

(1) Number of pages _____

(2) Date of receipt _____

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MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press No.
Dated	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th September 1870.*

Read the following letters :—

No. 199. From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Camp at Sattiamangalam, 20th August 1870, No. 103.

I HAVE the honour to report that two masonry bridges, the Boodolly and Nellyady, on the road between Maany and Munjerabad Ghaut, Imperial Road No. 11, collapsed during the monsoons of this year in the South Canara District. The former is situated nearest Maany, and is the first bridge on the line, and the latter at the eleventh mile-stone from Oopinangady towards Munjerabad. These bridges must have been built in 1860-61 and in 1852 to 1857, respectively; but the exact dates of their construction cannot be traced in the Range records, neither the exact cost of each bridge, as they were included in whole projects of bridging the line. The Boodolly Bridge was a single elliptical arch of twenty-six feet span, and the Nellyady consisted of three segmental arches of nineteen feet span each; their state attracted the attention of the Public Works Agents for some time, who reported them, last year, as not likely to stand long, on account of the arches having sunk at the crown and several cracks having made their appearance. The Boodolly fell partly on the 19th June and partly on the 6th July, and two arches of the Nellyady Bridge gave way between the 8th July and 1st August, the remaining one arch of the latter being reported to be in a falling condition.

2. The accompanying estimates of Rupees 1,710 and Rupees 3,000, which I have the honour to submit for the sanction of Government, provide for the reconstruction of these bridges with semicircular arches in lieu of the old elliptical and segmental ones, substituting two arches for the one old arch of the Boodolly. The early reconstruction of these bridges is so important to the traffic of the line from Mysore to the seaport of Mangalore that, could I see any prospect of funds being available, I would recommend an allotment at once, so that the work might be carried out immediately the monsoon is over. I beg, however, if funds be available later in the year, allotments to the extent of at least half the amounts of the estimates may be made in the current year, and the balances provided in the next.

No. 200. From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 30th August 1870, No. 116.

IN reply to your Memorandum, No. 61, dated 25th August, I have the honour to inform you that the piers and abutments of the bridges in question, it is understood, require to be reconstructed. I however quite think that, seeing the numbers of accidents that are constantly occurring to the Malabar and Canara bridges, which are mostly constructed of laterite stones, that though at first probably to use iron girders might cost more than laterite arches or wooden trusses, yet I feel confident in the end the State would be very much the gainer by sanctioning none but iron superstructures to all bridges eventually requiring to be renewed. I believe it is only the matter of expense that has hitherto deterred the officers in these

of more construction cannot be traced

Proceedings of the Madras Government, Public Works Department,
12th September 1870.

districts from recommending the adoption of iron girders for their bridges, but every year produces greater proof of the necessity of at once doing so. As the plans of the bridges referred to in your memorandum under reply were forwarded to you with my letter, No. 103, dated 20th instant, it would save time, if you think it advisable to use iron in their reconstruction, if you would at once transfer them to the Superintendent of the Public Works Workshop and obtain from him an estimate for the works.

No. 201. ORDER THEREON, 12th September 1870, No. 2,191.

CIVIL WORKS, No. 14.

THE Government are not satisfied, in the absence of fuller explanations than have been given in these letters, of the causes of the failure of the two bridges in question. From the statement that the abutments and piers as well as the arches require to be rebuilt it would appear that scour has had some effect in weakening the structures, and if such be the case increased water-way would seem to be required.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Superintending Engineer, 7th Division, with Enclosures.

Ed. S. T. Augustin.

No. 103

Superintending Eng's Office,
7th Division,
Camp Sattiamangalam
20th August 1870

From,

Lieut. Colonel W. Farewell Esq.
By Supy. Engineer, 7th Div.

To,

The Secretary to Government,
P. O. Works, Madras.

Sir,

I have the honor to report that

Enclosures 4.

2 Plans

2 Estimates Rs. 25,600 & two

Rs. 1710 & Rs. 3000.

respectively

for two masonry bridges, the Boodol

dy and Nellyady, on the Road between

Maany & Munjerabad Ghaut, Imperial

Road No. 11, collapsed during the Monsoons

of this year in the South Canara

District. The former is situated

nearest Maany, and is the first bridge

on the line, and the latter at the 11th

mile stone from Oopinangady towards

Munjerabad. These bridges must

have been built in 1860/61, & in 1852 to

1857, respectively, but the exact dates

of their construction cannot be traced

in

2. The accompanying Estimates of Rs 1,710 & Rs 3,000, which I have the honor to submit for the sanction of Government, provide

I have the honor to be Sir
Your most obedt Servt
Wm Smith of Holt Co.
Ag. Supr. Ex. & Gen.

