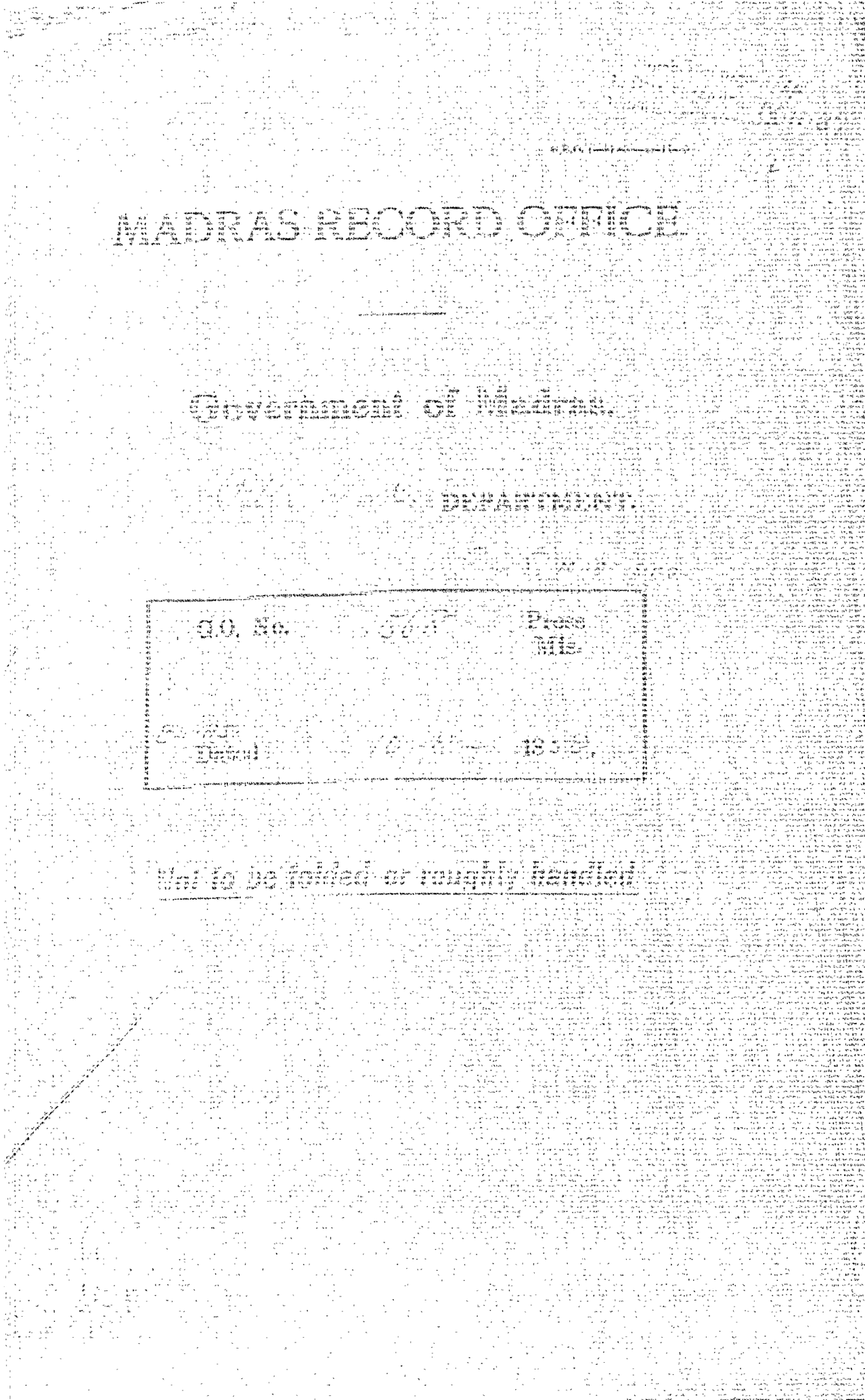


No. 84. Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to T. PYCROFT, Esq., Chief Secretary to Government, dated 16th July 1858, No. 1993.

