M.R.O. 1—82 400—33-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Com. 11-8-57

G.O. No. 1666 Press
1566 Mis.
104.106
Dated 11—— 8——18 57

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 11th August 1857.

No. 104. Read the following Extract from the Proceedings of the Chief Engineer, dated 15th June 1857, No. 1193.

Read the following letter from Major W. J. BIRDWOOD, District Engineer, Tanjore; to Colonel C. E. FABER, Chief Engineer, dated 3rd June 1857.

SIR,

I have the honor to forward a statement of the present condition of the portion (6 arches on the Southern side) of the Bridge under construction in front of the Northern Branch of the Lower Annicut after the accident, as reported in my letter to your address of the 1st instant. On the night of the day, that I left this last, when I reported progress anticipating the completion of the arches on the 31st Ultimo, and there being uncentered on the 1st instant, the Bund enclosing the unfinished portion of the bridge was breached during a Fresh of 11 feet, or 2 feet over the crown of the Annicut, the enclosure immediately filled, the Buttresses to the different centerings all built up, gave way, on becoming saturated and the centerings and arches, with one exception, fell in almost immediately.

2. Numbering them from the South in describing the dilapidated portion of the work, the centering of the most Southerly, or No. 1 arch (though still standing with the arch) has given way, the arch exhibiting a crack 4 Inches in breadth in its Northern Haunch, the Pier No. 1 adjoining thrust out of its perpendicular 4 Inches, with a crack round its base 1 Inch in breadth. The centering No. 2, the arch of which had only that afternoon been keyed, has also fallen in, together with the arch, the delris, in a measure, supporting No. 1 pier and arch; and pier No. 2 is 4 feet out of the perpendicular. The other centerings have all fallen in, but the three remaining piers are quite sound and upright.

3. Had Overseer Koelmeyer acted agreeably to the orders I gave him, on my first visit to this work (and which was carried out as I advised at the Coleroon bridge) where I foresaw and told him what little time he had to spare for the completion of the arches before the freshes might be expected, viz., to build the centering Buttresses of these 6 arches with brick in chunam in the stead of Brick in mud, I do not think the accident would have happened, as the water ran off very shortly after the breach was filled in through the sluice adjoining, and which I am happy to say, has not suffered in the least, he defends himself, however, on the plea of expense and pointed the brick and mud work with chunam only, which, on my inspections since, I did not imagine otherwise than brick in chunam work throughout, as I had ordered.

4. No. 1 Arch I had directed to be taken down immediately, as also Nos. 1 and 2 piers which must be rebuilt, the centering of this sluice has been strongly supported by cross piers and its Southerly Spandril has been built up 4 feet in height since the morning, to counterbalance the thrust in case of the centering giving way, I do not think it likely, but ordered it as a matter of precaution. The embankment in front of the dilapidated portion, I have ordered to be raised 2 feet above the height of the piers, throughout strengthened, and Moodussil work built in front of it, all leakage and drainage runs off through the interstices of the shutters of the adjoining sluice.

5. Mr. Cadell who has had the entire charge of the work, I expected to have met there this morning, he no doubt however will confirm my requisition to the Combaconum Tahsildar for 600 coolies for the next week or 10 days, by which time, I trust, the embankment will be completed, Moodussil work put up, debris of fallen arches, piers and centerings cleared away, and the re-building the piers, and centering buttresses commenced.

6. 2 Lacs of bricks are ready burnt, a kiln of 60,000 stocked, and will be fired this evening, 60,000 on the ground just moulded, others making at the rate of 25,000 daily, besides which the Combaconum Tahsildar has sometime since received orders from Mr. Cadell to supply 2 lacs, and there is plenty of chunam on the spot, so I have every hope with common precaution, that the arches yet will be finished by the middle of August the latest.

7. I have requested Mr. Lawford, who has not up to this period had any executive charge of the work (it being under the immediate orders of Mr. Cadell,) to remain as much as possible on the spot, superintend and expedite its completion and shall visit the work myself constantly.

8. A supplemental estimate is preparing, and will be submitted for sanction, of the expenditure already incurred and that required on account of the unfortunate mishap.

9. Trusting the arrangements I have made will meet with your approval.

Resolved that in continuation of the Chief Engineers, Proceedings No. 901 of the 4th Instant, a copy of the foregoing report from the District Engineer of Tanjore, be forwarded for the information and orders of Government; but with a record of Colonel Faber's entire dissent from Major Birdwood's opinions as now set forth.

