L. & M.
00—19-11-96.

INDEXED

Local & Munl. (1897.) Department.

MISCELLANEOUS.

G.O., No. 165 M.

DATED 5-2-97.

DESPATCHED

[Despatch Abstract.]

Suspension bridge over the Palar.

Disapproving with remark the proposal of the Munl: Council, Vaniyambadi, to levy a special toll on the bridge traffic over the Palar; and requesting the Munl: Council to submit an estimate of the toll revenue at the bridge, if it is proposed to alter the Munl: limits so as to bring the bridge on the Munl border; & passing orders on the explanation offered by the C. E. for the omission to notice certain defects in the original design & estimate for the suspension bridge.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
Emo	907 M/97						

3611
em

✓

2/17

Local & Munl. (1896) Department.

CURRENT No. 3200 M

SALEM COLLECTOR'S OFFICE
24 NOV 96
RECEIVED

forwarded without
remarks as I have
not seen the G.O. in
question G Menon
26.11.96 G. Collector

Order.

Why did Collr not
get a copy
[illegible] 26/11

From the Chairman
Municipal Council
Vaniyambady
thro' the Collector of Salem

SECRETARIAT TO GOVERNMENT
LOCAL & MUNICIPAL DEPARTMENT

Ref on No. 1421/Eng

Dated 23rd [illegible]vember 1896.

Received 30 [illegible] " "

Registered " " "

Enclosures

Spare copies

SUBJECT.

Submitting for the reconsideration of Government the resolution of the Municipal Council that a bridge should be constructed for the Palar river at any cost

5/12

BACK PAPERS.

G.O.	No.	Department.	Date.
Ms	1899	L.&M.	10-11-96

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Ref on no $\frac{1121}{\text{Eng}}$ Vaniambadi Municipal Office

L Dated 23rd November 1896.

32

From

M. R. Ry T. V. Gopalasami Iyer Avl

Chairman, Vaniambadi Municipal Council

Vaniambadi

To,

The Chief Secretary to Government

Local and Municipal Department.

Through the Collector of Salem.

L.&M. 1167 M. 8, 11/5/97

Sir,

Adverting to Government Order No. 1899 Mis: dated 10th November 1896, I have the honor to state that I placed the order before the Council at its meeting held on the 19th instant and explained fully that the propose bridge may not be a success and that the construction of a masonry bridge is, with reference to the financial circumstances of the Municipality beyond its means and that therefore the grant and the loan should be refunded as directed by Government.

2. At this meeting all the councillors were present and they with one voice said that a bridge whether iron or masonry is absolutely necessary and a copy of the resolution passed by them is herewith submitted. Though the masonry bridge proposed in para 2 of the Chief Engineer's note embodied

in the said Government Order exceeds the cost of the Suspension bridge now condemned, the Council wishes to have it. The Council is at present accused of indifference in providing a necessity and seeing the inconvenience which the townspeople and the traffic are at present put to, the Council earnestly begs to submit that at any cost, a bridge ought to be constructed at Vaniambadi and that the consideration should not be postponed. The situation of the town is very peculiar being surrounded by the Palar and divided into islands. At the time of heavy floods there is no means of getting out of or into the town. The papers before Government about the danger and loss of houses and property caused in the year 1874 may convince Government of the necessity of providing a bridge for the safety of the townspeople at the time of heavy floods though not for the convenience of the traffic

G.O 1344 Rev
17-10-74

3. It may be seen how earnest the council is when it resolves to levy with the sanction of Government a special toll for the bridge when constructed to partly meet the additional cost. The Council respectfully begs to pray that it be not deprived of the beneficience shown by Government in giving a loan of Rs 13800 and a grant of Rs 10000 to provide a bridge for the river and that the Government may be pleased to have the necessary estimate and plan prepared for a fitting bridge and to not withdraw the grant already sanctioned and to give the additional loan required for the construction of the bridge to be designed.

4. In venturing to submit once more the necessity of having a bridge for the favorable consideration of and orders of Government, I am only complying with the unanimously expressed wishes of the council in spite of my explaining to it its inability to get their object accomplished from a financial point of view.

