

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.

Press
Mis

Dated

18/3/77

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 10th March 1857.

No. 93. Read the following Extract from the Proceedings of the Acting Superintending Engineer, Northern Circle, in charge of the Central office of Public Works, dated 3rd February 1857, No. 10004.

Read the following from Major E. Lawford Superintending Engineer Southern Circle.

Journal of Proceedings of Major E. Lawford Superintending Engineer Southern Circle on Circuit, for the month of January 1857. (Here enter 30th January 1857.)

Resolved to submit the foregoing Journal of the Superintending Engineer Southern Circle of P. W. for the early information, and orders of Government.

(Signed) C. C. JOHNSTON, Captain,
Acting Superintending Engineer, Northern Circle.

No. 94. ORDER THEREON, No. 449; dated 10th March 1857.

With these Proceedings the Officer in charge of the Central office Department Public Works submits the Journal of the Superintending Engineer Southern Circle, on Circuit for the month of January 1857. The Government proceed to notice such matters reported in the Journal as call for their orders.

2. The first subject brought to notice is the rate of tolls levied at the Mootacaren Choultry ferry in the District of Chingleput. Major Lawford states that the charge for conveying foot passengers is 4 pice if without, and 8 pice if with, a load. This he represents to be a heavy tax on the Class of people who chiefly use the ferry, viz. coolies, or sellers of firewood, salt fish, palmira leaves, and other petty articles of trade. In the first of the rules for the management of ferries laid down by Government in Extract Minutes of Consultation of the 1st June 1855 No. 239, it was directed that "the Officers of Government should retain a right of General Supervision over all ferries, not to be enforced however except where the Collector had good grounds for interfering." The charge brought to notice by Major Lawford, of 8 pice for a cooly conveying such petty articles of trade as are enumerated by that officer, affords a proper ground for the Collector's interference; and the Government resolve to communicate that portion of Major Lawford's Journal which relates to the subject, to the Collector of Chingleput, with a request that he will give the subject his immediate consideration. It is stated by Major Lawford, that a tariff of tolls, including the item under notice, was shown to him, bearing the signature of the Collector; and the Government request that Mr. Shubrick, will explain his reasons for sanctioning a charge which amounts to 50 per cent. of the ordinary earnings of a cooly in the Provinces.

3. The next subject adverted to by Major Lawford is the state of the lattice bridge across the Cundada Backwater at Mercanum, in the District of South Arcot. This bridge affords the means of communication with the salt pans at Mercanum, preventing the stoppage of trade during the monsoon, and is represented to be in danger of falling. "It is very evident," says Major Lawford, "that the original design was faulty, and that my objections to the scantling" "were well founded. The lower string pieces are too slight, and the upper ones as well as the" "diagonal bars too heavy, although the latter were properly reduced in thickness by Lieutenant" "Foord, and the effect has been a slight deflexion of the frame and a tendency to rupture at the" "joints, to counteract which straps have been bolted across. But in truth, the bridge does not" "yet stand on the mere support of the abutments and centre pier with bays of 90 feet span" "there being in each bay two temporary supports of palmira timber dividing the bearing into" "three parts each of 30 feet, and I believe the withdrawal of these uprights would lead to an" "early failure of the structure. These temporary supports should therefore be made permanent," "or the bridge will not last a year." Under the foregoing representation, the Government, authorize the immediate execution of the work necessary to secure the stability of the structure, and desire that an estimate of the probable cost be prepared and submitted for sanction without any delay.

4. The last subject requiring orders is that which relates to the salt road from Tindevanum to Mercanum in the same District. This road is 20 miles in length, and gives passage to little

Fort Saint George, Public Works Consultation of 10th March 1857.

less than 10,000 tons of salt per annum. It is stated to have cost about 25,000 Rupees, including the expenditure on the lattice bridge above noticed, and is represented to be still in a very unsatisfactory state. To metal the road and its branches to the salt pans at Mercanum will, it is supposed, cost 20,000 Rupees more. The Government recognize the importance of the road, and the necessity for putting it in an efficient state, they accordingly desire that an estimate for its improvement may be prepared and submitted for entry in the Budget of 1858-59.

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

N^o 10004.

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

Under date the 3. February 1857

Read the following from Major
C. Sawford Chief Engineer Southern (reel

Journal of Proceedings of
Major E. Lawford Lieut.
Eng^r Southth Circle on cor.
- and for the month of Ja.
- nuary 1857.

Resolved to submit
the foregoing Journal of the super-
intending Engineer Southern Circle
of R.R. for the early information and
orders of Government.

True Extract

M. W. Mather Captain
Actg. Surg. Eng. Northfield
in charge of the Central Office
W.P.R.

The Secretary of Government
I. O. D.

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The 1st will
for the use of
the agent

1857
 123

Secondly, the
language
of the
Mentoring Program

250
Exhibit
Received
J. H. B.
1877

Hughes & Co.

See No. 149. 10. March.

7

McBride & Co
- now at the high bridge
- Thompson lived 1873
- for a while in England
- from 1873 now of New York

Oct 27 1873

of favour, said done
by Govt in their
proceedings of the
- 1. of June 1859;
- 2. that the officers
of Govt should re-
tain the right of
general supervision
over all farms,
not to be enforced
however except
when the collector
had good grounds
for interfering.