2. The Chief Engineer considers that there is no division of responsibility in questions that are clearly purely professional, nor indeed can the alleged short comings of subordinates be accepted as removing balance from the Officers in charge. It is no excuse that orders were given for building the Centering piers of brick in mortar, when the accident can be referred to their being actually constructed of brick in Clay. It is not Overseer Koelmeyer to whom the Government look, but to the Officer under whom that Subordinate was placed, and from him, to the District Engineer whose duty it is to observe that the instructions and orders issued by the former, are correct and appropriate.

3. In Para. 5 it is stated that the Sub Collector has had the entire charge of the work, and as the Government, have awarded the merit of the success of the other bridge over the Coleroon in Extract Minutes Consultation No 1049, of the 2nd Instant to that able and Zealous Officer, it certainly might appear as if the discredit of the present partial failure should similarly be awarded to Mr. Cadell. But with every deference to the decision of Government, the Chief Engineer considers that membership of the Engineer Establishment of the Department Public Works carried with it the most obvious responsibility for the issue of every professional measure carried into effect. He holds that a Revenue Officer is incompetent to overrule the constructive proceedings of the Engineer, and being thus barred of authority, he demurs to the attachment of any liability whatever for the success or failure of the professional arrangements. This point may be of small practical moment, now that all connexion with Public Works is on the eve of being withdrawn on the part of the Revenue Department, and it therefore may not be material to further prolong the discussion; but Colonel Faber respectfully desires to urge that it is for the adequacy of supplies alone that the Sub Collector has been, or can be responsible; and on the same ground that he felt himself entitled to apply for a favorable mention of the skill and assiduity of the Engineer, Lieutenant A. Francis at the Aunakarum Chuttrum bridge, he is now bound to dissent from Major Birdwood, and to regard the Engineer in charge Mr. Alfred Lawford, in conjunction with himself as answerable, for what has now gone amiss.

4. The Chief Engineer feels sure that the Assistant Engineer himself would have been the very first to protest against the Statement contained in para. 7, which Colonel Faber, holds to be simply disproved by the fact of Mr. Lawford, having exercised full and direct authority over all the executive operations of the work, without probably in a single instance referring his orders for the sanction or allowance of the Sub Collector.

5. Resolved in conclusion to observe that though the disaster is not of great magnitude or likely to cause much delay, the District Engineer himself who was on the work to within a few hours of the accident, thereby committing himself to the sufficiency of the arrangements and preparations for the flood, is clearly the properly responsible Officer, Mr. Lawford's position having become that of a Subordinate engaged in carrying out the orders of his superior.

6. Whatever blame may be imputed by the Government, Colonel Faber considers therefore should not be distributed between the Revenue and professional Departments, but should solely belong to Major Birdwood the District Engineer of Tanjore, since he by his own admission neglected to ascertain the fulfilment of his own directions.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 105. Extract from the Proceedings of the Chief Engineer, dated 20th July 1857, No. 2173.

Read letter from the District Engineer of Tanjore.

(Here enter No. 58 of 10th July 1857.)

Read also letter from the Superintending Engineer Southern Circle.

(Here enter No. 184, dated 18th July 1857.)

Resolved to forward copies of the foregoing communications for the information of Government, with reference to Extract Minutes Consultation, No. 1128 of the 11th June 1857, with an expression of the Chief Engineer's opinion that Major Birdwood appears to have misunderstood the relative positions and duties of the Sub Collector and himself, in regard to the Coleroon Bridge, which were clearly defined in the orders of Government of 13th August 1856, No. 1429. The former Officer was responsible for the supply of materials but to the Engineer Department belonged the professional management and responsibility.

2. No explanation has been afforded of the delay in the completion of the Bridge, which appears to have been the original cause of the arches falling, aggravated by Overseer Koelmeyer's disobedience of orders, in using clay instead of chunam, in building the Centrings.

3. Mr. Lawford's responsibility seems to rest on the time he was employed at the Bridge and the degree of authority he exercised over the Overseer, which have not been reported by the District Engineer.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 106. ORDER THEREON, No. 1566; dated 11th August 1857.

