

527 Waf 16-2-88
2148 Waf 21-11-87
3074 cd 13-9-87
2638 Waf 9-10-86
1751 Waf 29-7-85
237 Waf 29-1-85

Govt. of 1888 Madras.
LOCAL AND MUNICIPAL.

Communicated to
the S.E. V Circle for
the I. S. II Circle for
information.
information.
2 Mr. C. J. Peters,
2 Executive Engr at grade
En. Engr 1st grade,
having been posted to
have been posted to
the charge of the construction
of the bridges the
requisite funds may
now be placed at the
disposal of the rev.
Department.
Sept

9.6.55

Lu
19/6/88

11/15/6
 L.C. V Circle ✓
 S. S. V Circle
 2nd Dept. ✓
 2nd Dept. ✓
 L. C. M. Dept. ✓
 L. C. M. Dept. ✓
 0 9/16 65.6. 11.6. 12.15.6-8

Issued

Recd. 9. 6. 88

Encl.

G.O., 25th May 1888, No. 988 L.

MAY.

Bridges.

Accepting the proposal of the President, South Arcot District Board, that the reconstruction of the Ponniár and Gadilam — should be undertaken by Government, and requesting the Public Works Department to depute a special officer for the work.

with order

577C. No. 5647

25TH MAY 1888, No. 988 L., LOCAL AND MUNICIPAL.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again G.O., dated 23rd January 1888, No. 199 L., Local and Municipal.

READ—also the following papers:—

G.O., dated 16th February 1888, No. 527 W., Public Works.

Read—the following papers:—

From Colonel H. M. VIBART, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Shatiatope, 26th January 1888, No. 4496.

With reference to paragraph 1 of G.O., No. 2636 W., dated 9th October 1886, I have the honor to submit for sanction, under paragraph 8 of G.O., No. 3211 W., dated 6th December 1882, plans and estimate of Rs. 1,66,000 for constructing an iron girder bridge of 13 bays of 62 feet span each and roadway of 18 feet clear across the Gadilam river at New Town of Cuddalore, in lieu of the masonry bridge destroyed by floods of 1884, together with the covering letter of the President of District Board, South Arcot, No. 1, dated 6th January 1888.

2. The plans and estimate have been prepared in accordance with your memorandum, No. 3074 C., dated 13th September 1887, with the exception that the corrugated iron floor sheets available in the Public Works Stores are not to be used because each sheet is only 2' 2" broad and therefore they cannot be used without having the cross joists 2' 2" apart, which would throw great extra weight on the bridge as regards fixed load and increase the expenditure as regards the cost of cross joists.

3. The President suggests that a Special Engineer should be appointed to supervise the construction of the Gadilam and Ponniar bridges, an estimate of Rs. 1,66,100 for the latter bridge having been sanctioned in G.O., No. 3148 W., dated 21st November 1887. I support the suggestion of the President and recommend that a Special Engineer may be sanctioned, as it will be impossible for either the Executive Engineer of South Arcot division or Local Fund Engineer to give sufficiently close attention to the works.

ENCLOSURE.

From H. SEWELL, Esq., President, District Board, South Arcot, to the Chief Secretary to Government (through the Superintending Engineer, V Circle), dated Cuddalore, 6th January 1888, No. 1.

With reference to G.O., dated 9th October 1886, No. 2636 W., communicated with G.O., dated 23rd idem, Mis. No. 1076 M., I have the honor to forward herewith for the sanction of Government plans, &c., and an estimate for Rs. 1,66,000, for constructing an iron girder bridge across the Gadilam at New Town, Cuddalore, in the place of the masonry bridge at the same place destroyed by the floods of 1884.

2. The estimate has been approved both by the Cuddalore Municipality and the District Board, copies of whose resolutions on the subject are enclosed.

21/6

3. The Municipality have undertaken to allot Rs. 5,000 a year for six years, and the District Board have undertaken to allot Rs. 10,000 a year for the same period, towards this work, making a total of Rs. 90,000 altogether. The bridge is one of the greatest importance both to the town and the district, and also, I think I may say, to the South Indian Railway, which, being a guaranteed railway, is closely bound up with the interests of Government. I would therefore earnestly request that Government would be pleased to undertake the reconstruction of the bridge, recouping themselves to the extent above mentioned from the Municipal and Local Boards, neither of which are in a position to undertake a larger share in the expense of the work.

