M.R.O. 1—32,400—22-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

Cons. 25.9.57.

G.O. No. 1630 Press Mis.

49-50

Dated 24 — 8 — 1857

Not to be folded or roughly handled

No. 49. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 1st August 1857, No. 2602.

SIR,

Referring to Extract Minutes of Consultation, dated 21st July 1857, No. 1392, I have the honor to forward copy of a letter† from Major Lawford, wherein that Officer expresses his opinion that the original site, for the Irrity Bridge may be adopted, provided the bays are made 70 feet in span, but that the work cannot consist of simple trussed beams, such as would answer for 50 feet.

† No. 186 dated 24th July 1857.

2. I beg to express my concurrence with these views, and would recommend the adoption of the Canadian modified Lattice Bridge plans of which have been received in this office.

3. I am moreover of opinion that this Bridge should as a Military work form an exception to the general prohibition of progress recently promulgated, and that the removal of Assistant Overseer Harrold of the 84th Regiment should be deferred for the purpose of erecting it under the immediate Superintendence of Deputy Assistant Commissary Bailey, lately posted to Malabar.

4. The most healthy season after the close of the moonsoon in the Malabar jungles is during the cold weather and the early orders of Government are requested to enable me to instruct Lieutenant Bean to carry this important work to completion without delay, as the Military communication between Mysore and Malabar is otherwise very imperfect.

Letter from Major E. LAWFORD, Superintending Engineer Southern Circle; to Colonel C. E. FABER, Chief Engineer, dated 24th July 1857, No. 186.

SIR,

With reference to Extract Minutes Consultation dated 21st July 1857, No. 1392, I have the honor to acquaint you with my readiness to discuss the question of the Irrity Bridge whenever it may suit your convenience, but in the mean time I may state that my objection to the site fixed by Captain Ludlow remain unchanged by the remarks of Captain Francis, and I consider it decidedly preferable to incur greater expense in construction, rather than build in an unsafe position.

2. If the bays can be increased from 56 to 70 feet, the case will be altered, because the eastern pier will then stand on a firm bed of rock so far removed from the deep stream as not to be liable to be injured by floating trees.

3. But I do not think that a simple truss of 70 feet will possess sufficient stability and if the space exceeds 50 feet, I would recommend wooden arches combined with lattice framing something like the bridge over the Adyaur and Palaur Canal.

4. Such a work however requires executive skill of a high order and no "superfluity of timber" can supply the deficiency.

5. If therefore Government determine on the prosecution of this work they can only anticipate success by placing at Lieutenant Bean's disposal a man thoroughly competent to carry it on as that Officer will have work enough in other parts of his District to prevent his assuming any active share in its management.

6. The river crosses a road forming perhaps the most important Military communication in this Presidency and is liable to floods which would occasion the greatest difficulty in the passage of Troops, and I know it is the opinion of the Military authorities that no exertion should be spared in the completion of the Bridge.

7. In England, the Irrity river would be spanned by a suspension bridge, but the expense would in India be too great, and to the common Lattice Bridge I have a great objection, but Lieutenant O'Connell has just shewn me some plans of Canadian Bridges which seem admirably adapted to the locality.

8. I think the best way of meeting the difficulty arising from unhealthiness of climate would be to make up the wood work at Cannanore.

9. Lastly, I would not recommend the use of laterite in the piers above a height of 20 feet.

No. 50. ORDER THEREON, No. 1630; dated 24th August 1857.

With reference to Extract from the Minutes of Consultation of the 21st Ultimo, No. 1392, the Chief Engineer submits a letter from the Superintending Engineer Southern Circle, expressing his opinion that the site originally selected for the bridge over the Irrity river in Malabar, may be adopted, if the bays are made 70 feet in span, and recommending that the structure should be built after the Canadian models lately received from Calcutta. Colonel Faber expresses his concurrence in this opinion and recommendation, and urges that, as a Military work, affording the means of communication between Mysore and Cannanore, the bridge should be excepted from the operation of the General Order arresting the progress of all Public Works.

2. The Right Honorable the Governor in Council fully recognizes the importance of establishing the means of communication between roads connecting Military stations; and under ordinary circumstances, he would not hesitate to order the immediate completion of the bridge, under the sanction granted in Extract from the Minutes of Consultation of the 19th August 1854. But it appears to him doubtful, whether the completion of the communication between Mysore and Cannanore is of so much importance, in a Military point of view, as to warrant his making the bridge an exception to the restrictive order now in force.