I may if permitted add my own opinion in the matter. In repaying the loan which the Council wishes to raise, I believe the yearly instalment will be about Rs 1500 including the interest. The income of the Municipality is at present about Rs 21000 and it is not likely that it will exceed Rs 26000 for many years to come. If the Council should allot Rs 1500 every year as mentioned above for repayment of the loan, I am of opinion that the supply of other ordinary needs every year may have to be partly neglected unless the Council is permitted as it suggests to levy a special toll for the bridge when constructed in which case there will be no difficulty in sparing from their yearly income the amount required for repayment of the loan. I do not see how this special toll can legally be levied under the provisions of the Act.

I have the honor to be
Sir
Your most obedient servant

Chairman.

From

The Chairman, Municipal Council
Vaniambadi

To,

The Chief Secretary to Government
Local and Municipal Department
Madras

Through
The Collector of Salem

Dated

No

Subject.

Submitting for the reconsideration of Government, the resolution of the Municipal council that a sh bridge should be constructed for the Palar river at any cost.

3

35

Extract from the Proceedings of the Municipal Council
Vaniambadi
Dated 20.11.96

4. Read Government order No 1899 Mis dated 10th November 1896 that the scheme for the construction of a bridge over the Palar at Vaniambadi must be abandoned and directing the Municipal council to refund without delay the loan and grant drawn already.

Resolution.

The Council is of opinion that a bridge is absolutely necessary, though it be a masonry bridge and the cost may exceed the present estimated amount for the Suspension bridge and it is even prepared to levy a special toll for the bridge when constructed to partly meet the additional cost as the inconvenience at present felt is so great that it cannot postpone the considera of the construction of the bridge. The Government may therefore be pleased to instruct the Superintending Engineer to prepa the necessary estimate for a fitting bridge and not to withdra the grant already sanctioned and give the additional loan necessary for the construction of the bridge

(True Extract)

Chairman

1/3205 M of 96

4 N

Local & Munl. (1896.) Department.

CURRENT No. 3206 M

SECRETARY TO GOVERNMENT
30 NOV 1896
LOCAL & MUNICIPAL DEPARTMENT

From The Public Works Department.

Order.

No. 4459 C.

Dated 26th November 1896.
Received 30 " "
Registered 30 " "
Enclosures
Spare copies

Abstract

SUBJECT.

Transferring to the Local & Municipal Department note by the chief Engineer 24th Novr. 96 regarding the construction of a bridge over the Polar at Vaniyambadi.

Ref. Please put up papers if any showing the illegality of levying tolls for constructing bridges also papers showing the practice in the L & M Deptt. of sanctioning bridge estimates forwarded by the D.P.W.

Please see 80 no 268 M / 28-2-91

Kv 15/12
Put up
16/12

5/m

a 17/12

BACK PAPERS.

G.O.	No.	Department.	Date.
G.O.	1899	L.M.	10-11-96
Cm	3200 L/96.		
G.O.	1103	M	2-7-96
G.O.	1021	M	7-6-96
G.O.	862	L.M.	21-5-96
G.O.	490	L.M.	21-3-96
G.O.	308	M	21-2-96
G.O.	127	M	22-1-96
Cm	2/618 L/95	Local	

~~FURTHER~~ PAPERS.

Back

G.O.	No.	Department.	Date.
G.O.	900	L.M.	29-5-95
G.O.	721	Z	26-6-86
G.O.	1344	R.D.	17-10-74.
G.O.	268	M	28-2-91

No. 4459C

Government of Madras.

PUBLIC WORKS DEPARTMENT.

MEMORANDUM.

Dated Madras, 26th November 1896.

Note by the Chief Engineer, Public Works Department, dated 24th November 96.