4. The Government are aware that plan and estimate have also been submitted for the reconstruction of the Ponniár bridge at a cost of Rs. 1,66,000. Towards that work, Government have already sanctioned a grant of Rs. 20,000, and the District Board have allotted the largest sum they could possibly spare, viz., Rs. 36,000, during the ensuing year. When the plan and estimate are approved by Government, it will be necessary to ask for a promise of further aid from Government towards that work also. It is evident, therefore, that the District Board cannot contribute more than the present allotment towards the Gadilam bridge. The Municipal revenue amounts to Rs. 35,000 a year, the greater portion of which is fully spent. It is clear, therefore, that Rs. 5,000 a year is as much as they can possibly devote towards the bridge.

5. In connection with this subject, I would beg to draw the attention of Government to my letter, No. 70, dated 7th December 1887, in which I expressed the views of the District Board as to the necessity of appointing a Special Engineer to supervise closely the two works. As they are within easy distance of each other, one officer could easily do this. But neither the Executive Engineer nor the Local Fund Engineer, with their extensive range of duties, is in a position to give that minute and personal attention to these works which would be necessary to provide against a possible repetition of the catastrophe of 1884.

Note by the Chief Engineer, Public Works Department.

The waterway allowed approximates to that of the railway bridge above, and is considered sufficient.

2. Wells are allowed under the foundations 32 feet deep, because at a boring made in the river bed, clay was reached at this depth. It is understood that only one boring was made (the position is not stated), and it seems probable that clay will be found at a considerably less depth in other parts of the section. If, as the report states, it is expected that clay will be found at no great depth below ground surface at the sections of the wings, it is not probable it will be 32 feet below the wings. The depth of the wells must therefore be decided when the work is commenced, and it will probably be considerably less than the estimate provides for.

3. The estimate is recommended for sanction.

CHEPAK,
10th February 1888.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

Order—dated 16th February 1888, No. 527 W., Public Works.

The estimate, amounting to Rs. 1,66,000, for constructing an iron girder bridge across the Gadilam river at Cuddalore, is sanctioned.

2. Attention is drawn to paragraph 3 of G.O., dated 23rd January 1888, No. 199 L., Local and Municipal Department, with reference to the suggestion that a special officer be deputed to supervise the construction of the Gadilam and Ponniár bridges.

3. This sanction has been registered as Local, No. 44 W. of 1887-88.

(True Extract.)

(Signed) W. L. C. BADDELEY, Capt., R.E.,
Under Secy. to Govt., P.W.D.

To the Local and Municipal Department, with twenty enclosures.
„ Superintending Engineer, V Circle.

From H. SEWELL, Esq., President, District Board, South Arcot, to the Chief Secretary to Government, dated Cuddalore, 12th March 1888, No. 165.

With reference to G.O. (para. 3), dated 23rd January last, No. 199 L., communicating, with remarks, G.O., in the Public Works Department, No. 3148 W., dated 21st November last, sanctioning an estimate for the Ponniár bridge, I have the honor to submit the following report.

