M.R.O. 1—77,005—8-6-37.

(1) Number of pages 4

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press / Mis.
Dated	18

78 - 80

22/23

Not to be folded or roughly handled

9/12/39

Read the following papers :—

No. 78. Proceedings of the Board of Revenue, dated 6th June 1872, No. 4036 (Miscellaneous).

Read the following letter from the President, Local Fund Board, Coimbatore, to the Secretary to Government, Public Works Department, Fort St. George, dated Coimbatore, 11th May 1872, No. 3 :—

With reference to the Superintending Engineer's letter to your address, No. 2 of 4th April, and the correspondence noted in the margin, I have the honour to inform Government that the Local Board, Northern Circle, of Coimbatore, when furnished with an estimate for restoring the bridge over the Noyel River, irremediably damaged by the flood of last November, resolved that the restoration of the bridge for local traffic was expedient. It was built without reference to Railway communication, which will not affect the local traffic between the Northern and Southern Taluqs of the District, so that the junction of Pothanoor with Coimbatore will not affect the local importance of the bridge.

G. O., No. 185, of 27th November 1871, Public Works Department.
G. O., No. 181, of 22nd January 1872, Public Works Department.

Enclosures.
One design for restoring the Noyel Bridge at Coimbatore.
One letter from R. Stanes, Esq., dated 7th May 1872.

2. The passage of the Noyel involves a dip of 20 feet which, even with the improved gradient adopted, of one in 15 makes the transit heavy to carts. There is no gradient of such a character on any of the converging lines of road. The traffic is heavy-grain, firewood from Walliar, and timber from the Government Forests at Anamallay; while the Local Board, comprising members engaged in important trade, were of opinion that the bridge should be restored; they beg to point out to Government the heavy drain which this repair will throw on local funds. The bridge was damaged apparently to some extent, owing to a severe flood, aggravated by the bursting of two Government irrigation works. They, therefore, trust that Government will be pleased to allot a provincial grant-in-aid of half of the estimated cost. As regards the nature of the restoration, the timber truss estimated for by the Department of Public Works is the cheaper; but I am given to understand that Mr. Maylor, of Calicut, will engage to build an iron girder bridge over the present piers for the sum of Rupees 12,000. Requesting that this subject may be considered in the Public Works Department.

No. 18.

Submitted to the Board of Revenue, with reference to Proceedings, Miscellaneous No. 3398, of 13th May 1872.

COIMBATORE,
17*th May* 1872.

(Signed) A. WEDDERBURN,
President.

In Government Order, May 1872, No. 609, the Board are asked their opinion whether the Noyel Bridge should be re-constructed. The Board concur with the President on this point.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 79. Proceedings of Government in the Public Works Department.

Read the following papers:—

From the President of the Local Fund Board, Coimbatore.

(Here enter No. 3, dated 12th May 1872.)

ENCLOSURE.

From R. STANES, Esq., to A. WEDDERBURN, Esq., dated Coimbatore, 7th May 1872.

With reference to the Noyel Bridge, Mr. Maylor is willing to erect an iron girder bridge upon the present piers for Rupees 12,000.

2. There will be three spans. The piers will have to be raised some two or three feet, but this work will be done by the Department of Public Works.

3. Mr. Maylor's estimate is for the iron bridge only, including cost of erecting and fixing.

4. He has already contracted for two such bridges in the Malabar District, and he built the pier at Calicut, so is well able to undertake the work.

5. Should the offer be considered favourably, he will prepare and submit plans and specifications.

From the Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Coimbatore, 13th June 1872, No. 49.