The Chief Engineer, in his note forwarded with Public Works Endorsement,× No. 1438 D. dated 29th September 1896, advocated the construction of a masonry bridge over the Palar at Vaniyambadi in lieu of the suspension bridge proposed, and in view of the fact that the erection of a more expensive bridge is beyond the means of the Municipality, the Government, in G.O. No. 1899 M. Mis, Local and Municipal, dated 10th November 1896, has resolved to abandon the scheme altogether. At the same time, the Chief Engineer and the Superintending Engineer, Mr: Hannan, are called on to explain their

× Page flagged B in G.O. 1899 M / 10.11.96

[P. W. 41 / 2,000—6-3-96.]

their omission to notice at the outset the defects in the original design.

2. In accordance with G.O. No: 900 M. Mis., Local and Municipal, d/ 29th May 1895, the Superintending Engineer was directed to prepare plans and estimates for a suspension bridge, and after some intermediate correspondence as regards the width of the bridge, that officer, with his letter No: 445 W. dated 18th November, 1895, submitted an estimate for a bridge with a ten foot roadway, similar in design to the one erected at Kullar. This estimate was under technical examination until the Christmas holidays, and as there were a large number of other plans and estimates under scrutiny at the time, there was likely to be further delay in going into the engineering details of the proposed Palar bridge. It was therefore decided to forward the plans and estimates to the Local and Municipal Department for general approval to the proposal to construct the bridge, and it was intended

intended to complete the examination of the engineering details after return of the documents, and before professional sanction was given. This procedure was not out of the ordinary course, as plans and estimates for buildings or other works required for the different department of the State are, as a rule, forwarded by heads of departments to the department of the Secretariat concerned, where, if approved, they are transferred to the Public Works Department for sanction after professional scrutiny. When such plans and estimates are received in the Public Works Department in the first instance, they are forwarded to the department of the Secretariat concerned for approval and return. Instead however of merely approving the proposal in the case of the Palar bridge, the plans and estimates were sanctioned in G.O. No: 308 M., Local and Municipal, dated 21st February 1896. It is regretted that it was not clearly stated in Public Works Endorsement [illegible]

But in this case, it was the P.W.D. that was asked to prepare the plans & estimates & by having forwarded them without a word of Comment, the Chief Engineer, as would naturally be inferred, made himself responsible for them. Vide also His notes of 7-10-96 Flag X

[illegible] from the [illegible] the Chief Engineer [illegible] that he had approved

January 1896, that the plans and estimates would be scrutinised in detail after they were returned by the Local and Municipal Department, but it was not anticipated that professional sanction would be so promptly given in a non-professional department. Attention is invited to the 3d clause of para 36, Chapter V of the Local Fund rules embodied in G.O. No: 721 L.F., Financial, dated 26th June 1886, laying down that Local Fund estimates of over Rs: 5,000 should be transmitted to the Chief Engineer, Public Works Department, for the sanction of Government, clearly indicating that professional sanction to all Local Fund estimates over the prescribed limit should be given in the Public Works Department.

3. Immediately on receipt of G.O. No: 308 M, Local and Municipal, dated 21st February 1896, the engineering defects in the design were discovered in the Chief Engineer's Office, and notes were recorded on the subject. Meanwhile

March

It has been usual with the L & M Dept to sanction schemes of water supply & drainage & other public works. The estimates for which have been approved before by the Supdg Engineer or the Sanitary Engineer under the rules in G.O. 124 M / 150 & 792 L / 16-1-91

flagged C

G.O. No. 862 M. Mis., dated 21 May 1896, we received, in which were raised th question of increasing the width o the roadway of the suspension brid and of the alternative question of constructing a masonry bridge, and until these points were settled, it was thought unnecessary to take further steps with respect to the original design. A letter had also been received in the meantime from Mr. Hannan, in which he pointed out certain weak points in the design of the Kullar bridge, which he stated would require to be remedied if it was decided to adopt the same design for the Palar bridge. This letter was allowed to stand over until the description of bridge to be built was decided. In Memo No: 1051 L & M. dated 10 September 1896, the Chief Engineer was asked for an expression of opinion on the point raised in Mr. Larminie's letter, No: 286 dated 17th June 1896, and the undersigned then declared his preference for a masonry bri

× flagged D
M.G.O. 1899 M.
10.11.96

To sum up, – the original call on the Public Works Department was for plans and estimates for a suspension bridge; the late Chief Engineer, on the score of economy, instructed Mr. Harman, the Superintending Engineer, to design a bridge with a 10 foot roadway, but to explain clearly to the Municipality that it was intended only for a single line of carts; Mr. Harman submitted plans and estimates in accordance with his instructions but he was aware of the defects in the design, and subsequently brought them to notice.