With the first of the Proceedings the Chief Engineer submits, as promised in his Proceedings of the 4th June No. 901, a further communication from the District Engineer of Tanjore, reporting upon the damage recently sustained by the bridge now under construction in front of the northern branch of the lower annicut in that District. Major Birdwood, after describing the injuries sustained by the work, attributes the mishap to Assistant Overseer Koelmeyer's not having acted up to certain instructions he had received. The Chief Engineer considers that there can be no division of responsibility in questions that are purely professional, and that the alleged shortcomings of Subordinates cannot be accepted as removing blame from the Officer in charge. Colonel Faber also remarks that as the Government have awarded the merit of the success of the bridge near Aunacaren Choultry over the Coleroon, in Extract Minutes Consultation No. 1049 of the 2nd June to the Sub Collector, it certainly might appear that the discredit of the present partial failure should similarly be awarded to Mr. Cadell, who has had the entire charge of the work, but that he considers that the Engineers of the D. P. W., are alone responsible for the issue of every professional measure carried into effect.

E. M. C., dated 11th June 1857, No. 1128.

2. With the later Proceedings quoted above, Colonel Faber forwards copies of two letters, one from the District Engineer dated the 10th Ultimo, in which he endeavors to place the responsibility of the Executive on the Sub Collector, and the other from the Superintending Engineer of the Circle, shewing clearly that Major Birdwood has wholly misunderstood the relative position in which he and the Civil Authorities stand as regards Public Works.

The Civil Engineer, in the 1st paragraph of his letter, says that the bridge was under the superintendence of the Sub Collector, and in the second paragraph he adds an expression of his regret that he had not brought the fact to the notice of the Chief Engineer, on assuming charge of the District, and accounts for the omission by the facts that the work had proceeded satisfactorily, and had "received the approbation of Government." Major Birdwood took charge of the District Engineer's office on the 3rd of March 1857. The order to which he refers, is pro-

bably that of the 13th of August 1856 para. 3, where the Government observed that much credit was due to the Sub Collector for the zeal and energy with which he had carried on the works of the two Coleroon bridges, but as the Government in the very same paragraph said that the Engineer of the District is the Officer responsible to Government on professional points, and that no other Officer can relieve him of this responsibility, the Government cannot allow that order to be quoted as any justification of Major Birdwood's conduct in having failed to assume charge of the bridge, or having failed to report to the Chief Engineer any difficulties he encountered in endeavouring to do so.

3. The Government concur in the general view expressed by Colonel Faber in respect of professional responsibility. They must observe, however, that he is in error in supposing that the whole credit for the early completion of the bridge at Aunacaren Choultry was claimed for the Sub Collector Mr. Cadell. The Government simply reminded Colonel Faber that he had omitted all reference to the services of that gentleman who had attended to the bridge for the whole of the four years during which it had been under construction.

4. In para. 1 of his letter to the Chief Engineer, of the 3rd June 1857, the District Engineer says that the fresh which breached the bund enclosing the unfinished portion of the bridge was two feet over the crown of the annicut, but it is not said what was the height of the bund which enclosed the arches under construction, nor is it said how the bund was formed. The Government are of opinion that if the bund were not as high as the highest known fresh, or if it were constructed without revetment, so that water might freely percolate, it was obviously wholly inefficient, and the responsibility of the Civil Engineer who when he visited the work, had an opportunity of noticing defects, is very materially increased. The very fact of erecting a bund shewed that a fresh was expected, and no explanation has yet been afforded why it was so constructed as to be useless on the first occasion of its being wanted.

(Signed) H. FORBES,
Acting Secretary to Government.

5.

No. 1193.

Extract from the Proceedings of the Chief Engineer in the Department of Public Works. Fort St. George.

Under date the 15th June 1857.

Read the following Letter

From

Major W. P. Birdwood
District Engineer Tanjore.

To

Colonel C. P. Faber
Chief Engineer &c. &c. &c.

