Proceedings of the Madras Government, Public Works Department,
27th October 1875.

No. 392. Read the following letter from T. D. HARRIS, Esq., Officiating District Engineer, Malabar, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Tellicherry, 8th October 1875, No. 101 :—

I HAVE the honor to inform you that Lieutenant Dobson, R.E., Assistant Engineer of the Cannanore Range, reported to me that the Kudacadavoo bridge on the road from Tellicherry to Cannanore has been completed and opened to traffic on the 5th instant; I have inspected it to day and will describe it as I found it.

2. This bridge consists of twenty-three bays or spans 22 feet 10 inches each; total length of bridge between abutments is 525½ feet, and the clear width of roadway is 14 feet; it is composed of wrought iron plate girders 18 inches deep resting on forty-four wrought iron screw piles 4 inches diameter which are screwed firmly into the bed of the river; the transverse beams or joists are 7 inches × 4 inches wrought iron rolled beams 3 feet 9 inches apart which support Mallet's patent buckled wrought iron roadway plates, and these are covered with asphalte and road metal to a depth of 6 inches. The hand-rail is composed of cast iron standards 3 feet 9 inches apart, in which are fixed wrought iron tubes and bars forming a strong but neat and light hand-rail. The centre bay piles have a rise of 4 feet 6 inches from abutments, giving to the whole bridge a very light and pleasing appearance.

3. The piles were screwed in when I came here in March last. The whole of the iron work was at site by the beginning of June, and I have constantly and carefully inspected it every month; since twice a month. I found the work always very carefully and honestly executed, and I was particularly pleased with the manner in which the rivetting was done. The whole of the iron work has been carefully painted after being put up; the roadway and approaches are in perfect order, two bandies can readily pass on the bridge. The people seem much pleased that it is opened to traffic, and I have no hesitation in stating that it is a work of great public utility.

No. 393. ORDER THEREON, 27th October 1875, No. 3,012.

CIVIL WORKS, No. 26.

RECORDED, and communicated to the Financial Department. A revised estimate, amounting to Rupees 55,072, was sanctioned for the bridge in Proceedings of the Financial Department, No. 1,024, dated 12th May 1875.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Financial Department.
„ District Engineer, Malabar.

Exd. E. C. Shunker.
Spare Copies

Malabar. District Engineers Office
No 101 Camp Pellichery 8th October 1878

From
The Officiating District Engineer
Malabar.

To
The Secretary to Government
P. Wks. D. Madras.

Sir,

I have the honor to inform
you that Lt. Dobson R. E. Assistant
Engineer of the Cannanore Range reported
to me that the Mudacadavu Bridge
on the road from Pellichery to Cannanore
has been completed and opened to traffic
on the 5th Instant. I have inspected it
to-day and will describe it as it stands.

This Bridge consists of 23 bays
or spans 22 ft. 10 inches each, total length
of Bridge between abutments is 525 feet
and the clear width of Roadway is
14 feet it is composed of wrought-iron
plate girders 18 inches deep resting on
44 wrought-iron screw Piles 4 inches
diameter, which are screwed from 6
into the bed of the river, the transverse
beams or joists are 7" × 4" wrought-iron
rolled beams 3 feet 9 inches apart

which support Mallets patent buckled wrought Iron Roadway plates, and these are covered with asphalte and gravel metal to a depth of 6 inches. The hand-rail is composed of cast iron standards 3 feet 9 inches apart, in which are fixed wrought iron tubes and bars forming a strong but neat and light handrail. The centre Bay rises some 9 inches from abutments giving to the whole Bridge a very light and pleasing appearance.

The Piles were screwed in when I came here in March last. The whole of the Iron work was at sitting the beginning of June, and I have constantly and carefully inspected it every month, since twice a month, I found the work always very carefully and honestly executed, and I was particularly pleased with the manner in which the painting was done. The whole of the iron work has been carefully painted after being put up. The Roadway and approaches are in perfect order, two Carriages can readily pass on the Bridge. The people seem much pleased

please that it is opened to traffic, and I have no hesitation in stating that it is a work of great public utility.

I have the honor to be
Sir
Your most obdt Servant

Jno Hamilton
Offg. District Engineer, Madras

No 3012 27 Aug/75

Recorded, and communicated to the Financial Department. A revised estimate amounting to Rs 65072 was sanctioned for the bridges in Rs: of the Civil: Dept: Re 1024 d/ 12th May-/75

Civil Dept
A.E. Malabar.

Rec'd 6-11-75

Govt. of Hong Kong.
PUBLIC WORKS.

To

29/12

Encl

In 4

Rec.

Encl

G. O. 27th Jan. 73. No. 3012

Nos. 392 - 573

Embankment Bridge - Hollow
Battle Point of the — being
Completed & opened to Traffic
Communicated to the Judicial
Dept —

Adjutant General's Office
Fort Naini Tal
19th March 1875.

No. 166

From

Brigadier General W. B. Stewart
Adjutant General

To,

The Secretary to Government,
Military Department

Sir,

I have the honor, by order of the Commander-in-Chief to forward for information, a letter from Captain H. M. Tibart, Royal Engineers, bringing to notice that it has hitherto been usual to "record" the Principal of the Civil Engineering College at Mulnad, and allow promotion in his name, and that since the departure of Major Edgcome and the appointment of Lieutenant Colonel Rogers, this has not been done

Note

Ind Dept 15 VII 75 Disp 9-11-75