2. *Ponniár Bridge.*—A financial forecast of the ways and means of the District Board for the next three years, 1888-89 to 1890-91, is herewith forwarded. During 1888-89, there will be a considerable falling off in the receipts under Land-cess, as the alteration in the kistbandi recommended by the Board of Revenue is likely to be introduced in that year in this district—*vide* their Proceedings (Revenue Settlement, Land Records and Agriculture), dated 12th December 1887, No. 507. The several toll-gates in the district were leased out for the next year on the 24th ultimo, and as the competition was brisk, there were more than 100 bidders; the sale fetched Rs. 75,875, or nearly Rs. 12,000 more than what has been estimated in the budget. This figure has been adopted for the financial forecast of the years 1889-90 and 1890-91. Granting that the seasons in the next three years would not be unfavorable and that the tolls would be continued, there will be enough of money forthcoming in those years to provide about Rs. 1,00,000* towards the Ponniár bridge. Adding to this the sum of Rs. 20,000 provided for in the current year's budget, there remains a sum of Rs. 40,000 which the District Board would ask Government to contribute. Copy of their resolution on the subject is enclosed, and I earnestly request that Government will be pleased to grant their request. The balances† expected at the close of 1889-90 and 1890-91 are sufficiently large to make good any deficit in the receipts under Tolls in those years. In the next year's budget submitted to Government with my letter, No. 74, dated 22nd December last, a sum of Rs. 36,000 only has been provided on account of this bridge. The District Board having been relieved of the contribution on account of educational inspection payable to Government under Government Order, dated 29th November 1886, an amount of Rs. 8,280 provided on that account in the revised estimate of the current year and in the budget estimate of the next is set free. Though a portion‡ of the contribution thus relieved is required for strengthening the subordinate inspecting agency, the allotment to the Ponniár bridge may well be increased to Rs. 40,000, and I request that this may be done when passing orders on the budget now before Government.

					RS.
* 1888-89	..	..	..	..	40,000
1889-90	..	..	..	..	30,000
1890-91	..	..	..	..	30,000
Total	..	..	..	..	1,00,000

					RS.
† 1889-90	..	..	..	..	21,200
1890-91	..	..	..	..	39,100

3. *Gadilam Bridge.*—On the 6th January last, I submitted to Government, through the Superintending Engineer, V Circle, an estimate for Rs. 1,66,000 for constructing an iron girder bridge across the Gadilam. In that letter, I have explained what the District Board and the Municipal Council can do in the matter. A copy of that letter I now enclose for the information of Government. The Municipality have promised to contribute Rs. 30,000, and the District Board Rs. 60,000, or Rs. 90,000 in all, towards the work, this money being paid in six equal annual instalments by the two local bodies. I have requested that Government might undertake the construction of the bridge and recoup themselves to an extent of Rs. 15,000 annually for six years from Local and Municipal Funds. The Municipal revenue amounts to about Rs. 35,000 a year, the greater portion of which is fully spent. Rs. 5,000 a year is as much as they can possibly devote towards the bridge. With the Ponniár bridge and other works on their hands, the District Board cannot pledge themselves any further than they have done. The Municipality have provided

Rs. 5,000 on account of the work in their next year's budget. In the forecast of the ways and means of the District Board which accompanies this letter, I have provided a sum of Rs. 10,000 on account of the bridge in each of the years.

4. Government are probably aware that the Gadilam river divides the Pudupalaiyam village (a suburb of the Municipality) from the other and more important suburbs of Tirupapuliur, Cuddalore, Old Town, and Bandipalaiyam. All the public offices and the principal dispensary are situated on one side, and the railway station and the native bazaar on the other. During the monsoons, communication between the two portions of the town is very precarious, the temporary causeway constructed by the Municipal Council over the bed of the river is often completely under water for days together and is frequently damaged by the floods. People have to be ferried across the river in boats. The inconvenience to the people, officials and merchants at such times is very considerable. Last year, the river was in floods continuously for three months from October to December, and the trouble and inconvenience to traffic were extreme. I cannot therefore urge too strongly on Government the necessity and desirability of reconstructing this bridge as speedily as possible, and would earnestly request Government to take into their very favorable consideration the request of the District Board and the Municipal Council to undertake the work and to provide the necessary money from Provincial Funds in the first instance. The Municipality have, as the Government are aware, no Engineer who could be entrusted with the work.

From M.R.Ry. C. S. SREENIVASA ROW, Rao Bahadur, Chairman, Municipal Council, Cuddalore, to the Chief Secretary to Government (through the Revenue officer in charge of the Cuddalore Division), dated Cuddalore, 12th May 1888, No. 59.

I have the honor to forward herewith the financial forecast called for in G.O., 23rd January 1888, No. 199 L., and to state that in the amount allotted for expenditure under Grant I, Rs. 5,000 are included, being the contribution the Council have agreed to pay for each year as per resolution passed by them at their meeting held on the 6th December 1887. From this resolution, a copy of which is enclosed, it will be seen that the Council have resolved to pay Rs. 30,000 in six annual instalments towards the reconstruction of the Gadilam bridge.