The unusual procedure in according sanction in the Local and Municipal Department complicated matters; if it had been decided in that Dept. to have a suspension bridge in view of the limited means of the Municipality, the work could have been carried out, but before professional sanction was given steps would have been taken to remedy [illegible] the design, and to revise the estimate.

No. Vide note on the previous page.

(Signed) D. McNeil Campbell Col: R.E.
Chief Engineer.

Lc Dept.
32/6/M

Transferred to the Local and Municipal Department, with reference to G.O. No: 1899 M. Mis: dated 10th November 1896.

D. McN. Campbell Colonel R.E.
Secretary to Government.

The Local a[illegible]ipal Department

the dese

Suspension bridge over the Palar, Vaniyambadi

Read again G.O. No. 1899. M. dated 10th November 1896 &

LOCAL AND MUNICIPAL DEPARTMENT.

Current No.s 3200 & 3206. M.

From

H.E. the Governor

SK
24/1/7

FOR ORDERS.

The design of the suspension bridge which it was proposed to construct over the Palar at Vaniyambadi at a cost of Rs.23,800 having been condemned by the Chief Engineer, Public Works Department as being flimsy and wanting in efficiency, the Government in its order No.1899 M dated 10th November 1896 decided that the scheme of bridging the river should be abandoned and called upon the Municipal Council to refund the grant of Rs.10,000 and the loan of Rs.13,800 which it had received from Government for the purpose.

2. With the first of the Currents read above, the Chairman submits a resolution of the Municipal Council asking practically for a reconsideration of the above order. The Council considers that a bridge over the Palar is absolutely nece[illegible] it may be a masonry one

and ~~although~~ its cost may exceed the estimate for the suspension bridge, which has been condemned. The Council proposes to meet the additional cost partly by levying a special toll, presumally on the passengers and wheeled traffic passing over the bridge and it requests the Governemt to call for the necessary plans and estimates for an efficient bridge, & not to withdraw the grant already made, but to advance as a loan any additional sum that may be required for the purpose.

3. The proposed imposition of a toll on passengers &c using the bridge being illegal under the District Municipalities Act, the Council will have to rely on its existing resources to bear the additional burden. It should ~~however~~ however be noted that when the construction of the suspension bridge for which the Municipal Council had to borrow a sum of Rs.13,800 was under consideration, the Council deemed it highly undesirable to borrow such a large sum on the ground that the annual repayment of Rs.882 would cripple and prevent them from carrying out several urgent works of public utility for a period of thirty years.

Vide Sec 91 of the D.M. act, under which tolls can be levied only on vehicles & animals Entering the muncl limits and para. 2 of G.O. No. 268 Mn. d/28-2-91. A

A the Mun. limits run at present the bridge is within the Mun.ty E.R.

× Council's resolution & Mr. Ghose's letter page flagged A in G.O. No 862 M / d 21-5-96

4. In his letter No.286/W., dated 17th June 1896, the Superintending Engineer IV Circle estimated the cost of a substantial suspension bridge at Rs.37100 and the Chief Engineer who recommended a masonry structure stated that such a structure will cost more than the proposed suspension bridge, Whichever of these designs may be adopted by the council, the annual charges towards the repayment of loan will be much heavier than in the [illegible]ase of the proposed [illegible]ension bridge.

× page flagged B in G.O. No 1899 M / 10-11-96

with the present municipal limits E.R.

bridge. In this connection the Chairman points out that if the municipal council should allot Rs.1,500 every year towards the repayment of loan, the supply of other ordinary needs every year ~~may~~ will have to be neglected, unless the council is permitted to levy the special toll, which is however illegal.