Sir,

I have the honor to forward a Statement of the present condition of the portion of Arches on the Southern side of the Bridge under construction in front of the Northern Branch of the Lower Annicut after the accident as reported in my letter to your address of the 1st instant. On the night of the day that I left this last, when I reported progress, anticipating the completion of the arches on the 31st Ultimo, and there being uncentered on the 1st instant, the Bund enclosing the unfinished portion of the bridge was breached during a Fresh of 11 feet, or 2 feet over the Crown of the annicut, the enclosure immediately filled, the Buttresses to the different Centerings all built up, gave way, or becoming saturated and the Centerings and arches, with one exception fell in almost immediately.—

Brin Cerning

2. Numbering them from the South in describing the dilapidated portion of the work, the centering of the most Southerly, or No 1 arch through still standing with the Arch, has given way, the Arch exhibiting a Crack 4 Inches in breadth in its Northern Haunch, the Pier adjoining, a Crack out of the perpendicular 4 Inches, with a Crack round its base 1 Inch in breadth. The Centering No 2, the Arch of which had only that afternoon been turned, has also fallen in, together with the Arch, the debris, in a measure supporting No 1 pier and arch; and Pier No 2 is 4 feet out of the perpendicular. The other Centerings have fallen in, but the three remaining Piers are quite sound and upright.

3. And Conductor Robinson acted entirely to the orders I gave him, on my first visit to this work, and which was carried out as I advised at the Clerow bridge, where I foresaw and told him what little time he had to spare for the completion of the arches before the Freshes might be expected, viz to build the Centering Buttresses of these 6 arches with brick in Chunam in the stead of Brick in mud, I do not think the accident would have happened, as the water ran off perpendicularly shortly after the Breach was filled in through the Sluice adjoining, and which I am happy to say, has not suffered in the least; he defends himself, however, on the plea of expense and pointed the brick and mud work with Chunam only, which, on my inspection since, I did not imagine otherwise than Brick in Chunam work throughout, as I had ordered.-

4 No 1 Arch I had directed to be taken down immediately, as also Nos 1 & 2 Piers which must be rebuilt; the Centering of this Sluice has been strongly supported by Cross piers and its Southerly Haunch has been built up 4 feet in height since the morning, to Counterbalance the thrust in case of the centering giving way, I do not think it likely, but ordered it as a matter of precaution. The embankment in front of the dilapidated portion, I have ordered to be raised 2 feet above the height of the Pier, throughout strengthened, & Mordusil work built in front of it, all leakage and drainage flows off through the interstices of the shutters of the adjoining Sluice.-

5. Mr Cadell who has had the entire charge of the work, I expected to have met there this morning, he no doubt however will Confirm my Requisition

requisition to the Combaconum Tahsildar for 600 Coolies for the next week or 10 days by which time, I trust, the embankment will be completed, Moodupsib work just up, debris of fallen arches, piers and Centerings cleared away, and the rebuilding the piers, and Centered buttresses commenced.

6. 2 Lacs of bricks are ready burnt, a Kiln of 60,000 stocked, and will be fired this evening, 60,000 on the ground just moulded, others making at the rate of 25,000 daily, besides which the Combaconum Tahsildar has sometime since received orders from Mr Cadell to supply 2 Lacs, and there is plenty of Chunam on the spot; so I have every hope with Common precaution, that the arches yet will be finished by the middle of August the latest.-

7. I have requested Mr Lawford, who has not up to this period had any executive charge of the works (it being under the immediate orders of Mr Cadell) to remain as much as possible on the spot; superintend and expedite its Completion and shall visit the works myself Constantly.-

8. A supplemental Estimate is preparing, and will be submitted for sanction, of the expenditure already incurred and that required on account of the unfortunate mishap.-

9. Trusting the arrangements I have made will meet with your approval;

Camp Lower Anicut
June 3rd 1887

I have &c
Sd/ W. A. Birdwood
Dy Supt Tanjore

Resolved that pa = continuation of the Chief Engineers Proceedings No 901 of the 4th inst. a Copy of the foregoing Report from the District Engineer of Tanjore, be forwarded for the information and orders of Government; but with a record of Colonel Faber's entire dissent from Major Birdwood's opinions as now set forth.-

2. The Chief Engineer considers that there is no division of Responsibility in questions that are clearly purely professional, nor indeed can the alleged shortcomings of subordinates be accepted as removing blame from the Officer in Charge. It is not pretended that orders were given for building the Centering piers of brick in

in mortar; when the accident can be referred to their being actually constructed of brick in clay.— It is not Overseer Kettmayer to whom the Government look, but to the Officer under whom that Subordinate was placed, and from him, to the District Engineer whose duty it is to observe that the instructions and orders issued by the former, are correct and appropriate.—