With reference to your Memorandum, No. 124, dated 15th May 1872, I have the honour to report further on the Noyel Bridge; the records of my office have been searched, but neither the original plan nor the estimate for the bridge can be found. Its construction is noticed in one of Colonel Faber's diaries for 1838; the bridge was commenced in January and finished in May 1838; it consists of three elliptical arches each said to have been of 36 feet span. These on careful measurement are now found to be 36 feet, 35 feet 6 inches, and 35 feet 10 inches respectively. The bridge is built of brick and mortar, the materials being of the best description; no mention anywhere is made of how the foundations were laid, but a bricklayer residing here states he was employed on the construction of the bridge, and that the foundations were laid upon brick cubes at a depth of seven to eight feet below the bed of the river. Colonel Faber notes in his diary that the maistry in charge of the work, without permission, during his absence on other duty, increased the thickness of the arches; that old native centrings were used, and that the southern arch, after the centring was struck, sank, cracked, and was so much shaken that it had to be pulled down and re-built; that, in its re-construction, the maistry increased the rise of the arch three inches. The versed sine of each of the arches, as originally designed, was nine feet three inches. No flooring appears to have been used between the arches.

Enclosures two.
One Memorandum of height of water in the Noyel River.
One elevation of Noyel Bridge.

2. I have examined the bridge very carefully, and enclose a plan illustrating the condition of the arches, and points of rupture, &c., &c.; no movement can be detected in the abutments, but the centre piers have sunk from their original position, upstream one foot and downstream seven inches, or fallen forward five inches.

Proceedings of the Madras Government, Financial Department,
19th July 1872.

The northern and southern arches show greater sign of danger than the central arch: the cracks extend right through from the intrados to the extrados, and the arches are very much out of shape and badly shaken. Generally I consider the bridge unsafe, though it might possibly hold together for a long time. I tried to reach the foundations of the piers; but finding that, with six sets of bailers working day and night, the water could not be reduced more than four feet, I abandoned the attempt, and sunk an artisan well auger close to the central piers, and succeeded in screwing it down to a depth of nearly eight feet below the bed of the river; for six feet the borer passed through loose sand, and entered to a depth of about two feet (beyond which it could not be screwed) a stratum of what, when the auger was withdrawn, appeared to be decomposed rock softened by saturation, apparently consisting of the same elements, as found in a crumbling description of decomposed stone, which occasionally crops up in the bed of the river, and which, when exposed to the air, is tolerably hard, but when saturated, pulverizes easily, and in this condition resembles the specimen brought up by the auger. No measurements of the depth of the centre of the river appear to have been taken when the accident was discovered, but some days after levels were taken along the parapets to ascertain the extent to which the arches had sunk. The depth of water in the Noyel has been registered daily for many years by the Revenue Department. I enclose an abstract of this register from 1859 to 1872. The bridge must have sunk on the night of the 15th of November, as, when the Revenue Goomastah measured the depth of water on the morning of the 16th, he discovered the accident, and evidently fearing to trust himself on the bridge, measured the depth of the river at the northern abutment, and found it to be 20 feet. The Range Officer, under orders from me, submitted a section and elevation of the bridge on the 12th of December, giving the flood line to be 19 feet, and subsequently, six months after as noted in the accompanying plan, the flood line is only 17 feet 3 inches above the bed of the river, showing the sandy bed to be a shifting one. No evidence can be obtained of the depth of water at the pier or between the arches during the time the flood reached the unprecedented height it did, and, therefore, there is no proof that the loose sandy bed was scoured out. I am, however, inclined to believe that such did actually take place, and the bed was cut to below the foundations, and thus the settlement of the piers took place, the hole scoured out being re-filled as the water subsided. If this is not the case, I can only attribute the sinking of the piers to the substratum (already described) on which their foundations were laid, having, on this occasion, been subjected to a greater pressure of water than it was ever before exposed to or able to resist, consequently collapsed.

3. The Municipal Commissioners of Coimbatore have constructed an excellent road dam in the bed of the river with easy approaches on each side, and, for the reasons given in my letter, No. 2, dated 4th April, I respectfully adhere to the opinion therein expressed regarding the construction of the Noyel Bridge.

4. The estimate submitted to the Local Fund Board for re-constructing the bridge by raising the piers, and spanning them with timber trusses, &c., &c., amounts to Rupees 6,230; but, as this design, I think, allows for too much waterway, the estimate might be reduced by Rupees 600. The cost of a new masonry bridge is estimated at Rupees 7,700.

