

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2985	Press
B.P. No.		Mis.
Dated	21-10-	1954

Not to be folded or roughly handled

月夜

From,

1A

The District Engineer
Presidency

30.

The Chief Engineer, and
Secretary to Government S.M.

Sir,

Encl.

1. Plan

In obedience to your Memo. No. 505 of
7 July 1874, I have the honor herewith to
forward a revised design for Travelpet railings
for sundry Bridges at Madras. The approxi-
mate cost will be Rs 15,000, for all the Bridges.

I have the honor to be

Siv

Sir,
Your most obedient servant

Dr. J. D. Smith
Asst. Engineer
Presidency

Fort St. George. }
11. Sept. 1814. }

Feb.

From

The District Engineer
Presidency.

70.

The Chief Engineer, and
Secretary to Government.

Sir,

In reply to your Memo No. 305 of 29 April 1874, I have the honor to report that, it was contemplated to provide masonry parapet walls to the Bridges specified. I have the honor to

2. — I have now however the honor to enclose a design and an approximate estimate for strong iron railings well bruted from the outside.

I have the honor to be
Sir,

On,
Your most obedient serv^t.

Mr. J. S. W. L. C. K. L.
 District Engineer
 Presidency

Lat 81° 40' N. 3
30° June 1874. 3



P. M. 1874. 4. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843

Presidency

to the Chief Engineer

2.12.12.

Oct 11.
Recd. 12 of Sept. 1874

No 3599.
Linn. 1. 1866.

through a revised
design for hardware

Readings for Sunday

Bridges at Madrid.

3.0. No. 2995-21-14-74

Went to City 12 July 74

Original copy 23/4/1874

Charles

Chief Engineer

The Chief Engineer

Presidency

Chief Engineer

1874

Recd 20/4/1874

82/14/1874

Genl

Memorandum

Submit design and

estimate estimate for

strong iron railings to

be used for the bridges

specific

Elc No 2985 21-10-74

Handwritten notes in the left margin, mostly illegible.

Large handwritten signature at the bottom left.

1875. 15 April 1874. From The Offg. President of the Municipal Commission, Madras. To, The District Engineer, Presidency.

Sir, In anticipation of the cars of the Madras Tramway Company commencing to run, I have the honor to bring to your notice that the parapets of the Hospital Bridge are in a very unsafe condition, and to request you will be good enough to issue instructions for their being rendered secure. I have the honor to bring to your recollection that within a short period several accidents have occurred at the Government House Bridge in consequence of horses or bullocks taking fright and running the carriages they were drawing against the parapet railings, which not being strong enough to resist the shock, have as often given way thereby causing the animals, vehicles, and their occupants to be precipitated into the river. I would instance three cases, the first that of a sow-car's carriage & horse, the second, a pulka bandy and, the third a carrying Company's trolley and bullocks having broken through the railings and fallen into the river. It appears to me that the cars of the Tramway Company commencing running, which they are expected to do almost immediately, horses and cattle will be extremely likely to be frightened at the noise which must accompany their progress especially the

through such narrow thoroughfares as that over the Hospital Bridge and that, if previous precautions are not taken, some very serious accidents may be the result.

4—Requesting your early attention to this communication.

I have &c.
Signed J. G. Coleman.
Offg. President Mun. Comm.

No.
From
The District Engineer
N. 401. Presidency
The Chief Engineer
Sec. to Govt. D.P.W.
Sir,

With reference to the above I have the honor to state that the approximate cost of iron parapet walls for Government House Bridge will be about Rupees
for Wallajah Bridge (near Wallajah gate of Fort St. George) — 965.
General Hospital Bridge — 700.
Elephant Gate Bridge — 325.

2—If the General Hospital Bridge be widened as proposed in G.O. No. 425 of 8 July 1873, then, of course, the expenditure above entered will be unnecessary.

Min
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Rs. 2720.
2720
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3—I approve of the projects. I have once of late repaired the railing of Govt. House Bridge, and once that of the Wallajah Bridge, on account of breaches made by horse, carriage, coachman, owner, and all having gone bodily through the railing into the Porumb river.

4—If permitted, I shall submit plans and fair Estimates for sanction.

