ample for the passage of all floods of ordinary years, but insufficient for that of such a flood as reported in my letter printed with G. O. No. 3,573 of 24th November 1865, which may be expected to recur once in fifteen or twenty years. But all loss of life and property consequent on such will be perfectly obviated, if the same precautions be taken by the Municipality to prevent people from building within dangerous limits, as have been taken by the Government authorities in removing the Sub-Magistrate's Cutcherry, and abolishing the cart-stand which stood within them. Funds are not available for construction of an entirely new bridge uniting the heads of the old and new Coonoor ghauts, of another small one crossing the local drainage, and for raising all their approaches to a height above extreme floods. The Executive Engineer has proposed such works, but I have set my face against them, as involving a very great and unnecessary expense, to the postponement of much more pressing work, for which funds are but scantily forthcoming. And I am verily of opinion that, with such mountain torrents as those in question, it is a better policy to keep their banks and bridge approaches at a low level permitting of overflow, than to attempt to shut them up within limits, which after all may not be sufficient to give vent for their extreme floods, the extent of which is practically incalculable. Acting on this policy, the head of the new Coonoor ghaut where it joins the old bridge at a right angle, will be provided with a viaduct of at least 20 feet span across what is ordinarily dry ground; so that it shall afford as little obstacle as possible to the passage of the extreme floods which submerge the adjacent road to Ooty to a depth of $4\frac{1}{2}$ or 5 feet.

No. 18. ORDER THEREON, 2nd September 1867, No. 2,683.

CIVIL WORKS, No. 3.

Communicated to the Public Department with reference to the Orders in that Department of the 12th July 1867, No. 828.

(True Extract.)


Colonel, B. E.,
Secretary to Government.

To the Public Department.
„ Superintending Engineer, 7th Division.

Ed. F. R. Bantleman.

Index 1889 with

Beckwith

Wm. G. M. M. M.
No 2603

1/20
12/45

2, 1380.

Corner at foot from the
high ledge on the corner
bridge

Aut of 10 Sept.

19-09

John A. Miller

The Rev. Mr. Williams
in London Sept 6/9

306

Thurston in London

President of the Municipal

Transmitted to the

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