In these circumstances, it is for consideration whether plans and estimates for the masonry bridge proposed by the Chief Engineer in his note No.1437 dated 29th September 1896 should be called for as requested by the Council. If this is thought to be unnecessary the council should be ordered peremptorily to refund the grant and the loan without further delay

5. The second current contains the explanation submitted by the Chief Engineer with reference to para.2 of G.O., No.1899 M., dated 10th November 1896. ~~It is stated~~ He says that it is usual in the Public Works Department to forward plans & estimates for buildings and ~~to the~~ other works received from the heads of departments, to the Secretariat department concerned for mere approval of the scheme, and that professional scrutiny will be made after receipt of such approval. The plans &c. relating to the suspension bridge were, the Chief Engineer states, also likewise forwarded to this department in the expectation that after approval of the scheme, they would be returned to

It is an elementary proposition that a superior officer who forwards without comment the proceedings or remarks or proposals of a subordinate thereby adopts them as his own & makes himself responsible for them. In this case, this was more than ordinarily the position. The P.W.D. was called on for design & estimate. It forwarded them without a word of explanation or comment. What else could anyone suppose but that the head of the P.W.D. approved the design & estimate? I trust that the C.E. will in future be careful to make the position clearer so as to prevent the unfortunate misconception into which I was on this occasion led & for which I am not at all responsible.

H.A. [illegible]

to him for professional scrutiny, and he says that they should not have been sanctioned in the L.& M., which is a non-professional department. From the fact that the plans & estimates were forwarded by the Chief Engineer without comment, it was thought that they had his approval and they were accordingly sanctioned. It is not unusual for this department to accord such sanctions, as all schemes for water supply & drainage are so dealt with. If as is now stated the plans had not been scrutinized by the Chief Engineer, he ought to have distinctly said so and asked for the return of the estimate. He however now regrets his omission in this respect.

I have observed the same proclivity on the part of the C.E. in regard of works in his own Dept.

A.S.H
23.1.97

This apparently was the case
S.H

VR
9/1/97

H.H.

A Bridge is no doubt much wanted. but the present resources of the Mcly. are insufficient. The M.C. seem however to think they cd. raise funds if the bridge traffic were liable to toll. At present it is not so as the proposed bridge wd. not be on the Municipal boundary. It might however be worth asking the Mcty. whether there wd be any objection to altering the limits running the boundary al

se of the proposed

bri

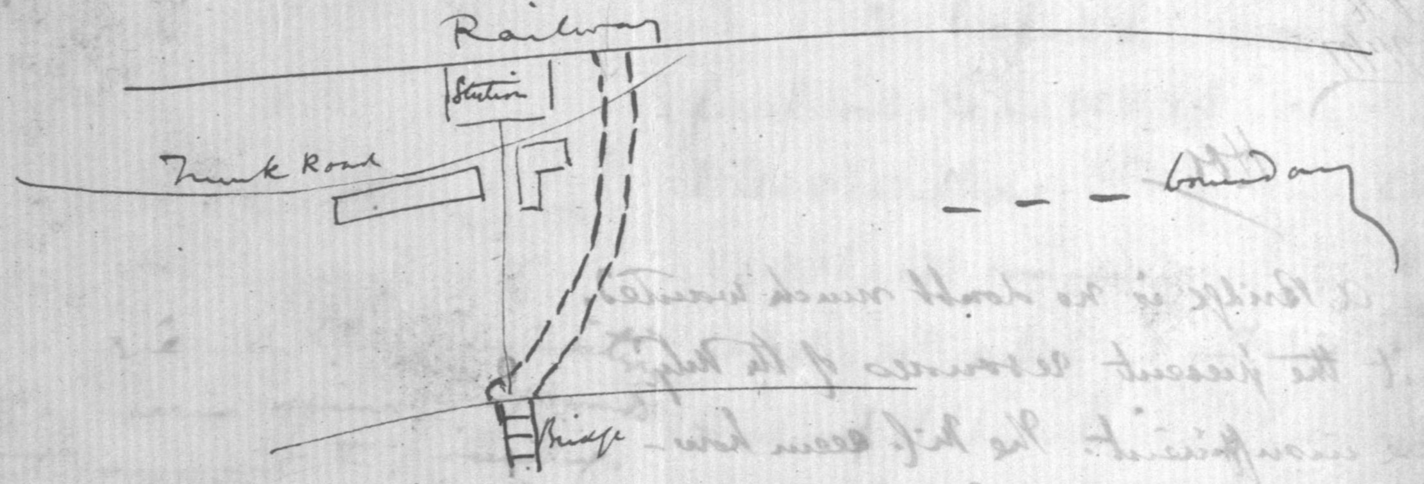
Let us ask - if it might not be necessary to include the railway station. The boundary might be dodged as shown on the rough sketch on the other side