Proceedings of the Madras Government, Financial Department,
19th July 1872.

Order, 11*th July* 1872.

Transferred to the Financial Department with Memorandum from the Chief Engineer.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R. E.,
Secretary to Government, P. W. D.

MEMORANDUM.

Considering that the River Noyel, at Coimbatore, is shown from the Register of thirteen years, accompanying the second of these letters, to have been in flood exceeding three feet in depth for an average of less than ten days in a year; that the road crossing it is superseded for quick traffic by the Railway about to be opened, and that the Local Fund Board can have communication over it restored by a timber superstructure for Rupees 6,000, or by a new masonry structure for Rupees 8,000, the undersigned cannot recommend the Government to provide from Provincial Funds half the cost of an iron girder bridge estimated at Rupees 12,000, exclusive of the cost of raising, if not rebuilding the piers.

OOTACAMUND.
11*th July* 1872.

(Signed) G. W. WALKER, Colonel, R. E.,
Chief Engineer, P. W. D.

No. 80. ORDER THEREON, 19th July 1872, No. 907.

The Government decline to sanction a grant-in-aid from Provincial Funds for the purpose of re-constructing the Noyel Bridge. The Local Fund Board would do well to act on the advice of the Acting Superintending Engineer. The Noyel River is seldom impassable, it has a good ford which is always easy of approach and, in particular, there are other works of greater importance in the circle, which are held in abeyance from want of funds.

(True Extract.)

Acting Under Secy. to Govt.

To the Public Works Department, with a plan.
,, Board of Revenue.

Exd. J. Wright.

STANES & ROUSE.

Coffee Works

Coimbatore May 7. 1872

My dear Mr Wedderburn,

With reference to the Noel Bridge Mr Mayhew is willing to erect an Iron Girder bridge upon the present piers for Rs 12,000.—

There will be 3 spans. The piers will have to be raised some 2 or 3 feet but this work will be done by the D.P.W.—

Mr Mayhew's estimate is for the Iron bridge only, including cost of erecting & fixing —

FINANCIAL,

To

THE PUBLIC WORKS DEPARTMENT,

&c.,

&c.

Dated July, 19th.

Rec'd.

2nd.

G. O., 19th July 1872, No. 907.

JULY.

Nos. 78—80.

Declining to sanction a grant-in-aid from Provincial Funds for the purpose of re-constructing the Noyel Bridge, situated in the Coimbatore Local Fund Circle.

He has already contracted for 2 such bridges in the Malabar district, & he built the pier at Calicut - So is well able to undertake the work - Should the offer be considered favorable - he will prepare & submit plans & specifications.

Yours truly

Rob Staves

Enclosure No 2.

In a letter 6 the
Secretary to Govt
D. P. W. No 3 of
11th May 1872.

P.W. 2603/72.

Letter from
R. Adames Esqre
dated 7th May
1872.
Rec'd 13/30/72

From the Superintending Engr 7th Division
to the Secretary to Govt
Genl. P.W.D. No 149
Dated 15th June 1872

Received 17th June 1872
Superintending Engrs Office
Coimbatore
R.Dc 1330/72

No 149 Superintending Engrs Office,
7th Division
Coimbatore 15th June 1872

From,
The Superintending Engineer,
7th Division

To,
The Secretary to Government,
P.W.D. Madras —

Sir, With reference to your
Memorandum, No 124, dated 15th
May 1872, I have the honour
to report further on the Royal
Bridge; the records of my Office
have been searched, but neither
the original plan nor the Estimate
for the bridge can be found —
The Construction is ascribed —
in one of Colonel Pater's di-
aries for 1838, the bridge was
Commenced in January and
finished in May 1838; it consists
of 3 elliptical arches each said to have
a span of 36 feet span — These