3. Before therefore passing final orders on the present application, the Governor in Council resolves to forward Colonel Faber's letter and its enclosure, through the Military Department, to the Provincial Commander in Chief, with a request that General Beresford will favor the Government with his opinion, as to whether the communication between Mysore and Cannanore is of so much importance, in a Military point of view, as urgently to require the immediate completion of the Irrity bridge. In the mean time, the Chief Engineer is requested to submit a design of the structure on the Canadian plan, and to report whether the expense of its construction after that model will exceed the sanctioned amount; and if so, to what extent.

(Signed) H. FORBES,
Acting Secretary to Government.

3

Central Office of P.W.
Fort St. George 1st August 1857

No. 2602

From

The Chief Engineer

To

The Secretary to Government Mrc.

Sir

Public

Referring to Extract Minutes of Consultation dated 21st July 1857 No. 1392.

No. 1867 24th July 57.

I have the honor to forward copy of a letter from Major Lawford, wherein that Officer expresses his opinion that the original site for the Irrity Bridge may be adopted, provided the bays are made 70 feet in span, but that the work cannot consist of simple Imposed beams, such as would answer for 50 feet.

2. I beg to express my concurrence with these views, and would recommend the adoption of the Canadian modified Lattice Bridge plans of which have been received in this Office.

3. I am moreover of opinion that this Bridge should as a Military Work form an exception to the general prohibition of progress recently promulgated

Enclosure 1.
1. Copy of Letter from the Superintending Engineer Southern Circle

promulgated, and that the Removal of Assistant Overseer Darrold of the 84th Regiment should be deferred for the purpose of erecting it under the immediate superintendance of Deputy Assistant Commissary Bailey, lately posted to Malabar.

4. The most healthy season after the close of the Moonsoon, in the Malabar Jungles is during the cold weather & the early orders of Government are requested to enable me to instruct Lieutenant Bean to carry this important work to Completion without delay, as the Military Communication between Mysore and Malabar is otherwise very imperfect.

I have the honor to be
Sir
Your most obt Servt

Central Office of Pr
Fort St George
1st August 1857

A. Cubbon Colonel
Chief Secy

To
S.E.S.G.
The Secretary to Govt
&c &c &c

Supg. Engineer's Office 5th Circle
July 24th - 1857

No. 186.

From

The Superintending Engineer
Southern Circle

To

The Chief Engineer D. P. W.

Sir,

With reference to Ex. Mins: Cons: dated 21st July 1857, No. 1392, I have the honor to acquaint you with my readiness to discuss the question of the Trinity Bridge whenever it may suit your convenience, but in the mean time I may state that my objection to the site fixed by Captain Ludlow remain unchanged by the remarks of Captain Francis, and I consider it decidedly preferable to incur greater expense in construction, rather than build in an unsafe position.

2 If the bays can be increased from 56 to 70 feet, the case will be altered, because the Eastern pier will then stand on a firm bed of rock so far removed from the deep stream

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Pub. Cons. 21st July /57 Nos. 62-63
- " - 22 Aug /54 Nos. 15-16.

Lapwing y. L. to C.
of 3rd Feby 1859 - No. 1
Para 4.

Dated 1st
Recd 1st } Augt 1857

No. 2602 Enc: 1.

P. W. Cons. 24th August

Forwards Copy of a Letter from the Supg: Engr. 5th Circle representing his opinion that the original site of the Trinity Bridge may be adopted provided that the bays are made 70 ft. in span; concurs with Major Crawford's views and recommends the adoption of the Canadian modified Lattice Bridge. Expresses his opinion that this work should form an exception to the General prohibition order, and that Asst Overseer Harrald's removal be deferred for the purpose of erecting the Bridge under the Superintendence of Asst Comy Bailey lately posted to Malabar.

Copy with Encl.
to Mil. Dept.
24 Aug /57.

No. 49.

Public Works Cons. 25th August
No. 1540
To the Chief Engineer
To the Secretary to Govt. M.D.