No. 1297.

Submitted.

(Signed) J. WALKER,
Asst. Collector.

15th May 1888.

No. 431.

Submitted to Government.

CUDDALORE,
16th May 1888.

(Signed) H. SEWELL,
Collector.

ORDER—dated 25th May 1888, No. 988 L., Local and Municipal.

The papers read above relate to the proposed reconstruction of the Ponniár and Gadilam bridges, in South Arcot, which were destroyed by the floods of 1884.

2. The estimates for both bridges have been sanctioned by Government in the Public Works Department, and each amounts, in round numbers, to Rs. 1,66,000.

3. The President of the District Board proposes that, in view of the special circumstances of the case, both works should be undertaken by Government—the District Board and the Cuddalore Municipality contributing as shown below :—

A.—Ponniár Bridge.

								RS.
By South Arcot District Board—								
In 1888-89	..	..	..	..	..	..	..	40,000
„ 1889-90	..	..	..	..	..	..	..	30,000
„ 1890-91	..	..	..	..	..	..	..	30,000
								1,00,000
Add amount allotted in 1887-88 from the Provincial grant sanctioned in G.O., 19th July 1886, No. 832 L.F. (G.O., 29th September 1887, No. 1844 L.)								
..	..	..	..	..	..	..	..	20,000
Total								1,20,000
Balance to be met from Provincial Funds hereafter according to present estimate								
..	..	..	..	..	..	..	..	46,000

B.—Gadilam Bridge.

								RS.
By South Arcot District Board—								
Rs. 10,000 a year for 6 years, commencing with 1888-89	..	..	..	..	..	..	..	60,000
By Cuddalore Municipality—								
Rs. 5,000 a year for the same period	..	..	..	..	..	..	..	30,000
Total								90,000
Balance to be met from Provincial Funds according to present estimate								
..	..	..	..	..	..	..	..	76,000

4. These proposals are accepted. Endeavour will be made by the Public Works Department to depute a special officer for the work, and when this is done, the necessary allotments will be made.

(True Extract.)

H. E. STOKES,
Chief Secretary.

To the President, District Board, South Arcot,
with fourteen enclosures returned.
„ Chairman, Municipal Council, Cuddalore,
through the Collector of South Arcot.
„ Financial Department.
„ Public Works Department.
„ Accountant-General.

Exd. A. Raitt.

Gobt. of (1888) Madras.

LOCAL AND MUNICIPAL.

Order Bureau. No. 1777 W of 15 June 1888

*Communicated to the
Supt Engr & Circle for
information.*

*2 Mr. C. J. Peters Executive
Engineer & Grade having been
placed to the charge of the
construction of the bridges
the requisite funds may
now be placed at the disposal
of the P.W. Department.*

copd. 20th

Issued

Recd.

Encl.

G.O., 25th May 1888, No. 988 L.

No. 1777 W of 15 June 1888

MAY.

Bridges.

Accepting the proposal of the President, South Arcot District Board, that the reconstruction of the Ponniár and Gadilam — should be undertaken by Government, and requesting the Public Works Department to depute a special officer for the work.

*St. V Circle
Financial Deptt
L & M Deptt.*

25TH MAY 1888, No. 988 L., LOCAL AND MUNICIPAL.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again G.O., dated 23rd January 1888, No. 199 L., Local and Municipal.

READ—also the following papers:—

G.O., dated 16th February 1888, No. 527 W., Public Works.

Read—the following papers:—

From Colonel H. M. VIBART, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Shatiatope, 26th January 1888, No. 4496.

With reference to paragraph 1 of G.O., No. 2636 W., dated 9th October 1886, I have the honor to submit for sanction, under paragraph 8 of G.O., No. 3211 W., dated 6th December 1882, plans and estimate of Rs. 1,66,000 for constructing an iron girder bridge of 13 bays of 62 feet span each and roadway of 18 feet clear across the Gadilam river at New Town of Cuddalore, in lieu of the masonry bridge destroyed by floods of 1884, together with the covering letter of the President of District Board, South Arcot, No. 1, dated 6th January 1888.