5—The Offg. President in a letter No. 23 dated 20 April 74 to my address deprecates the attachment of his signature to projects prepared by this office, hence, the omission of his signature.

I have the honor to be

Yr most obedient servant,
C. M. S. District Engineer
Presidency

Fort St. George.
24 April 1874.
J. G. C.

Public Books Dep^t Sept 18th

Letter from District Engineer, Presidency. :-
No. 401, dated 24th April 1894.

90

do. Ex 1474 dated 30 June 1874.

2

Do " 3599 " 11th Sept 1/4.

See Orders.

Submitted for Orders &
whether the final estimate
of Rs 15,000 shall be
carried out at the cost^{to}
of Govt; or the Presi-
dent of the Municipal
Commission referred
to L. Ord. 2754 of 22nd
November 1872. When
in the Govt; distinctly
gave it to be under-
stood that the

[illegible]

Handwritten signature: *James M. Smith*

Pub. Works 1874 Dept. of
the Interior
No. 2493

The best Engineer

Fredericway

The Chief Engineer

8.15.41

Settled at Chapel Hill
Nov. 27, 27, 28, 1844

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Submitted by *P. L. L.*

President Roosevelt

estimate cost of
estimate will be de-

Quinto in mezzo

2820:2995-21-10-74.

3th Anniversary

The next day I went to the
cemetery to see the

Quintus Dr. J. P. Dr.

the the products of

Carters bridge lane trust
over a bridge to the River

and that the
1st of
January

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1-11-20

an estimate of the
- \$25000 of improvement

Paraphrase in new sentence

James W. Davis & Co.
A.C.

Tramway Company
were to provide any
extra width or ease-

ment, & then
with usually
done at 15 in

ment of roadway
that might be called for
by the Municipality in
consequence of their operations.

The improved Rail-
ings now suggested
are rendered more
immediately necessary

by the same operations.

24
I think that the Tram-
ways now suggested
are rendered more
immediately necessary
by the same operations.

I do not think
we can charge

Committee of St. R.E. all the expenses
Secy: to Government of the Tramway Co.
R.H.L.

2/3rd would I think
be a fair debt to
them.

But will I
be sufficient? I think
not. - L.O.

G.O. No 2995 21/10/74
Dec 18/9/74

Public Works Committee
Proceedings of the Madras Road
Read the following:-

From the St. Eng. Corp. (H.E. Dec 4.01 of 24. Sept 74)
" " " " 14.76. 30. June
" " " " 35.97. 11. Sept 74

2995

His Excellency the
Governor in Council
directs provision to be
made in the Provincial
Budget of 1875-76 for
putting up Parapet
Railings to the Bridges
specified, excepting the
Hospital Bridge other-
wise provided for,
on the finally revised
design and estimate;
one half of the cost of
which the Govt are
prepared to meet.

It is observed that
in commencing the use

29/10

of the Bridge in hand over
to the Tramway Company,
the cost stipulated that
they should be put to
no expense consequent
on the operations of the
Company. The improved
Railings now ordered
are rendered more im-
-mediately necessary
by those operations,
and it is but fair
that the Tramway
Company should
share the cost. The
President of the mu-
-nicipality will ac-
-cordingly be requested
to call upon the Tram-
-way Agents to make
arrangements for

198
defraying the remainder
of the cost of the work,
roughly calculated
at Rs 4,500.
C.M.W.

to be paid
by the
Municipality
of the
work

To Mr. George Drey: H. 1, 11th Decr. 18-8-74. Vido 62.5703
Cont. O. P. Act
Final settle
S. Copies despt 29/10/74.

5740
4021
2493



Gobt. of 1874 Madras.

PUBLIC WORKS.

To,
The Dist. Ingr.
Presidency

Dated

Recd.

Encl /

G. O., 21 Feb. 1875. No. 2795

No. 462-465.

Bridges — Presidency

Provision to be made in
the Provincial Budget of 1875/76
for putting up parapet rail-
ings to certain bridges, ex-
cepting the Hospital bridge,
one half of the cost of which
the Govt. are prepared to meet,
& the President of the Municipality
requested to make arrange-
ments with the Tramway Agents
for defraying the remaining
half roughly estimated to cost

7520