3. In Para 5 it is stated that the Sub Collector has had the entire charge of the work, and as the Government have awarded the merit of the success of the other bridges over the Colleroon in Dist: Chin: Circ: Order of the 2nd Instt: to that able and zealous Officer, it certainly might appear as if the discredit of the present partial failure should similarly be awarded to Mr Cadell. But with every deference to the decision of Government, the Chief Engineer considers that membership of the Engineer Establishment of the D.P.W. carries with it the most obvious responsibility for the issue of every professional measure carried into effect. He holds that a Revenue Officer is incompetent to overrule the Constructive proceedings of the Engineer, and being thus

thus barred of authority, he demurs to the attachment of any liability whatever for the success or failure of the professional arrangements. This point may be of small practical moment now, that all connexion with P.W. is on the eve of being withdrawn on the part of the Revenue Department, and it therefore may not be material to further prolong the discussion; but Colonel Fisher respectfully desires to urge that it is for the adequacy of supplies alone that the Sub Collector has been, or can be responsible, and on the same ground that he felt himself entitled to apply for a favorable mention of the skill and assiduity of the Engineer Lieut. A. Francis at the Anakarum Chuttrum Bridge, he is now bound to dissent from Major Birdwood, and to regard the Engineer in charge Mr Alfred Lanford, in conjunction with himself as answerable, for what has now gone amiss.—

4. The Chief Engineer feels sure that the Assistant Engineer himself would have been the very first to protest against the statement contained in para 4 which Colonel Fisher holds to be simply disproved by the fact of Mr Lanford having exercised full and direct authority

over

over all the Executive operations of the work, without probably in a single instance refer-ring his orders for the Sanction or allowance of the Sub Collector.-

9. Resolved in conclusion to ob-serve that though the disaster is not of great magnitude or likely to cause much delay, the District Engineer himself who was on the work to within a few hours of the accident, thereby Committing himself to the sufficiency of the arrangements and preparations for the flood, is clearly the pro-perly responsible Officer, Mr Lawford's position having become that of a Subordi-nate engaged in carrying out the orders of his Superior.-

10 Whatever blame may be imputed by the Government, Colonel Faber considers therefore should not be distributed between the Revenue and Professional Departments, but should solely belong to Major Birdwood the District Engineer of Tanjore, since he by his own admission neglected to ascertain the fulfilment of his own directions.-

Sir

Your Obedt

Servt

W. Faber. Col

Chief Engineer

P.S.D.

Extract from the Proceedings of the Chief Engineer
in the Department of Public Works, Ft. Delaware
Undated, the 20th July 1857

Read letter from the Dist.
Engineer of Camden
Ft. Del. No 58 of 10th July 1857
Recd. also letter from the
Superintending Engineer, Southern Circle
Ft. Del. No 174 of 18th July 1857

Resolved to forward copies

of the papers communicated to Col Graham for information of Col Graham, with reference to Mr. Allen's Rep. No. 1128 of the 11th June 1857;
with an expression of the Chief Engineers
opinion that Major Birdsall appears
to have misunderstood the relative position
and duties of the Dist. Collector and him-
self, in regard to the Delaware Breakwater,
which was clearly explained in the orders
of Government of 13th August 1856, No. 1429.
The former officer was responsible for
the supply of materials but to the Engineer
Department belonged the professional
management and responsibility.
No explanation has been

2.

Cons. 2d June /57 No. 81 & 82
" 13th July " 84 & 85
" 16th Sept. " 41 & 42

Public Works 1857 Dept. No.
Consl. Aug. No. 1214
Extract from the Proc. of
the Chief Engineer dated
the Secy. to Govt. [illegible]

Date 15th } June 1857
Rec'd 15th }

S. No. 1566. 11th August
1857.

Forwards in continuation
of his No: Copy of a letter from the Engr.
in charge of Newjore, reporting on the state
of the fallen Arches of the Bridge in
front of the North Branch Tower
and Curtain; observes, for reasons
set forth, that whatever blame may
be imputed by the Govt. relative
to the disaster, it should not be
distributed between the Revenue
and Professional Departments
but should solely belong to the
District Engineer.

1804.

c2b 6th June R 2nd July c6 6th Aug. R 8th

afforded of the delay in the completion of the Bridge, which appears to have been the original Cause of the arches falling, aggravated by Overseer Roelmeyer's disobedience of orders, in using Clay — instead of Chunam, in building the Centrings.—

3 Mr. Lawford's responsibility seems to rest on the time he was employed at the Bridge, and the degree of authority he exercised over the Overseer, which have not been reported by the district Engineer.—

True Extract

A. W. Taylor Colonel &
Chief Engineer

A. A.
S. E. S. C.

To
The Secretary to Govt
P. W. D.

