M.R.O. 1—77.006—3-6-21.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2447 Press Mis.
674-695

Dated 20-11- 1965.

Not to be folded or roughly handled

No. 674. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Coonoor, 11th October 1866, No. 145:—

1. With reference to paragraph 3 of G. O. No. 2,950, of 14th September, and paragraph 5 of G. O. No. 3,059, of 24th idem, I have the honor to submit a survey and sections of the Comaradavy and Naitravatty rivers at Oopenmangaddy, with a specification and estimate of the probable cost of bridging these streams, amounting to Rupees 70,000 each. With reference to which I request the favor of the orders of Government.

1 Specification and Estimate.
2 Sections.
1 Survey.

2. I entirely coincide with the Revenue Board, in paragraph 7 of their remarks, as to the inexpediency of bridging the Naitravatty, between Panimangalore and Buntwall. With reference to which project, however, a survey and complete set of sections are available, when wanted. The key of the through communications between the Sampajeh and Munjerabad Ghauts with Mangalore, lies at Oopennangaddy; two bridges at which place, in connection with a road along the north banks of the Naitravatty from Oopennangaddy by Sarpaudy to Buntwal, will supersede all occasion for bridging the Naitravatty at the latter place. Such a road I traced and estimated for many years ago, and have always advocated in preference to that which was carried out on the south bank to Panimangalore. Its length would be about 15 miles, which might be opened to 12 feet width as a dry weather road for Rupees 10,000, and completed to full width, with bridges, for Rupees 40,000 additional. Such of the traffic by Sumpajeh Ghaut as it would be advisable to bring into Mangalore, without breaking bulk and changing the mode of transit at Panimangalore, would cross from the Sumpajeh road at Pootoor by the Oopennanagaddy bridges to the north bank of the Naitravatty, and so reach Mangalore as desired. The local advantages to be derived from bridging the Comaradavy and Naitravatty at Oopennangaddy are alone sufficient to recommend the project to early attention.

3. Of the nullahs requiring to be bridged between the Agoomby Ghaut and Mangalore, the Yennayhollay, north of Karkul, is the only one of sufficient magnitude to call for large spans. That at Goorpoor is the most formidable obstacle, but there being water communication from thence to Mangalore, it would be a more decided boon to bridge it higher up on the road between Moodbiddaree and Buntwal. A large span bridge is desirable at Baivenja, where the Cassergode river, 1,000 feet wide, is crossed by the new road between Mangalore and Cannanore viâ Vitla and Hossdroog. Beyond these, and a large stream near Oodapee on the road from Agoomby Ghaut to that port, there are no nullahs on main lines of communications of such magnitude as need bridges of larger dimensions than those provided by the ordinary Canara standard bridge of 30 feet timber spans on laterite piers. The Collector's remarks on such bridges, in paragraph 13 of his report, printed with the G. O. under reply, manifestly apply only to their planking, which is often laid down too thin, a fault which can be cheaply and easily remedied.

4. I will report further on bridging some of the larger rivers in Malabar in another letter.

No. 675. ORDER THEREON, 30th October 1866, No. 3,447.

CIVIL WORKS, No. 128.

The Government admit that great inconvenience to traffic would be removed by the construction of bridges over the Comaradavy and Naitravatty rivers at Oppennangaddy in the District of South Canara, but, while numerous more important, as well as highly remunerative works are held in abeyance for want of money, His Lordship in Council must defer the consideration of Colonel Walker's designs and estimates for those structures to a future occasion.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division, with four Enclosures.
" Board of Revenue.

Exd. S. T. Augustin.

No. 145

Supg Engineers Office 7th Dr.
Coimr, 11th Oct. 1866.

From Lieut. Col. C. Walker &c,
Supg. Engineer 7th Dr.
To,
Colonel C. A. Orr &c,
Secretary to Government &c,
Sir,

With reference to para 3 of G.O. No. 2950, of 14th September and para 5 of G.O. No. 3057 of 24th idem, I have the honor to submit a survey and sections of the Comaradavy and Naitravatty Rivers at Oppinangady with a Specification and Estimate of the probable cost of bridging these Streams amounting to Rs 70,000 Each.—

With reference to which I request the favour of the orders of Government.—

2. I entirely coincide with the Revenue Board in para 3 of their Remarks as to the inexpediency of bridging the Naitravatty between Panineangadi and Puttur.—

With reference to which project however, a survey and complete set of sections are available, when wanted.— The Key of the through Communications between the Tenmpaly and Mangalore Ghauts with Mangalore lies at Oppinangady; 2 Bridges at which place in connection

Enclosures,
1 Specification
Estimate
2 Sections.—
1 Survey.—

with a Road along the North Banks of the Nachavelly from Coppinangady to Sarpandy to Bantwal, will supersede all occasion for bridging the Nachavelly at the latter place. Such a Road should and estimated for many years ago and have always advocated in preference to that which was carried out on the South Bank to Panimangalore. The Cagette would be about 15 miles which might be opened to 12 ft. wide as a dry weather Road for Rs 10,000, and completed to full width with Bridges for Rs 40,000 additional. Such of the Traffic by Sampagodi Elaval and would be advisable to bring and Mangalore without breaking bulk and changing the mode of transit as Panimangalore, would cross from the Sampagodi Bridges to the North Bank of the Nachavelly by Road Mangalore and desired. The local advantages to be derived from bridging the Canarandy and Nachavelly at Coppinangady are alone sufficient to recommend the project to early attention.

3. Of the Nullahs requiring to be bridged between the Agrowing Estates and Mangalore, the Ghurgalley north of Karkal is the only one of sufficient magnitude to call for large Spans. That at Coorpady is the most formidable obstacle but there being water Communication from thence to Mangalore it would become decoded how to bridge it higher up on the road between Moodbidelare and Bantwal. A large Span bridge is desirable at Bairenja where the Cajenjole River 1000 ft wide is crossed by the New Road between Mangalore and Coimbatore via Bella & Hardwar. There is also a large stream near Oodapee on the road from Agrowly Estates to that port. There are no nullahs on Main Series of Communications of such magnitude as need Bridges of larger dimensions than those provided by the ordinary Canara Standard Bridge of 30 feet Timber Spans on laterite Piers. The Collectors remarks on such Bridges in para 13 of his Report printed with the G.O. under reply, manifestly apply only to other planking which is often laid down too thick — a fault which can be cheaply and easily remedied.

4. I will report further on bridging some of the larger Rivers in Malabar

No. 1.

Public Works Department

No. 3447

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 30th October 1866.

From the Superintending Engineer
of the 1st Division

Read the following

(Here enter No. 1193 dated 11th October 1866.)

The Government will
learn that great inconvenience
arises to traffic would be
removed by the Construction
of Bridges over the Coondapoor
Chary and Kaitharaty
Rivers at Osparangady
in the District of South
Canara, but, while unwilling
to withhold, as well as
highly commendable would
be held in abeyance for
want of money. His Lord-
ship in Council would

No. 1.

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want of money. His Lord-
ship in Council would

defer the Carriage Carriage
of Col: Walker designs and
estimates for those Structures
to a future occasion.—

Off 1866 Depts
Pro of Cont for Octo

Nº 3447

Pro of Lt Andrews Cont

Dfd 30th Octobr

To Capt Ewart
Lt 1st Do informed that
the Contractors Engineer
near to Omarakanj &
Kukawalij River
at Rohilcundy are
to form Embankments
round the defences.

Nº 674 - 675

C - 22nd Oct/1866 - 28th