S.R.O. 1—77,000—8-6-87.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 725	Press Mis.
305-306	
Dated 27-4-1874.	

415

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department,
29th April 1874.

No. 305. Read the following letter from Lieutenant-Colonel W. T. F. FAREWELL, Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, R.E., Chief Engineer and Secretary to Government, Public Works Department, Fort St. George, dated Madras, 27th March 1874, No. 757-74:—

With reference to the Orders of Government noted in the margin, I have the honour to report that I have inspected the Palar Bridge site, and, from investigations then and subsequently made, I am of opinion that the best course to pursue is to restore the causeway which was originally used for wheeled traffic across the Palar River, and not construct the bridge at all. My reasons for coming to this conclusion are as follow:—

P. W. D., G.O., No. 193, dated 30th September 1873.
P. W. D., G.O., No. 49, dated 11th December 1873.

(1.)—That a railway bridge is shortly to be constructed in the vicinity of the site proposed, and, if such is absolutely necessary, doubtless the railway authorities might be induced to attach a foot-way to the bridge for the use of passengers during heavy or continued floods.

(2.)—That, from all the information I can gather on the subject, except for between fifteen and twenty days per annum, the river is fordable.

(3.)—The restoration of the causeway will cost a mere trifle in comparison to constructing a bridge of fifty-four arches.

(4.)—In his letter to Government, No. 1719, dated 24th July 1872, the Superintending Engineer, 4th Division, noted that "the Palar flows in a bed of deep sand, full of springs at so small a distance below the surface that a great deal of cultivation is maintained throughout the year;" and thus, I fear, the existing foundations cannot be sufficiently depended upon to ensure the permanency of a bridge as designed.

—

Transferred to the Financial Department, with reference to the Order in that Department, dated 11th September 1873, No. 1273.

FORT ST. GEORGE,
1*st April* 1874.

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

No. 306. ORDER THEREON, 29th April 1874, No. 725.

Communicated to the President of the Local Fund Board, Chingleput Circle. The attention of the Public Works Department is called to the fact that the foundations have been laid in such a manner that it will be unsafe to proceed with the structure.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the Board of Revenue.
,, Public Works Department.

Exd. J. H. Burns.

Govt. of Madras
1874
FINANCIAL.
To
THE BOARD OF REVENUE,
&c., &c., &c.
Dated April 29th.
Read.
Read.
G. O., 29th April 1874, No. 725.
APRIL.
Nos. 305-306.
Bridge over the Palar River.—The letter from the Inspecting Engineer for Ports and Communications giving it as his opinion that it will be sufficient to restore the causeway which was originally used for wheeled traffic across the Palar River, and not construct the bridge at all, communicated to the President of the Local Fund Board of the Chingleput Circle, and the attention of the Public Works Department called to the fact that the foundations have been laid in such a manner that it will be unsafe to proceed with the structure.

Inspecting Engineer's Office for
Ports & Communications
Chepauk. Madras.
24th March 1874.

From

The Inspecting Engineer for
Ports & Communications

To

The Chief Engineer and
Secretary to Government
Public Works Department.

Sir,

P.W.D. G. Oct. 193 dated 30th Septr/73
P.W.D. G.O. No 498/11 Dear/73.

With reference to the orders of Government noted in the margin, I have the honor to report that I have inspected the Palar Bridge site and from investigations then and subsequently made I am of opinion that the best course to pursue is to restore the causeway which was originally used for wheeled traffic across the Palar River and not construct the bridge at all. My reasons

for coming to this conclusion are as follows:-

I.- That a railway bridge is shortly to be constructed in the vicinity of the site proposed, and if such is absolutely necessary, doubtless the railway authorities might be induced to attach a foot way to the bridge for the use of passengers during heavy or continued floods.

II.- That from all the information I can gather on the subject except for between 15 and 20 days per annum the river is fordable.-

III.- The restoration of the causeway will cost a mere trifle in comparison to constructing a bridge of 54 arches.-

IV.- In his letter to Government No. 1719 dated 24th July 1872, the Superintending Engineer, 4th Division, noted that "the Palar flows in a bed of deep sand full

of springs at so small a distance below the surface, that a great deal of cultivation is maintained throughout the year"; and thus I fear, the existing foundations cannot be sufficiently depended upon to ensure the permanency of a bridge as designed.-

I have the honor to be
Sir,
Your most obed. Servt.

Lieut. Colonel
Inspecting Engineer for
Brits & Communications

No: 11 September 1873. At 28-29.
— 6 December 1873. — 58-59.

Transferred to the
Financial Department
with reference to the order
in that Dept dated 11th
September 1873 No. 1273.

Commr & Secy to Govt
Secy to Govt
P.W.D.

Fort St George
1st April 1874.

C.15-4.A.21-4

Financial
~~Pub. Works~~ 1874 Dept
725 No: 1883.

From
The Inspecting Engineer for
Ports & Comms.
To
The Chief Engineer &
Secretary to Govt P.W.D.

Dated 27th March 1874.
Rec'd 28th —"—
Reg'd 3 April

No. 787
Encl.

Reporting on the
propriety of restoring
the canoe way originally
used for wheeled traffic
across the Palar
River.—

Refered
With order

The Board of Revenue &c &c &c

A letter from the Collr of S. Arcot No. 1883 dated 27 March 1874 on the subject of the Bridge over the Palar River with a request that the same may be restored to its former state.

Communicated to the President of the Local Fund Board Chingleput circle.

The attention of the Public Works Dept is called to the fact that the foundations have been laid in such a manner that it will be unsafe to proceed with the structure.

21/4

Govt. of {1874} Madras.

Financial.

To

The Board of Revenue.

Orig. sent to Coby. 21-5-74.

G. O. April 29, 1874, No. 725.
305. 306.
Nos. ~~296. 297.~~

Bridge over the Palar River. The letter from the Supdg. Engr. for Ports & Communications giving it as his opinion that it will be sufficient to restore the causeway wh. was originally used for wheeled traffic across the Palar River & not Construct the bridge at all Comr. to the Prasdt. of the L. F. Bd. of the Chin. -glepet Circle & the attention of the P. W. D. called to the fact that the foundations have been

laid in such a manner that it will be unsafe to proceed with the Structure -