Copied AA

A. Lefevre
Esqr

Major W. J. Blundell
Royal Engrs Simla

Colonel C. F. Nuter
Chief Engr. Sind

Sir,

With reference to the accidents which happened on the 21st May last, to the Lower Khanewal Bridge, Mooltan, I have the honor to request that you will be pleased to instruct the Executive Engineer to ascertain and report

1. Whether the Contractor has complied with the conditions of the Agreement.
2. Whether the Agreement was drawn up in such a manner as to give the Executive Engineer the power of withholding Payments on account of the Contractor, in case of accidents happening to the Bridge, during the progress of the Contractor's Operations.
3. Whether any portion of the Bridge, or Piers, was built by the Contractor during the Inundation of the River.
4. Whether any portion was built during the Inundation of the River.
5. Whether any portion was built during the Inundation of the River.
6. Whether any portion was built during the Inundation of the River.

I have &c.
(Signed) A. Lefevre
Secretary to Govt. Punjab

Pub. Works 1857 Depart
Comm. 11th Aug. No. 1498
Extract from the Proc. of
the Chief Engineer
To The Secretary to Govt. Punjab

No. 1566. 11th August
Dated 20th
Rec'd 21st July 1857
Encl. 1, No. 2173

Forwarded with an expression of his opinion, copies of Correspondence relative to the accident which occurred to the Lower Khanewal Bridge.

No 105.

6th Aug. 58

found them; the 1st of August being at hand, when the Executive Charge of the District, must be handed over to this Department, and you will allow that mine is scarcely a fair position when all the Credit of favorable progress is given, and of Course very justly so, to the Collector's Department, they having the Executive Charge, but when that is interrupted then the Engineer is Called to account for it.

District Engr. Office
Trichinopoly 1st July 1857

I have &c
Sd/ W. L. Brereton
Dy Engr. Tanjore

No 184.

Surg Supt Office S. Circle
Fort St George 18th July 1857

From
Major P. Lawford
Surg Supt S. Circle

To
Colonel C. P. Taber
Chief Secy to Govt
Fort St George

Sir,
With reference to the letter

of Major Birdwood dated 10th July 57 No 58, urging the non responsibility of his Department for the accident at the Coleroon Lower Anicut Bridge, I feel that it must rest with myself to support that defence or otherwise.

2 But as I have already shewn in my letter respecting the Bridge at Annacarra Chultry, that the success of that work was not due mainly to the exertions of the Sub Collector, so I must equally record my Conviction that the professional management of the Anicut Bridge with its Responsibility belonged properly to the District Engineer.

3. In this work, as in the other, the provision of materials and Labor depended on the Sub Collector, and it seems to me that the accident was Chiefly owing to the protracted operations combined with an unusually early inundation.

4. When I visited the Anicut Bridge in February last, I saw no reason to doubt its Completion by the 1st of May, and Mr Cavell was of the same opinion. What Causes have

have led to it being so much longer in Construction I know not but the S. W. Monsoon burst at Cannanore on the 18th May after a long Continuance of very unsettled weather and frequent storms which, I believe, also prevailed in the Southern Districts and disturbed the works greatly.-

5. The use of Chunam in the Centering pillars was certainly an obviously desirable precaution, but if there was not enough of that material for the arches or if, as was to have been proved, the expense was too great, its omission is explained, and at an earlier period in the season would have been harmless.-

6. From private Correspondence, I am aware that there has all along existed a misunderstanding on the part of the District Engineer as to the extent of the Sub Collectors duties and powers in Connection with the Coleroon Bridges, and this feeling has been fomented by

by my having, when in Tanjore, personally desired Mr Lawford "not to interfere with existing arrangements". His charge extended over three Talooks and he could not, and did not, exercise that exclusive Superintendence over the Annicut Bridge which belonged to St Francis at Annicaren Chuttry. Overseer Nallaneyen's Character and experience rendered him perfectly Competent to carry on the works as he did last year without the presence of an Officer, and it was quite natural for him to believe himself less under Mr Lawford's orders than those of the Sub Collector which in 1856, and I believe in this year also, were directed to him personally.