Enclosures —
Plans of the right
& left banks of the
Royal River
Elevation of
Royal Bridge

on careful measurement are now found to be 36', 35-6" and 35'.10", respectively - The bridge is built of brick and mortar, the materials being of the best description; no mention, any where, is made of how the foundations were laid, but a bricklayer residing here states he was employed on the construction of the bridge, and that the foundations were laid upon brick cubes at a depth of 7 to 8 feet, below the bed of the river - Colonel Faber notes in his Diary that, the Ministry in charge of the work, without permission, during his absence on other duty, increased the thickness of the arches; that old native centrings were used, and that the Southern Arch, after the centring was struck, sank, cracked, and was so much shaken that it had to be pulled down and rebuilt -

rebuilt; that, in its reconstruction, the Ministry increased the rise of the arch 3 inches - The curved line - (-) of each of the arches, as originally designed, was 9'3" - No flooring appears to have been used between the arches -

2 - I have examined the bridge very carefully, and enclose a plan illustrating the condition of the arches, and points of rupture You see, no movement can be detected in the abutments but the centre piers have sunk from their original position, upstream 1 foot, and downstream 7 inches, or fallen forward 5" - The Northern and Southern arches show greater sign of danger than the Central arch - the cracks extend right through from the intrados to the extrados, and the arches are very much out of shape and badly shaken - Generally I consider the bridge unsafe

unsafe, though it might possibly hold together for a long time - I tried to reach the foundations of the piers, but finding that, with 6 sets of bailers working day and night, the water could not be reduced more than four feet, I abandoned the attempt, and sunk an artesian well auger, close to the central piers, and succeeded in screwing it down to a depth of nearly 8 feet below the bed of the river, for 6 feet the borer passed through loose sand, and entered to a depth of about two feet (beyond which it could not be screwed) a stratum of what, when the auger was withdrawn, appeared to be decomposed rock — a softened by saturation, apparently consisting of the same elements, as found in a crumbling description of decomposed stone, which occasionally

Crops

crops up in the bed of the river, and which, when exposed to the air, is tolerably hard, but when saturated, pulverizes easily, and in this condition resembles the specimen brought up by the auger - The measurements of the depths of the centre of the river appear to have been taken, when the accident was discovered, but some days after levels were taken along the footpaths to ascertain the extent to which the arches had sunk - The depths of water in the Royal Canal have been registered daily for many years by the Revenue Department, I enclose an abstract of this register from 1859 to 1872 - The bridge must have sunk on the night of the 15th of November, as, when the Revenue Commissioners measured the depth of water on the morning of the 16th, he discovered the accident, and, evidently fearing to trust himself on the bridge, measured the depths of the river at the Northern

Abutment

abutment, and found it to be 20 feet - The Range Officer, under orders from me, submitted a section and Elevation of the bridge on the 12th of December, giving the flood line to be 19 feet, and subsequently, 6 months after, as noted in the accompanying plan, the flood line is only 17'-3", above the bed of the river, shewing the Sandy bed to be a shifting one - No evidence can be obtained of the depth of water at the piers or between the arches, during the time the flood reached the unprecedented height it did, and, therefore, there is no proof that the loose sandy bed was scoured out; I am however, inclined to believe that such did actually take place, and the bed was cut to below the foundations, and thus the settlement of the piers took place, the hole scoured out being refilled as the water subsided - If this is not the case I can only attribute the sinking of the piers to the substratum (already described), on which their foundations were laid, having, on this occasion, been subjected to a greater pressure of water, than it was ever before exposed to or able to resist, consequently collapsed -

3 The Municipal Commissioners of Coimbatore have constructed an Excellent road dam in the bed of the River, with Sand approaches on each side, and for the reasons given in my letter, No 2, dated 4th April, I respectfully adhere to the opinion therein expressed, regarding the reconstruction of the Royal Bridge -

4 The Estimate submitted to the Local Fund Board for reconstructing the bridge by raising the piers and spanning them with timber trusses Sal dam, amounts to Rs 6230, but, as this design, I think, allows for too much waterway, the Estimate might be reduced by Rs 600 - The