The Govt may perhaps
think that the charge
imposed by Major
dunford of 8 pice
for a coolie carrying
full wood, palanquin
leave, or such article
of petty trade, forms
ground for the toll.
interference with the
revenue of the Govt
- the charge amounts
to 50 per cent of the
ordinary earnings
of a coolie in the Pro-
vince.
The work recover-
ment needed to the
Police

27 July 1857

bridge at New Caledonia
is strictly essential,
as it is intended to
save the bridge from
falling, and may
be perhaps ordered
for immediate ex-
ecution.

The necessary salt
road may be included
in the budget of 1858/9.

Alfred
James
John
William
George
Edward
Frederick
Charles
Henry
Thomas
Robert
John
William
George
Edward
Frederick
Charles
Henry
Thomas
Robert

9 P.M.D.

A. 449

Extract from the Minutes of Consultation
under date the 10th ~~January~~ ^{March} 1857.

Read the following
Extract from the Proceedings
of the Chief Engineer.

11th March 2 February 1857 110004

With these Proceedings
the Officer in charge of the
Central Office Department
Public Works submits the
Journal of the Superintending
Engineer Southern Circle,
on Circuit, for the month
of January 1857. The Govern-
ment proceed to notice
such matters reported in
the Journal as call for
their orders.

The first subject
brought to notice is the rate
of

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of tolls levied at the Mootnaren
Choultry ferry in the District
of Chingleput. Major Lawford
states that the charge for
conveying foot passengers is
1/2 pie if without, and 8
pie if with, a load. This
he represents to be a heavy
tax on the class of people
who chiefly use the ferry,
viz. ~~from~~ Coolies, or Sellers
of firewood, salt fish, palmaria
leaves, and other ~~small~~ petty
articles of trade. In the
first of the rules for the
management of ferries laid
down by Government in
Extract Minutes of Consultation
of the 1st June 1855 N 239,
it was directed that "the
Officers of Government should
retain a right of general
supervision over all ferries,
not to be enforced however

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except where the Collector
had good grounds for inter-
fering." The charge brought
to notice by Major Lawford,
of 8 pie for a cooly conveying
such petty articles of trade
as are enumerated by that
officer, affords a proper ground
for the Collector's interference;
and the Government resolve
to communicate that portion
of Major Lawford's journal
which relates to the subject,
to the Collector of Chingleput,
with a request that he
will give the subject his
immediate consideration.
It is stated by Major Lawford
that a tariff of tolls, includ-
ing the item under notice,
was shown to him, bearing
the signature of the Collector,
and the Government request
that Mr Shubrick will
explain

explain his reasons for ~~sanctioning~~
~~imposing~~ a charge which
amounts to 50 per cent of
the ordinary earnings of a
coolie in the Provinces.

The next subject
alluded to by Major Sawford
is the state of the Lutter
Bridge across the Candada
Backwater at Mercanum,
in the District of South
Arct. This bridge affords
the means of communication
with the salt pans at
Mercanum, preventing the stoppage
of trade during the
Monsoon, and is represented
to be in danger of falling.

"It is very evident," says Major
Sawford, "that the original
design was faulty, and that
my objections to the scantling
were well founded. The
lower string pieces are too
slight, and the upper ones

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"as well as the diagonal
"bars too heavy, although
"the latter were properly
"reduced in thickness by
"Lieut. Ford, and the
"effect has been a slight
"deflection of the frame and
"a tendency to rupture at
"the joints, to counteract
"which straps have been
"bolted across. But in truth,
"the bridge does not yet
"stand on the mere support
"of the abutments and central
"pier with bays of 90 feet
"span, there being in each
"bay two temporary supports
"of palm-tree timber dividing
"the bearing into three parts
"each of 30 feet, and I believe
"the withdrawal of these
"uprights would lead to an
"early failure of the structure.
"These temporary supports
should

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"should therefore be made
"permanent, or the bridge
"will not last a year." -
Under the foregoing repre-
sentation, the Government
authorize the immediate
execution of the work necessary
to secure the stability of the
structure, and desire that
an estimate of the probable
cost be prepared and submitted
for sanction, without any delay.

The last subject
requiring orders is that which
relates to the salt road from
Tenderannam to Mercanum
in the same District. This
road is 20 miles in length,
and gives passage to little
less than 10,000 tons of salt
per annum. It is stated
to have cost about 26,000
Rupees, including the
expenditure on the lattice
bridge

bridge above noticed, and
is represented to be still in
a very unsatisfactory state.
To metal the road and
its branches to the salt
pans at Mercanum will,
it is supposed, cost 20,000
Rupees more. The Govern-
ment recognize the im-
portance of the road, and
the necessity for putting it
in an efficient state, they
accordingly desire that an
estimate for its improve-
ment may be prepared
and submitted for entry
in the Budget of 1858/59.

W. S.

9 Copies to the Chief Eng.
with an Engl. Encl. Chief: 11

1 - Copy to the Col.
of Chingleput -
with Para: 1 of Major Lawford's Report.

