M.R.O. 1—77,006—8-6-37.

(1) Number of pages 11

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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1107	Press Mis.
169-(7)	
Dated 21-5-	18 15.

8/9

Not to be folded or roughly handled

Local Funds—Bridges.

Read the following papers:—

No. 169. Proceedings of the Board of Revenue, dated 11th September 1874, No. 2566.

Read the following letter from H. S. THOMAS, Esq., President of the Local Fund Board, Canara Circle, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Mangalore, 20th August 1874, No. 646:—

I have the honor to submit, for the sanction of Government, an estimate, with the accompaniments marginally noted, amounting to Rupees 15,200, for constructing an iron lattice girder bridge across the Feringapett river, on Road No. 1 from Mangalore to the Mysore frontier by the Sampajee Ghaut.

One plan.
,, detailed estimate.
,, abstract do.
,, specification report.

2. I beg also to enclose copy of this Board's resolution, dated the 3rd instant, regarding the above estimate.

3. This bridge is required to re-place one of the three bridges destroyed by the floods in May last, as reported in my letter recorded in Board's Proceedings, dated 20th June 1874, No. 1512. The line of road being an important one, the Local Fund Board prefer having an iron girder bridge across the Feringapett river, as in this district timber platforms are found to decay rapidly under heavy traffic, require frequent renewal, and thus prove more expensive in the end, while masonry is found to be untrustworthy in arches of large dimensions.

4. The old bridge, which appears to have collapsed owing to insufficiency of waterway and unprotected foundations, was a single-arched structure of laterite masonry of 46 feet span, rise 11½ feet, abutments 5 feet high (as far as can be ascertained), built in the year 1853.

5. The District Engineer states that the present design for an iron girder bridge provides a much larger span of 65 feet and is calculated to afford 81 per cent. additional waterway, and that, the foundation being protected by a solid masonry flooring with retaining walls, similar damage, even under the same extreme conditions, will be impossible.

6. About half the current year's Road Fund reserve has already been appropriated for repairs to timber bridges, and the balance will be required for other emergencies in the course of the year. The Local Fund Board, therefore, propose to obtain a loan from Government, for which an application will be separately submitted when the amount required for the other two bridges is also known.

Enclosure No. 1.—Plan.

Enclosure No. 2.—Detailed Estimate.

Enclosure No. 3.—Abstract Estimate.

Enclosure No. 4.—Extract from Proceedings of Local Fund Board.

Proceedings of the Madras Government, Financial Department,
21*st May* 1875.

The estimate for constructing an iron lattice bridge across the Feringapett river, on the road from Mangalore to the Mysore frontier, at a cost of Rupees 15,200, will be submitted for the sanction of Government after reference to the Chief Engineer.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

Referred to the Chief Engineer for opinion.

19*th September* 1874. (Signed) J. STURROCK,
Acting Under Secretary.

No. 170. No. 501.

MEMORANDUM.

Endorsement on Board's Proceedings, 11th September 1874, No. 2566.

The circumstances under which the Feringapett bridge was destroyed on the last occasion were totally different from those under which it was once, if not more than once, before destroyed, and appear to justify the great excess of waterway proposed to be given. The situation is one suitable for the construction of an iron bridge, being accessible to the sea, by river and road, within a few miles; and, as skilled labor is readily procurable, there seems no objection to the work being carried out departmentally, as proposed by the District Engineer. He is presumed to have copied all the details of the iron-work from some approved plan of which he has full particulars, but none are given in the plan, estimate, or specification sent in.

FORT ST. GEORGE, (Signed) G. W. WALKER, Colonel, R.E.,
11*th May* 1875. *Chief Engineer, P.W.D.*

No. 171. ORDER THEREON, 21st May 1875, No. 1107.

The Governor in Council presumes, from the opinion given by the Chief Engineer, that he approves the plan of the iron lattice bridge proposed to be constructed across the Feringapett river, and resolves, accordingly, to sanction the plan and estimate for Rupees 15,200 submitted by the Local Fund Board of the Canara Circle.

(True Extract.)

Officiating Chief Secretary.

To the Board of Revenue, with enclosures returned.
,, Public Works Department.
,, Accountant-General.

Exd. A. S. Rodgers.

Govt. of Madras.

FINANCIAL.

To

The Board of Revenue,

&c., &c., &c.

Dated May 21st.

Issued

Read.

G.O., 21st May 1875, No. 1107.

MAY.

Nos. 169—171.

Local Funds—Bridges—Plan and estimate, amounting to Rupees 15,200, for constructing an iron lattice bridge across the Feringapett river, sanctioned.

No. 2,566.

Proceedings of the Board of Revenue, dated 11th September 1874.

Read the following letter from H. S. THOMAS, Esq., President of the Local Fund Board, Canara Circle, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Mangalore, 20th August 1874, No. 646 :—

I have the honor to submit, for the sanction of Government, an estimate, with the accompaniments marginally noted, amounting to Rupees 15,200, for constructing an iron lattice girder-bridge across the Feringapett River on Road No. 1 from Mangalore to the Mysore frontier by the Sampaje Ghaut.