Cont

cost of a new masonry bridge
is estimated at Rs 7700. —

I have the honor to be,
Sir,
Your most obed.t Serv.t

[signature illegible]
Lieut Col.y R.E.
Offg Secy Govt 27th Dec

Ceylon, No 30/8
Public Works Dept
Colombo Office 11th June 1872

To
The Secretary to Government
Public Works Department
Fort Saint George

Sir,

With reference to the Superintending
Engineer's letter to your address No 2 of 4th
ult. on the subject of the necessary repairs
to the bridge over the Kalu Ganga at
Kalutara, I have the honor to inform you
that the Local Board of Kalutara
have agreed to bear the cost of the repairs
to the bridge, which is estimated at
Rs 7700.

Enclosures
1. Letter from Superintending Engineer dated 4th May 1872.
2. Letter from Chairman of Kalutara Local Board dated 18th May 1872.

PW 1872 Sept 11

No 27 November 5th 1870 Page
to 22nd January 1872 — 354 to 356

P. W. 1872 Dec 15

No 3

Dow 3rd May

Local Fund Board Office

Dated 11th May 1872

From No 2403.

The President

Local Fund

Board of Conciliation

To 5th & 19th July 52 & 7th & 8th

The Secretary to

Government

D. F. W.

Fort St George

Recd 13th May 72. Encls 2.

Subject

Vest Bridge — Showing the Sufficiency of the estimate — And Requesting a Provincial Grant in aid of half of the Estimated cost &c — for 17 1/2 p.

No 3 — Vest Bridge — Showing the Sufficiency of the estimate — And Requesting a Provincial Grant in aid of half of the Estimated cost &c — for 17 1/2 p.

From

The President

Local Fund Board of Conciliation

To

The Secretary to Government

D. F. W.

Fort St George

Dated 11th May 1872

No 2403

Sir,

I have the honor to forward for the consideration of Government a Statement of the Estimated cost of a Vest Bridge across the Cauvery at Mallur, and to request that Government will be pleased to grant a Provincial Grant in aid of half the Estimated cost of the Bridge.

2. The passage of the Mail across the Cauvery at Mallur is at present effected by means of a Ferry Boat, which, during the N.E. monsoon, is frequently detained for days together, and sometimes for weeks, on account of the violence of the current. The passage across the river is also frequently rendered dangerous and impracticable for days together during the S.W. monsoon, when the Local Board, Commercial Agents, and Government Servants are frequently detained on one side or the other of the river for days together.

3. The Bridge will be 1,115 feet in length, and will consist of 20 spans of 50 feet each, and 15 spans of 20 feet each, with Masonry Abutments and Piers, and Timber Superstructure.

4. The Bridge will be constructed by the Local Board, and will be maintained out of Tolls to be levied by the Board, and by the Government of Coimbatore, and the Bridge will be open to the Public on the payment of the Tolls.

5. The Estimated cost of the Bridge is Rupees 34,000, and the Local Board are prepared to contribute Rupees 17,000 towards the cost of the Bridge, on condition that the Government will grant the remaining Rupees 17,000, and will undertake the Superintendence of the Bridge during the progress of the Works.

6. The Bridge will be constructed under the Superintendence of the Executive Engineer, Coimbatore, and the Estimate has been prepared by the Executive Engineer, Coimbatore, and has been approved by the Superintending Engineer, Southern Circle.

7. The Bridge will be constructed by Contract, and the Contractor will be required to deposit Rupees 3,400 as Security for the due performance of the Contract.

8. The Bridge will be completed in 3 years from the date of commencement of the Works.

9. The Bridge will be constructed of Teak Timber, and Stone from the Quarries at Mallur, and Lime from Coimbatore.

10. The Bridge will be 24 feet wide between the Parapets, and will be provided with Refuges at intervals.

11. The Bridge will be constructed in accordance with the Plans and Estimate submitted herewith.

12. The Bridge will be constructed under the Superintendence of Mr. Assistant Engineer Ellis, who has been employed on the Survey and Estimate.

13. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

14. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

15. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

16. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

17. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

18. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

19. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

20. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

21. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

22. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

23. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

24. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

25. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

26. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

27. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

28. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

29. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

30. The Bridge will be constructed in accordance with the Rules laid down in the Public Works Code.

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As regards the nature of the restorat

the timber truss estimated for by the

P. W. is the cheaper; but I am given

understand that Mr. Maylor of Cale

will engage to build an iron girde

bridge over the present piers for the

of Rs. 12,000 - Requesting that this

may be considered by the Public

Department -

I have the honour

Sir

Your most obed.t

A Medilland

President

Revenue Department

Proceedings of the Board of Revenue

dated 6th June 1872.

Read the following:-

No 3.

From The President Local Fund Board

Coimbatore.

To The Secretary to Government

Public Works Department

Madras

Sir With reference to the Superintending Engineer's letter dated 29th May, No 2 of 4th April, 1872 and the correspondence noted in the margin I have the honor to inform Government that the Local Board, Northern Circle, Coimbatore, when furnished with an Estimate for restoring the Bridge over the Noyel River irremediably damaged by the flood of last November resolved that the restoration of the Bridge for local traffic was inexpedient. Steps should be taken to effect preference to Railway Communication, which will not affect the local traffic between the Northern and Southern Taluqs of the District, while the practicability of Ottanoor with Coimbatore will not affect the local importance of the Bridge.

2. The passage of the Noyel involves a lift of 20 feet which, even with the improved gradients adopted, of 1 in 15 must be the steepest heavy

to Carts. There is no gradient of such a character on any of the converging lines of road. The traffic is heavy - grain, firewood, from Wallaar, and timber from the Government Forests at Anamallay; While the Local Board, Comprising 6 members engaged in important trade, were of opinion that the Bridge should be restored; they beg to point out to Government, the heavy drain which this repair will throw on Local Funds. The Bridge was damaged apparently to some Extent, owing to a severe flood, aggravated by the bursting of two Government irrigation works. They therefore trust that Government will be pleased to allot a provincial Grant-in-aid of half of the Estimated Cost. As regards the nature of the restoration, the timber truss Estimated for by the Department Public Works is the cheapest; but I am given to understand that Mr Traylor of Calicut will Engage to build an iron girder bridge on the present piers for the sum of Rs 12,000. Requesting that this subject may be considered in the Public Works Department.

I have &c
(Signed) A. Widdenburn
President

Coimbatore
Local Fund Board Office
11th May 1872

&c

No 18.

(True copy)

29

Submitted to the Board of Revenue, with reference to Proceedings, Miscellaneous No 3398. of 13th May 1872.

Coimbatore
17th May 1872

(Signed) A. Widdenburn
President

To

In Government Order, 9th May 1872 No 609 the Board are asked their opinion whether the Noyel bridge should be reconstructed. The Board Concur with the President on this point

(True copies & Extract)

J Grose
Secretary

To
The Chief Secretary to Government
Financial Department

12
31

Memorandum.

Considering that the River Noyel at Coimbatore is shown from the Register of 13 years accompanying the second of these letters, to have been in flood exceeding 3 feet in depth for an average of less than 10 days in a year; that the road crossing it is superseded for quick traffic by the Railway about to be opened, and that the Local Fund Board can have communication over it restored by a timber superstructure for Rs 6,000, or by a new

masonry structure for Rs 8,000,
the undersigned cannot recom-
-mend the Government to pro-
-vide from ~~Imperial~~ Provincial Funds
half the cost of an Iron girder
bridge estimated at Rs 12,000,
exclusive of the cost of raising,
if not rebuilding the piers.

C. Winthrop Colonel R.E.
Chief Engineer
D. P. W.

Ootacamund
11th July 1872

Public Works Departt.

Proceedings of the Madras Govt.

