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MADRAS RECORD OFFICE**GOVERNMENT OF MADRAS***Revenue* DEPARTMENT

G.O. No.

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Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
30th January 1873.

No. 638. Read the following letter from the District Engineer, Madura, to the Secretary to Government, Public Works Department, dated Madura, 20th December 1872, No. 4,308 :—

I HAVE the honour to forward herewith, in original, a Report, No. 43, dated 11th instant, from Executive Engineer Mr. Rundall, together with its enclosure from Sub-Engineer Mr. Wiffen, regarding the restoration of the Ambasamoodrum Bridge.

2. I have already quite recently, in my report on giving over charge of the Tinnevelly District to Mr. Rundall, brought to notice the excellent service performed by Conductor Wiffen in his personal superintendence of the work under notice, and as the reports now forwarded give detailed accounts of the work carried out, little is left for me to add here.

3. It will be seen that my predictions of the difficulties of getting in the foundations of what has been termed the 'Partington pier' were fully confirmed. "We had," so reports Mr. Wiffen, "300 balers working day and night for thirty-eight days!" In no other country, I presume, could such a body of men be obtained to do such work at such rates; and but for the work being a popular one, and having the hearty countenance of the Revenue Authorities, that work could not have even been done here at the rates actually paid. For it will be observed that the total cost of the baling for the whole of the restoration work, in the four piers re-constructed, was under Rupees 2,000.

4. Even with the difficulties surmounted, the total expenditure incurred has amounted to but little over Rupees 100 per running foot of bridge actually restored.

5. Although no longer connected with the Tinnevelly District, I have been requested by Mr. Rundall to submit this report, as I had inspected the work in all stages of its progress, and as it had been completed while I was still in charge of the 8th Division.

6. The 'historical mile-stones' relating to the work may be stated as follows :—

I.—That the bridge was restored by voluntary subscription in 1871-72.

II.—That Mr. A. J. Stuart, the Sub-Collector, was its promoter, and that by his personal influence, zeal, and engineering skill, he successfully "floated" the scheme.

III.—That Mr. Wiffen (as Engineer in charge of the work), Tahsildar Gunnapathy Pillay, and Revenue Inspector Kistnasawmy Iyengar, have claims to be remembered for their active co-operation in the work.

7. The subscribers have now the proud satisfaction to know that the bridge has been substantially restored, with good material and with labour honestly and thoroughly given. And they may rest assured that the bridge will stand firm until again subjected to a flood as high as that which last caused its destruction; but whether it will stand, uninjured, such a flood is more than I am prepared to say. The insufficiency of the water-way has been prominently brought by me to the notice of Government at the commencement of the works of re-construction,

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and I have strongly recommended that the water-way should be increased. The Government, however, have preferred to have the bridge re-constructed on its old lines, and their orders have been carried out.

8. In conclusion I would call attention to Mr. Randall's remarks regarding the restoration of the Sattoor bridge, although I myself do not endorse those opinions. The Sattoor river is quite of a different character to that of the Tambrapoorney, where crossed at Ambasamoodrum and Palamecottah. The banks are low, the crossing is, with rare exceptions, always feasible for bandies, and a ferry is never required. Moreover, it is to be borne in mind that with a railway constructing by its side, the old trunk road to Tinnevely is no longer an Imperial highway. The guaranteed interest on the Railway expenditure represents the cost of maintaining the trunk roads which the railways supersede. The restoration of the Sattoor Bridge will no doubt be a boon to the residents of that obscure and dismal neighbourhood, and if they are prepared to contribute a moiety, as they are well able to do, towards the restoration of the bridge, the cost of which is estimated at Rupees 30,000, I think that the Local Funds might supplement the rest of the estimate.

No. 639.

ORDER THEREON, 30th January 1873, No. 313.

CIVIL WORKS, No. 34.

His Excellency the Governor in Council congratulates the public spirited subscribers towards the restoration of the Ambasamoodrum Bridge on the successful completion of that work, and desires to express his approbation of the unanimity, zeal, and skill with which it has been carried out by all the Government officials whether European or Native, of the Revenue or of the Public Works Department, that have been associated in the undertaking.

(True Extract.)


Colonel, R. E.,
Secretary to Government.

To the District Engineers, Madura and Tinnevely.
„ Revenue Department.

Exd. S. T. Austion.

Received 4 January 1873 N. 3.
Communicated to Board of Revenue
(True Extract.)

Revenue *Dep't*
77-312

Govt. of 1873 Madras.

PUBLIC WORKS.

To
THE DISTRICT ENGINEER, MADURA.

&c., &c., &c.

Dated January 30th.

Recd. *Friday 1st* Encl.

G. O., 30th January 1873, No. 313.

JANUARY.

Nos. 638-639

2 To the District Engineer, Madura 1 Feb

Ambasamoodrum Bridge, Tinnevely District.—Congratulating the subscribers towards the restoration of the bridge on the successful completion of that work, and expressing approval of the services rendered by the several officers in connection with the work.

#8
Comd to Bd Rev.

4th Feb 1873.