W.S
20/1/97

A.S.H
23.1.97

in the plan. The railway station & some cultivated fields wd be excluded: but this wd. probably not be a matter of much moment. If there is no objection, an estimate of the toll revenue shd be submitted

8/2/97



FOR ORDERS.

Infd. 165 M. 5-2-97

PR

Suspension Bridge over the Palar, Vaniyambadi:

[5]
500—27-5-95.

LOCAL AND MUNICIPAL DEPARTMENT.

Papers to be read in Proceedings:—

Again G.O., ~~dated~~ No. 1899. ~~M189~~, ~~No.~~ of 10th November 1896.

Current No. 3200 of 1896, dated 23d November from the Chairman, M.C. Vaniyambadi.
Current No. 3206 of 1896, dated 26th — Do — from the Public Works Department.

Misc: Draft circd. with special reference to para 3
8.R. 31/1/97

Order. No. 165 Muni. 5-2-97

Hon Mr Bliss
H.E. the Governor

The proposal of the municipal council to levy a special toll on the bridge traffic cannot be approved, as the bridge will not be on the municipal boundary.

vide sec. 91 of the Dist. Munies. Act

2. Before, however, passing final orders on the Chairman's letter read above, the Government desires to be informed whether there is any objection to altering the municipal limits in some such ~~manner~~ way as shown in the accompanying sketch so as to bring the proposed bridge on the municipal border and thus legalise the levy of tolls thereat. If there is no objection to this course, the Chairman is requested to submit an estimate of the toll revenue which may be expected at the bridge.

A.G.H.
4.2.97

regard to the

the explanation offered by the Chief Engineer in his note No. 4459.C., dated the 26th November 1896, the Government observes that when a superior officer forwards without comment the proceedings, remarks or proposals of a subordinate regarding a departmental subject, he must be held thereby to adopt~~s~~ them as his own and to make~~s~~ himself responsible for them. In the present case, ~~it was not they ordinarily the position. As~~ the Public Works Department was called on for a design and estimate, which were ~~and it~~ forwarded by the C.E. ~~them~~ without a word of explanation or comment. It was therefore naturally concluded ~~understood~~ that the design & estimate ~~they~~ had the approval of the head of the Department. The Government trusts that the Chief Engineer will, for the future, ~~be careful to~~ make such arrangements ~~the matter~~ ~~clear, so~~ as ~~to~~ may prevent the recurrence of the unfortunate misconception into which the Government was led on this occasion.

(From order)

K.R.
29/1/97

31/1/97.

To The Chairman, M.C. Vaniyambadi
thro' the Collector of Salem (paras 1 & 2 only)
with a sketch
Public Works Department
(with a plan returned)

P & O

Despd 8/2/97

When
When
When ex
When sig

READ AGAIN G.O., N
189

URRENT No.

NCLOSURES TO C. No.

RDER OF GOVERNMENT

A

ETTER OF GOVERNMENT

TATEMENT WITH DITTO

PERS NOT FILLED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Note for the First assistant
L. M. Dept.

With reference to your message to the Chief Asst. of this evening I send the accompanying plan which appears to give the information required. If any other plan is required, please telephone on Monday.

R.
16/1/97