Read the following papers:

From the President, Local Fund Board
Coimbatore, dated 11th May 1872.
No. 3. with one Endorsement thereon
the Superintending Engineer Y. D. W.
dated 13th June 1872. No. 49.

Order thereon 18th July 1872.

Transferred to the Financial Department with Memo: from the Chief Engineer.

(True Extract)

C. Winthrop Col. R.E.
Secy: to Govt. P. W. D.

To.
The Financial Department
with Memo: by Chief Engr. D. P. W.

Rec.d 11.th July/72

Financial Department 35

18

Tuesday

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ papers:-

Proceedings of the Board of Revenue, dated 6th June /72, Mis. No. 4036.

Pros: of Govt. Public Works Department - do - 11th July - - - -

Order thereon dated 19th July 1872 No. 907.

The Government decline to sanction a grant-in-aid from Provincial Funds for the purpose of re-constructing the Noyel bridge. The Local Fund Board would do well to act on the advice of the Acting Superintending Engineer. The Noyel River is seldom impassable, it has a good ford which is always easy of approach and, in particulars, there

Fund Board Dept

Pros: Public Works

Dated 19th July/72 No. 907

Read 25th July/72

No 907

15 Encs

No 1330

Canvas Certificates
Vouchers the Bridge
of the Noyel River
at Coimbatore.-

there are other works of greater importance in the circle, which are held in abeyance from want of funds. JMcK

To

The Public Works Dept. with a Plan
Board of Revenue 14

61 C. Bds. Pos. P.W. Pos &
His proposal read thereon
in full - Copy Engd
Encls 20

Memorandum for orders

I have no doubt but there are many works in the circle of greater importance than the Royal Bridge. The flood is now very great; quite impossible in fine weather for carts or carriages of any description, and as the Supt. Engineer knows not, the river does not rise sufficiently for months to permit of crossing. The Bridge is only a few days in the year. I would decline to make any grant or advise the L. F. Bd. to aid or to ask the Supt. Engineer's advice as the

In November 1871, during the first burst of the North East Monsoon, the Royal bridge, on the road between Coimbatore and Palghaut, was damaged to such an extent that the Range Officer condemned it and expressed his opinion that it should be pulled down and rebuilt.

2. In his letter dated the 4th April 1872 No 2, the Acting Superintending Engineer of the 7th Division reported that he had inspected this bridge and stated that he could not recommend its reconstruction in as much as the traffic is merely local and the

the Royal river seldom impassable and at the same time pointed out that this work was far less important than many others in the same District held in abeyance from want of funds.

3. The Superintending Engineer's letter was communicated to the Board of Revenue for their opinion and likewise for that of the Local Fund Board.

4. The President of the Local Fund Board in his letter dated 6th June 1872 urges the necessity of reconstructing the bridge and asks for a Provincial grant-in-aid equal to half the amount of the Estimate or Rs 6000.

5. The Board of Revenue concur with the President regarding the advisability of rebuilding the bridge.

6. The

I am on the District to yield the point. The trade is local - but so is most of our trade - the Commissioner declares it is very important.

L O S

B. I would only give half the cost of the chaukee & the feature bridge Rs

I think we should decline to make any grant, & recommend the Superintending Engineer's opinion after careful consideration of the Local Fund Board

B/D

6. The point for decision is whether this grant-in-aid should be sanctioned, or the whole cost of reconstructing the bridge defrayed from Local Funds.

Engr

The only ground it is submitted for the Govt contribution is the fact that it is asserted that the destruction of the bridge was partly owing to the breach of Govt Irrigation works - Bill

Reconstruction of the
Royal Bridge (combat
Dist —

Dest[d]. 24/32.

C. 22/61

Govt. of {1872} Madras.

Financial

To

The Public Works Dept.

Dated July 19. } 1872, No. 907.
Recd.

Nos. 78. 80.

Declining to sanction a grant in aid from Provincial Funds for the purpose of re-constructing the Royal Bridge - situated in the Coimbatore local fund limits -