SIR,

With reference to Extract Minutes of Consultation No. 1342, dated 12th July 1858, I have the honor to state that for quick traffic, I do certainly consider the inverted arches on the Northern Trunk Road to be dangerous, and they have been so reported* by the Post Master General on the representation of the Mail Contractors.

1. Letter from the Post Master General No. 1083, dated 1st July 1858, with its Enclosure.

* No. 1083, dated 1st July 1858.

2. If therefore the Government propose to maintain, the Cart Mail on that line, I am of opinion that, the conversion of the inverts alluded to into bridges, is necessary.

Letter from R. H. WILLIAMSON, Esq., Madras Post Master General; to Colonel C. E. FABER, Chief Engineer, dated 1st July 1858, No. 1083.

SIR,

In appending for your information, transcript of a letter dated 24th ultimo from Messrs. Taylor, and Co., Government Mail Contractors on the Northern road, I have the honor to observe that it is impossible to hold the Post Office Department responsible for the speed of the Mails, if the roads are kept in the state described by the Contractors.

Letter from Messrs. TAYLOR, and Co., to R. H. WILLIAMSON, Esq,, Post Master General of Madras, dated 24th June 1858.

SIR,

We beg to acquaint you that there are certain portions of the road from hence to Nellore, which require repairs to enable us to convey the Mails and Banghies, within the prescribed time; the time lost in transmission at present, is entirely owing to the bad state of the roads, more especially after a fall of rain, which has very frequently taken place since the 1st Instant. The places which we would bring more prominently to your notice are the following.

Between the fourth and fifth mile-stone, the road is washed away, and very dangerous for our mail Cart to pass over.

At the 11th mile-stone a bridge is under repair, and will not be finished for some time yet. At the 19th mile-stone, the road is under repair for about a quarter of a mile, at which place our Carts are forced to go at the side, and below the road which is much cut up. Between the 32nd and 34th mile-stone, there is a salt water inlet the sand of which is very deep, and a mile beyond, the road is in a very bad state, and two hours detention takes place every day at that place.

At the 67th mile-stone, the road to the Naidoopet Post Office is in very bad order, and causes considerable delay. If the Post Office were situated nearer to the high road, which is at that part in very good order, it would save time to us, and would be much more convenient.

At the 82nd mile-stone, and at other places on the road, the inverted arches are very dangerous to cross at night, there being no walls to any of them. If a Horse were to shy a foot or two to either side, and the Cart be capsized, it would most probably be the cause of death to both horse and driver.

Between the 84th and 88th mile-stone, the road is in such a state with loose stones and black clay that our Carts after a little fall of rain cannot go over the distance at a quicker pace than a walk, moreover the horses are much injured from the loose stones, over the greater portion of the whole distance. At the 92nd and 103rd mile-stone, a small bridge, and a portion of road under repair which will not be finished perhaps for a month.

The above are some of the causes of delay in the conveyance of the Mails and Banghies up to this time, which we respectfully beg to bring to your notice.

No. 85. ORDER THEREON, No. 1568; dated 10th August 1858.

In this letter, the Officiating Chief Engineer states with reference to Extract Minutes Consultation, dated 12th July 1858, No. 1312, that the inverted arches on the Northern Trunk Road are dangerous for quick traffic and that the conversion of the inverts into bridges is necessary. The Government observe from Messrs. Taylor and Co's letter to the Post Master General, dated 24th June 1858, that these arches are so dangerous as most probably to prove fatal to both the horse and the driver "if a horse were to shy a foot or two to either side and the cart be capsized."

2. Under these circumstances the Governor in Council exempts the work,* the Estimate for which amounts to Rupees 8,930, from the restrictive orders.

(Signed) T. PYCROFT,
Chief Secretary.

* Item No. 499 of Budget Statement No. 2 for 1858-59.

Madras 3

Postmaster Gen.l Office

1st July 1858

No 1083

To

The Chief Engineer

in the Depart.t of P. Works

Fort St. George

Sir

I am appending for your information,

transcript of a letter dated 24th Ultimo from

Messrs. Taylor & Co. Government Mail Contractors

on the Western Road, I have the honor to observe

that it is impossible to hold the Post Office Depart.t

responsible for the speed of the Mails, if the roads

are kept in the state described by the Contractors.