2. The plans and estimate have been prepared in accordance with your memorandum, No. 3074 C., dated 13th September 1887, with the exception that the corrugated iron floor sheets available in the Public Works Stores are not to be used because each sheet is only 2' 2" broad and therefore they cannot be used without having the cross joists 2' 2" apart, which would throw great extra weight on the bridge as regards fixed load and increase the expenditure as regards the cost of cross joists.

3. The President suggests that a Special Engineer should be appointed to supervise the construction of the Gadilam and Ponniár bridges, an estimate of Rs. 1,66,100 for the latter bridge having been sanctioned in G.O., No. 3148 W., dated 21st November 1887. I support the suggestion of the President and recommend that a Special Engineer may be sanctioned, as it will be impossible for either the Executive Engineer of South Arcot division or Local Fund Engineer to give sufficiently close attention to the works.

ENCLOSURE.

From H. SEWELL, Esq., President, District Board, South Arcot, to the Chief Secretary to Government (through the Superintending Engineer, V Circle), dated Cuddalore, 6th January 1888, No. 1.

With reference to G.O., dated 9th October 1886, No. 2636 W., communicated with G.O., dated 23rd idem, Mis. No. 1076 M., I have the honor to forward herewith for the sanction of Government plans, &c., and an estimate for Rs. 1,66,000, for constructing an iron girder bridge across the Gadilam at New Town, Cuddalore, in the place of the masonry bridge at the same place destroyed by the floods of 1884.

2. The estimate has been approved both by the Cuddalore Municipality and the District Board, copies of whose resolutions on the subject are enclosed.

3. The Municipality have undertaken to allot Rs. 5,000 a year for six years, and the District Board have undertaken to allot Rs. 10,000 a year for the same period, towards this work, making a total of Rs. 90,000 altogether. The bridge is one of the greatest importance both to the town and the district, and also, I think I may say, to the South Indian Railway, which, being a guaranteed railway, is closely bound up with the interests of Government. I would therefore earnestly request that Government would be pleased to undertake the reconstruction of the bridge, recouping themselves to the extent above mentioned from the Municipal and Local Boards, neither of which are in a position to undertake a larger share in the expense of the work.

4. The Government are aware that plan and estimate have also been submitted for the reconstruction of the Ponniár bridge at a cost of Rs. 1,66,000. Towards that work, Government have already sanctioned a grant of Rs. 20,000, and the District Board have allotted the largest sum they could possibly spare, viz., Rs. 36,000, during the ensuing year. When the plan and estimate are approved by Government, it will be necessary to ask for a promise of further aid from Government towards that work also. It is evident, therefore, that the District Board cannot contribute more than the present allotment towards the Gadilam bridge. The Municipal revenue amounts to Rs. 35,000 a year, the greater portion of which is fully spent. It is clear, therefore, that Rs. 5,000 a year is as much as they can possibly devote towards the bridge.

5. In connection with this subject, I would beg to draw the attention of Government to my letter, No. 70, dated 7th December 1887, in which I expressed the views of the District Board as to the necessity of appointing a Special Engineer to supervise closely the two works. As they are within easy distance of each other, one officer could easily do this. But neither the Executive Engineer nor the Local Fund Engineer, with their extensive range of duties, is in a position to give that minute and personal attention to these works which would be necessary to provide against a possible repetition of the catastrophe of 1884.

Note by the Chief Engineer, Public Works Department.

The waterway allowed approximates to that of the railway bridge above, and is considered sufficient.

2. Wells are allowed under the foundations 32 feet deep, because at a boring made in the river bed, clay was reached at this depth. It is understood that only one boring was made (the position is not stated), and it seems probable that clay will be found at a considerably less depth in other parts of the section. If, as the report states, it is expected that clay will be found at no great depth below ground surface at the sections of the wings, it is not probable it will be 32 feet below the wings. The depth of the wells must therefore be decided when the work is commenced, and it will probably be considerably less than the estimate provides for.

3. The estimate is recommended for sanction.

CHEPAK,
10th February 1888.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

Order—dated 16th February 1888, No. 527 W., Public Works.

