M.R.O. 1—32,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial **DEPARTMENT.**

G.O. No. 455	Press ~~Mis.~~
23-24	
Dated 30. 1— ~~10~~ 1808	

Not to be folded or roughly handled

455 MM

No. 23. Read the following letter from C. WHITTINGHAM, Esq., Magistrate of North Arcot; to T. PYCROFT, Esq., Chief Secretary to Government, Fort St. George, dated 19th January 1858, No. 3.

Magistrate's Department.

SIR,

I have the honor to forward for the information of Government copy of a letter which I have this day received from the Joint Magistrate on the subject of the recent accident at the Vellore bridge.

2. Lieutenant Mayne's report may not extend to the cases of the Natives not in his department who were injured by the fall of the centering, and he was not probably aware of the result of the injuries they received.

(Signed) C. WHITTINGHAM,
Magistrate.

From A. W. SULLIVAN, Esq., Joint Magistrate of North Arcot; to C. WHITTINGHAM, Esq., Magistrate of North Arcot, dated Vellore, 15th January 1858, No. 17.

SIR,

I have the honor to forward copy of an Urzee, No. 4, dated the 4th Instant, from the Police Ameen of the Town of Vellore, and proceedings received therewith as per Tamil list enclosed, having reference to the late lamentable accident at the Palaur bridge, under construction through which Lieutenant B. B. Boyd of the Madras Engineers and Assistant Civil Engineer of this District and his Sub Overseer Parasoorama Moodely lost their lives, and several workmen engaged on the works were more or less injured.

2. At about ½ to 5 P. M., on the day in question a Peon brought me a verbal report that an accident had occurred at the bridge by which the Officer in charge and others had been severely injured, but I had no reason from his report to believe the accident had been fatal; the bridge is nearer three than two miles from my house; I immediately ordered a conveyance and proceeded in the direction of the Palaur, when about two miles from home I met Lieutenant Boyd's bullock carriage coming into Cantonment, Captain Hawkes the Superintendent of Police was with him, but a glance sufficed to convince me that all was over with the unfortunate young officer. I accompanied the carriage to his house and assisted in the last offices to his remains, by which time it was quite dark, and having ascertained that all those injured had been either taken charge of by their relatives or conveyed to the Dispensary, I despatched a guard of Peons to the spot to see that nothing was touched till the morning.

3. At day break the next day, I proceeded in company with Lieutenant Mayne the Acting District Engineer of North Arcot and Mr. Dopping a Civil Engineer under him to inspect the spot; from all the information we could glean, it would appear that the 9th arch was turned in October last before the monsoon and that in order to give the freshes as much way as possible a good deal of scaffolding and supports had been removed from the centering which ought to have been restored as a precautionary measure before the centering was struck.

4. Owing to the length of time that the arch had been turned, the stuffing of the centering had adhered with such tenacity to the arch itself that when the wedges of the centering were slackened it did not come away at first as it should have done, but suddenly gave away en masse and the strain proving too much for the wood work which was deficiently supported, as above noted, the whole thing collupsed and buried the unfortunate victims in its fall, Lieutenant Boyd having with his Sub Overseer gone in under the arch to ascertain the cause of the centering not lowering when slacked.

5. The centering used was that invented and recommended by the late Captain Best of the Engineer Corps and beyond the precautionary measure neglected as noticed in para. 3 of restoring the scaffolding and supports which had been removed for the monsoons, no blame seems to attach to any one concerned, unless perhaps to the unfortunate deceased; at the same time I may mention that the extra scaffolding and supports were precautions *not* forming part of Captain Best's plan of centering.

6. Beyond the death of Lieutenant Boyd and his Sub Overseer, no others have met with fatal injuries two natives were very severely hurt, but are reported now to be in a fair way of recovering.

7. The Brigadier Commanding Vellore ordered a regular Military Inquest on the remains of Lieutenant Boyd, the result of which will have been communicated to the proper authorities through that Department and the necessary inquiries were held by the Police Ameen regarding the natives killed or injured; owing to their having been carried off at once by their relatives to their respective villages some little delay occurred, and before making this report I thought it better to wait to see whether any of the other cases proved fatal.

8. Lieutenant Mayne has, I am aware, reported on the accident professionally through the proper Department for the information of Government.

(Signed) A. W. SULLIVAN,
Joint Magistrate.

(True Copy.)

(Signed) C. WHITTINGHAM,
Magistrate.

No. 24. ORDER THEREON, No. 155; dated 30th January 1858.

The Government had already learnt with deep regret the melancholy accident reported in Mr. A. W. Sullivan's letter.

(Signed) T. PYCROFT,
Chief Secretary.

Fred. J. Cartledge.

Chief Secretary to Government
Fort St George

No 155.

The Govt understand learnt with deep regret the melancholy accident reported in Mr A W Sullivan's letter.

Magistrate of N Arcot { Dispd 31 JP
Dept - P W ——— {
Fort Saint George
30th Jany 58