No 116
Supy. Engrs. Office,
7th Division,
Coimbatore 30th August 1870

11.
 Nov.,
 Letter to W. Farwell Esq.
 by Capt. Ingraham, 7th Dec.

Sir, In reply to your Memo. No. 61. Dated 25th August, I have the honor to inform you that the Piers & Abutments of the Bridges in question, it is understood, require to be reconstructed. I however quite trust that, seeing the numbers of accidents that are constantly occurring to the Malabar and Sakara Bridges which are mostly constructed of Laterite Stone, that though at first probably to use Iron Girders might cost more than Laterite Arches or Wooden Trusses, yet I feel confident in the end the state would be very much the poorer by sanctioning none but Iron Superstructures to all Bridges eventually requiring to be renewed. I believe it is only the matter of expense that has hitherto deterred the Officers in these Districts from recommending the adoption of Iron girders for their Bridges, but every year produces greater ^{proof}

Widdows Bay 24.4.40

Wm. H. Burleigh

John Mendenhall

1877

Recd 24th Aug 1870

77.103

2191-12. 26/11/12.

De la Cour

Reports on the

destruction, being

the Central Reserve

of the University of
the University of

8. Endowment for Education

2. *Helicoverpa* *armigera* Linn.

for the Reconstruction

proof of the necessity of at once
doing so. As the Plans of the Bridges
referred to in your Memo under reply
were forwarded to you with my letter
No 103 dated 20th Instant, it would save
time, if you think it advisable to use
them in their reconstruction, if you
would at once transfer them to the
Supt. of the Pub. Works Workshop and
obtain from him an estimate for the
works.

I have the honor to be,
Sir,
Yours most obedt Servt

Wm. McK. M. Esq.
Asst. Secy of the
Public Works

My dear Sir,
I have the honor to acknowledge the receipt of your letter of the 21st inst. in relation to the plans of the bridges referred to in your letter of the 20th inst. and in reply to inform you that the same have been forwarded to the Supt. of the Public Works Workshop for their consideration and that an estimate for the same will be forwarded to you as soon as it is received.

Received
of the
Public Works
Workshop
the
plans of the
bridges
referred to
in your letter
of the 20th inst.
and in reply to
inform you that
the same have
been forwarded
to the Supt. of
the Public Works
Workshop for
their consideration
and that an
estimate for the
same will be
forwarded to you
as soon as it is
received.

9d. 4

11th Sept 1870
No 2191

Proceedings of the Madras Government
Under date the 12th Sept 1870 -
Read the following.

From the Supy Engineer
of the 7th Div. (H. E. No 103 of 20th Aug 1870)
From D^o — D^o — (" " 116 of 30th —)

The Government
are not satisfied, in the
absence of fuller explana-
tions than have been given
in these letters, of the causes
of the failure of the two bridges
in question. From the state-
ment that the abutments and
piers as well as the Arches
require to be rebuilt it
would appear that scour
has had some effect in
weakening the structures,
and if such be the case
increased water may well

be seen

1870 Sept 12
From the Supy Engineer
The 7th Division

To The Secretary to Govt
A.D.W.
Madras

No 116
Dated 30th Aug 1870
Recd 3rd Sept

States that the Piers
and Abutments of
Behodolly and Nellore
Bridges require to
be reconstructed.

No 2191-12-Sept 1870

Ch 200

seem to be required.

W. H. L.

20/11

1/10 the tape frgs. 7" dia. little four holes
Dec/13/9/70

Further Procs 6894/5/2/71

No 331043464 -

Sum to be required.

Govt. of Madras

PUBLIC WORKS.

The Agent in Charge
of the Division

[Signature]

12 Sept 2191

No. 199 @ 201

Roads & Nellore Bridges
in the South Kanara District
Paying orders on the 11th
from the Agent in Charge of the
7th Div. regarding the destruction
of the Roads & Nellore
Bridges in the South Kanara
District & submitting esti-
mates for their re-con-
struction.