C 5th Augt. R 17th C 18th R 22nd

, , m

stream as not to be liable to be injured by floating trees.-

3. But I do not think that a simple truss of 70 feet will posses sufficient stability and if the space exceeds 50 feet, I would recommend wooden arches combined with lattice framing something like the bridge over the Adyaur and Palaur Canals.-

4. Such a work however requires executive skill of a high order and no "superfluity of timber" can supply the deficiency.-

5. If therefore Government determine on the prosecution of this work they can only anticipate success by placing at Lieut. Beaw's disposal a man thoroughly competent to carry it on as that Officer will have work enough in other parts of his District to prevent his assuming any active share in its management.-

6. The River Crosses in Road forming perhaps the most important Military Communication in this Presidency and is liable to floods which would occasion the

the greatest difficulty in the passage of Troops, and I know it is the opinion of the Military Authorities that no assertion should be spared in the completion of the Bridge.-

7. In England, the Irrity River would be spanned by a suspension bridge, but the expense would in India be too great, and to the Common Lattice Bridge I have a great objection, but Lieut. O'Connell has just shewn me some plans of Canadian Bridges which seem admirably adapted to the locality.-

8. I think the best way of meeting the difficulty arising from unhealthiness of climate would be to make up the wood work at Cannanore.-

9. Lastly, I would not recommend the use of laterite in the piers above a height of 20 feet.-

I have &c
(Sd) G. Lawford
Supg Supt S. Circle

(True Copy)

(Sd) Taylor Col
Chief Engr

Capt Hill

P.W.D.

No 1630

Extract from the Minutes of Consultations
under date the 24th August 1857.

Read the following
Letter from the Chief Engineer

/Mangalore 1st August 1857 No 2602/

With reference to
Extract from the Minutes
of Consultation of the 21st
Ultimo No 1392, the Chief
Engineer submits a Letter
from the Superintending Engineer
Southern Circle, expressing his
opinion that the Site originally
selected for the bridge over the
Sevity river in Malabar, may
be adopted, if the bays are
made 70 feet in span, and
recommending that the Stone
piers should be built after the
Cannelian model of Colonel
Fraser expresses his concurrence
in

Enclosure in a Letter from
the Chief Engineer
to the Secretary to Govt
dated 3rd Feby 1858. No 21

Extract from the Minutes of Consultation
dated 3rd Feby 1858. No 21

Read

Ordered

That a Copy of the Letter from the Superintending Engineer Southern Circle dated 1st August 1857 No 2602 on the subject of the Bridge over the Sevity River in Malabar be forwarded to the Chief Engineer for his information and that he be requested to favour Government with his opinion whether the Piers of the Bridge should be built of Stone or Brick

Certified that the above is a true Copy of the Minute of Consultation of the Public Works Department dated 24th August 1857 No 1630

Secretary to Government

in this opinion and recommendation, and urges that, as a Military work, affording the means of communication between Mysore and Canara, the bridge should be excepted from the operation of the general order arresting the progress of all public works.

The Right Honorable the Governor in Council fully recognizes the importance of establishing the means of communication between ports connecting Military Stations, and under ordinary circumstances, he would not hesitate to order the immediate completion of the bridge, under the sanction granted in Extract from the Minutes of Consultation of the 19th August 1851. But it appears to him doubtful, whether

whether the completion of the communication between Mysore and Canara is of so much importance, in a Military point of view, as to warrant his making the bridge an exception to the restrictive order now in force.

2. Before therefore passing final orders on the present application, the Governor in Council resolves to forward Colonel Waber's letter and its enclosure, through the Military Department, to the Provincial Commander in Chief, with a request that General Beresford will favor the Government with his opinion, as to whether the communication between Mysore and Canara is of so much importance, in a Military point of view,

view, as urgently to require the immediate completion of the Draw bridge. In the meantime, the Chief Engineer is requested to submit a design of the structure on the Canadian plan, and to report whether the expenses of its construction after that model will exceed the sanctioned amount, and if so, to what extent.

A. G.

9 Copies to the Chief Engr. Dec. 18.
3 " Draw Do. with copy of this letter & Encls

Public Works 1857 Departmt. P

Do to Cons: 25th Augt.

No. 1630.

Extract Mins: of Cons:

Dy 24th Augt. /57.

From the Duke of Newcastle 3/2nd

Oct./57 Re 1769 Cons: 1364

Copy in a Dy. L to C.

Dy 30th Decr. 1857 22 1

Para 4.

Requesting the opinion of the provincial Commander-in-Chief, as to whether the Communication between Ingersoll & Canning is of so much importance in a Military point of View, as urgently to require the immediate Completion of the Trinity Bridge?

No 49-50.

18 Dec. R22.