1 Plan.
1 Detailed Estimate.
1 Abstract do.
1 Specification Report.

2. I beg also to enclose copy of this Board's resolution, dated the 3rd instant, regarding the above estimate.

3. This bridge is required to re-place one of the three bridges destroyed by the floods in May last, as reported in my letter recorded in Board's Proceedings, 20th June 1874, No. 1,512. The line of road being an important one, the Local Fund Board prefer having an iron girder-bridge across the Feringapett River, as in this district timber platforms are found to decay rapidly under heavy traffic, require frequent renewal, and thus prove more expensive in the end, while masonry is found to be untrustworthy in arches of large dimensions.

4. The old bridge which appears to have collapsed, owing to insufficiency of waterway and unprotected foundations, was a single-arched structure of laterite masonry of 40 feet span, rise 11½ feet, abutments 5 feet high (as far as can be ascertained), built in the year 1853.

5. The District Engineer states that the present design for an iron girder-bridge provides a much larger span of 65 feet, and is calculated to afford 81 per cent. additional waterway, and that the foundation being protected by a solid masonry flooring with retaining walls, similar damage, even under the same extreme conditions, will be impossible.

6. About half the current year's Road Fund Reserve has already been appropriated for repairs to timber bridges, and the balance will be required for other emergencies in the course of the year. The Local Fund Board therefore propose to obtain a loan from Government, for which an application will be separately submitted when the amount required for the other two bridges is also known.

Enclosure No. 1.—Plan.

Enclosure No. 2.—Detailed Estimate.

Enclosure No. 3.—Abstract Estimate.

Enclosure No. 4.—Extract from Proceedings of Local Fund Board.

The estimate for constructing an iron lattice-bridge across the Feringapett River on the road from Mangalore to the Mysore frontier at a cost of Rupees 15,200,

will be submitted for the sanction of Government after reference to the Chief Engineer.

(A true Copy and Extract.)

G Grote
Secretary.

To the Acting Chief Secretary to Government, Financial Department,
with four enclosures in original, and extract from
Proceedings of Local Fund Board.

Copy to the President, Local Fund Board, Canara Circle.
" to the District Engineer, South Canara.
" to the Officiating Controller of Public Works Accounts.

Exd. W. H. French.

Respectfully submitted for the sanction of Government for the estimate
to the Public Works Department.

Ellwood
19th September 1874 Chief Engineer

Management Department

1874.

Board of Revenue,
MADRAS.

Letter to S

PROCEEDINGS, 11TH SEPTEMBER 1874, No. 2,566.

Dept. 14 Sept. 74

Encl. 5

Chief Engr Local Fds
to 866-A & 866 B

Received 18th Sept. 1874.

SEPTEMBER.
No. 2,566. No. 1932

Iron Lattice Bridge—across the Feringapett River on road from Mangalore to Mysore frontier.—Estimate, amounting to Rupees 15,200, for construction of—, submitted for sanction of Government.

P. W. 1874 Dept.
No: 7025 A
From
The Ag: Under Secy:
Fmb: Dept
Dated 19 Sept:
Recd. 2 Nov 3 1874.
E. 3 5.

Referring for the opinion of the Chief Engineer the estimate for an iron lattice bridge over the Peringapett river on the road from Mangalore to Mysore in the S. Canara Dist.

No 169.

Fort St George
11th May 1876.

No. 501

Chief Engineer's Memorandum

Indorsement on Boards Proceedings,
11th September 1874. No. 2566.

The circumstances under which the Peringapett Bridge was destroyed on the last occasion, were totally different from those under which it was once, if not more than once, before destroyed; and appear to justify the great excess of waterway proposed to be given. The situation is one suitable for the construction of an Iron Bridge, being accessible to the sea, by river and road, within a few miles; and as skilled labor is readily procurable, there seems no objection to the work being carried out departmentally, as proposed by the District Engineer. He is presumed to have copied all the details of the Iron work from some approved plan of which he has full particulars;

but none are given in the Plan,
Estimate or Specification sent in.

No 170

C. M. Walker Colonel R.E.
Chief Engineer D.P.W.

To

The Financial Department
With Cir. 7025 A and 5 Encls (1 Plan)

Financial Department.

65

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ papers

Pros. Board of Revenue dy. 11th Septr. 75. No. 2,566
Memo. from Ch. Engineer, D.P.W. — dy 11th May 75. No. 501.

Order thereon - Ostacammund - 21st May 1875. No 1107

The Governor in Council presumes, from the opinion given by the Chief Engineer, that he approves the plan of the iron lattice bridge proposed to be constructed across the Veringapett River, and resolves, accordingly, to sanction the plan and estimate for Rs 15,200 submitted by the

the Local Fund Board
of the Canara Circle.

To

The Bd. of Revenue
with enclosures returned 14
P. W. Department 11
Accountant General 6

Dcsp'd 4/6

Govt. of {187-} Madras.

Financial

To

Dated 21st July 1875. No. 1107
Recd.

Nos. 169-71

Local Funds - Bridges.

Plan and Estimate amounting to Rs 15,200 for constructing an iron lattice bridge across the Perinjakal River, sanctioned