I have the honor to be &c.

(Signed) W. Williamson.

Postmaster General.

To

To,

The Postmaster General

Sir,

We beg to acquaint you that there certain portions of the road from Lucan to Nellore, which require repairs to ensure the Mails and Parcels within the proper time; the time lost on two occasions at present entirely owing to the bad state of the roads, more especially after a fall of rain, which is very frequently the case, never known so many instances which we would bring more particularly to your notice are the following.

Between the fourth and fifth mile stone, the road is washed away and very dangerous for our Mail Carts to pass over.

At the 11th Mile Stone a Bridge is under repair, and will not be finished for some time yet. At the 13th Mile Stone the road is under repair for about a quarter of a mile, at which place our Carts are forced to go at the side, and between the

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the road which is much cut up. Between the 32d and 33d Mile Stone, there is a salt water inlet the sand of which is very deep, and a mile beyond, the road is in a very bad state, and two hours detention take place every day at that place.

At the 69th Mile Stone, the road to the Municipal Post Office is in very bad order, & causes considerable delay. If the Post Office were situated nearer to the high road, which is at that part in very good order, it would save time to us, and would be much more convenient.

At the 82d Mile Stone, and at other places on the road, the inverted arches are very dangerous to cross at night, there being no walls to any of them. If a Horse were to step a foot or two to either side, and the Cart be upset, it would most probably be the cause of death to both Horse and driver.

Between the 84th and 88th Mile Stone, the road is in such a state with loose stones and black clay that our carts after a little fall of rain cannot

go

go over the distance at a uniform rate of
moreover the Stones are placed twice as far
Here, over the greater portion of the whole distance.
Mile 93 and 1/3 Mile, alternate
and a portion of roads under repair which will
finished probably for a Month.

The arrows are done at the rate of
Days, on the supposition of the Horses
up to this time, which we respectfully
your notice.

Durban,
24th June 1858

I have &c.
Sign of Peake &c
Pietermaritzburg
Resident Engineer
Durban Division

Lieut. Colonel
Chief Engineer.

Comp 1 WRO

№ 1773

From

The Offg Chief Engineer

"Public"

To

The Secretary to Government

Public Works Department

Sir,

With reference to Extract Minutes of Consultation № 1542 dated 12th July 1858. I have the honor to state that for quick traffic I do certainly consider the inverted arches on the Newtown Trunk Road to be dangerous, and they have been so reported by the Post Master General on the representation of the Mail Contractor.

2. If therefore the Government propose to maintain the Cart Mail on that line, I am of opinion that the conversion of the inverted arches alluded to into bridges, is necessary.

I have the honor to be

Sir,

Your Most Obedient Servant.

Major

Offg Chief Engineer.

Central Office Offg C.E.
Fort St. George
16 July 1858.

Compd 20-7-58

Sent

Lt Hutchinson the 2nd Mr General 6th 1083 dated July 58 Mr to the Enclosure.

№ 1083 dated 1st July 58.

Trunk Roads are dan-
gerous for quick traffic
and that the conversion
of the inverte into
bridges is necessary.
The Government ob-
serves from Messrs
Taylor & Co's letter
to the Post Master
General dated 24th June
1858 that Hallandale
are so dangerous as
much probably to prove
fatal to both the
horse and the driver
"if a horse were to
slip a foot or two
to either side and the
Cart be capsized."

2 Under these
circumstances

circumstances the
Governor in Council
exempts the work
the Estimate for
which amounts to
Rupees 8,980, from
the restrictive orders.

J.P.

Trans. to Supt of Surveys
Ext. No 2 for 1858/59.

2 Copies to the Offg Chief Engr & Supt 11th

Com: 13th July/58 Nos 87-88
—— 8th June —— 68-69
—— 23 Feby —— 54-55.

Public Works, 1858 Dispts.
Comd 10th August.

No 1568.

Retract Minis of Comd:
Dy 10th August 58.

Exempting from the operation of the restrictive orders the Estimate of £5,930 for ten miles on Trunk Road 2 & 6.

No 84 & 85.