7. Before any final opinion is pronounced by Government as to the share of blame due to the two Departments Concerned, I hope that the explanations of the Sub Collector, the Assistant Engineer, and the Overseer may be called for as to the Cause

P

of the delay that occurred in this work. –

Sup.g Supt Office S.t Circle
York St George
18th July 1887

Thave Jun.
Lt.g T. Crawford Major
Sup.g Supt S.t Circle

True Copies

W.m Foster Col.
Chief Engineer

PWD

No 1566

Extract from the Minutes of Consultation
Under date the 11th July 1857

Read the following Ex-
tracts from the Proceedings
of the Chief Engineer...

(Ferozepur 15th June and 20th July/57
Nos 1193 & 2173)

With the prest.
of the Proceedings the
Chief Engineer submits, as
promised in his Proceed-
-ings of the 4th Instant, No 1951,
a further communication
from the District Engineer
of Tanjore, reporting upon
the damage recently
sustained by the Bridge
now under construction in
front of the Northern Branch
of the Sauer annicut and
that

E. M.C. 9th June/57 No 1128.

Enclosure in Mr. Supt.
Ex. Engr. Chief Engineers
to the Secy to Govt. PWD

PWD Proceedings 9th July/57

Calcutta 20th July 1857
Read 21st July 1857

No 2173

Copies of Correspondence with the Collector, Supt. of Tanjore and the Civil Engineer Mr. Chick, Regarding the arrangements for Ensuring the Safety of Annicut. Bunds and Canals during the ensuing Season.

that District Major Birkwood, after describing the injuries sustained by the work, attributes the mishaps to Assistant Overseer Flanagan (not having) acted up to certain instructions he had received. The Chief Engineer considers, that, there can be no division of responsibility in questions that are purely professional, and that the alleged shortcomings of subordinates cannot be accepted as removing blame from the officer in charge. Colonel Faber also remarks that as the Govt have awarded the merit of the success of the bridge near Dinapore to Lieutenant Colonel Pasley over the

the Coleroon, no E. I. Co's No. 1049 of the 2nd Instant, to the Sub Collector, it certainly might appear that the discredit of the present partial failure should similarly be awarded to Mr Caldwell, who has had the entire charge of the works, but that he considers that the Engineer of the d. P. W. are alone responsible for the issue of every professional measure carried into effect.

With the later proceedings quoted above, Colonel Faber forwards copies of two letters, one from the District Engineer dated the 10 Instant in

in which he endeavors to place the responsibility of the executive on the Sub. Collector, — and the other from the Superintending Engineer of the Circle, shewing clearly that Major Birchwood has wholly misunderstood the relative positions in which he and the Civil Authorities stand as regards public works.

The Civil Engineer, in the 1st paragraph of his letter, says that the bridge was under the superintendance of the Sub. Collector; and in the second paragraph he adds an expression of his regret that he had not brought the

NOT OK

the fact to the notice of the Chief Engineer, on assuming charge of the District, and accounts for the omission by the fact that the works had proceeded satisfactorily, and had received the approbation of Govt. Major Birchwood took charge of the District Engineer's Office on the 3rd of March 1857. The order to which he refers, is probably that of the 13th of August 1856, para 3, where the Government observed that much credit was due to the Sub Collector for the zeal and energy with which he had carried on the works of the two ~~Cotcoon~~ Coleroon bridges — but as the Govt in the very same paragraph said that the Engineer of the District is the Officer responsible to Govt on professional points, and no other Officer can relieve him of this responsibility, the Govt cannot allow that order to be quoted as any justification of Major Birchwood's conduct in having failed to assume charge of the bridge,

or

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high on the highest known levels, or if it were constructed with sufficient openings so that water might freely percolate, & it does obviously wholly insufficiency, and the responsibility of the Civil Engineer who, when he visited the works had an opportunity of noting defects is very materially increased. The very fact of erecting a bund shewed that waste was expected and no explanation has yet been afforded why it was so constructed as to be useless on the first occasion of its being wanted.

Copy to the Chief Engr
Dispatch

Public Works 1857 Depts
Corrs 11th Augt.

No. 1566.

Extract Mins: of Corrs:

Dy 11th August 57

Extract from Chief Engrs 31st July 57
on 6 N. 1729 in Corrs - 30/

Passing orders on the
Eastern Arches of the Bridge
in front of the Northern
branch of the Lower Aqueduct
Cut in the Tayere District.

No 104 at 106.

Chief Engr 8th
Augt