The estimate, amounting to Rs. 1,66,000, for constructing an iron girder bridge across the Gadilam river at Cuddalore, is sanctioned.

2. Attention is drawn to paragraph 3 of G.O., dated 23rd January 1888, No. 199 L., Local and Municipal Department, with reference to the suggestion that a special officer be deputed to supervise the construction of the Gadilam and Ponniár bridges.

3. This sanction has been registered as Local, No. 44 W. of 1887-88.

(True Extract.)

(Signed) W. L. C. BADDELEY, Capt., R.E.,
Under Secy. to Govt., P.W.D.

To the Local and Municipal Department, with twenty enclosures.
„ Superintending Engineer, V Circle.

From H. SEWELL, Esq., President, District Board, South Arcot, to the Chief Secretary to Government, dated Cuddalore, 12th March 1888, No. 165.

With reference to G.O. (para. 3), dated 23rd January last, No. 199 L., communicating, with remarks, G.O., in the Public Works Department, No. 3148 W., dated 21st November last, sanctioning an estimate for the Ponniár bridge, I have the honor to submit the following report.

2. *Ponniár Bridge*.—A financial forecast of the ways and means of the District Board for the next three years, 1888-89 to 1890-91, is herewith forwarded. During 1888-89, there will be a considerable falling off in the receipts under Land-cess, as the alteration in the kistbandi recommended by the Board of Revenue is likely to be introduced in that year in this district—*vide* their Proceedings (Revenue Settlement, Land Records and Agriculture), dated 12th December 1887, No. 507. The several toll-gates in the district were leased out for the next year on the 24th ultimo, and as the competition was brisk, there were more than 100 bidders; the sale fetched Rs. 75,875, or nearly Rs. 12,000 more than what has been estimated in the budget. This figure has been adopted for the financial forecast of the years 1889-90 and 1890-91. Granting that the seasons in the next three years would not be unfavorable and that the tolls would be continued, there will be enough of money forthcoming in those

		RS.	years to provide about Rs. 1,00,000*
* 1888-89		40,000	towards the Ponniár bridge. Adding to
1889-90		30,000	this the sum of Rs. 20,000 provided for
1890-91		30,000	in the current year's budget, there
Total		1,00,000	remains a sum of Rs. 40,000 which the

District Board would ask Government to contribute. Copy of their resolution on the subject is enclosed, and I earnestly request that Government will be pleased to grant their request. The balances† expected at the close of 1889-90 and

		RS.	1890-91 are sufficiently large to make
† 1889-90		21,200	good any deficit in the receipts under
1890-91		39,100	Tolls in those years. In the next year's

budget submitted to Government with my letter, No. 74, dated 22nd December last, a sum of Rs. 36,000 only has been provided on account of this bridge. The District Board having been relieved of the contribution on account of educational inspection payable to Government under Government Order, dated 29th November 1886, an amount of Rs. 8,280 provided on that account in the revised estimate of the current year and in the budget estimate

of the next is set free. Though a portion‡ of the contribution thus relieved is required for strengthening the subordinate inspecting agency, the allotment to

the Ponniár bridge may well be increased to Rs. 40,000, and I request that this may be done when passing orders on the budget now before Government.

3. *Gadilam Bridge*.—On the 6th January last, I submitted to Government, through the Superintending Engineer, V Circle, an estimate for Rs. 1,66,000 for constructing an iron girder bridge across the Gadilam. In that letter, I have explained what the District Board and the Municipal Council can do in the matter. A copy of that letter I now enclose for the information of Government. The Municipality have promised to contribute Rs. 30,000, and the District Board Rs. 60,000, or Rs. 90,000 in all, towards the work, this money being paid in six equal annual instalments by the two local bodies. I have requested that Government might undertake the construction of the bridge and recoup themselves to an extent of Rs. 15,000 annually for six years from Local and Municipal Funds. The Municipal revenue amounts to about Rs. 35,000 a year, the greater portion of which is fully spent. Rs. 5,000 a year is as much as they can possibly devote towards the bridge. With the Ponniár bridge and other works on their hands, the District Board cannot pledge themselves any further than they have done. The Municipality have provided