

W
C. 5000

This is a bad business, dispiriting
a lot of some 70000 R. I believe.
From what Mr. Walsh told me
I gather that it is due to faulty
design.

Mention in Council tomorrow

U.S.

Returned to Sec. of foot.
It was shown to H. M.
in Council

Mrs.
14
3

W

Ch. 5000

INDIAN TELEGRAPH.

Monthly Local No.

Madras Triplacane Mettupalayam

Words.	Day.	Hour.	Minute.	OFFICIAL INSTRUCTION.
17	12	15	45	

Person

From (Person)

Deputy

Works

Works Chapak

Kullar bridge right-
abutment gone
guides fallen and
destroyed

The envelope 1
this telegram
addressed to
has been
sent here
by R. N. S.
J. S. P.

TRIPLACANE 12-3-93

REGD. FROM

L. N.

SENT TO

L. N.

At

Hrs.

Mts. By

At

Hrs.

Mts. By

Date

Postmaster.

W. C. Lewis Esq; Executive
Commission. March 1st and 3rd, 1893.

My wife and child
crossed the temporary
bridge at Kullar in
carts on Monday even-
ing without difficulty, and
found no impediments
to the light. They travelled
through without
stopping and arrived
at home - three miles
beyond the Church - at
11:30 a.m. on Tuesday -

R. S.
30-11-93.

Kullar Bridge.

On the evening of Sunday
February 26th there was a
thunderstorm, with ^{0.5} inch
rain at Coimbatore,
and heavy rain fell
on the hills. In the early
morning of Tuesday 28th
there was a very violent
thunderstorm at Coonoor
and Kotagiri.

On Tuesday, about
1 P.M., I received a telegram
from the collector of
Nilgiris stating that
much damage had
been done to the ghaut
road, that it was
closed, and that British
troops could be supplied
from

C. H. 5000

My wife and child
crossed the temporary
bridge at Kullar in
Carts on Monday evening
without difficulty, and
found no impediments on
the path. They travelled
right through without
stopping and arrived
at home - three miles
beyond the Church - at
11:30 am on Tuesday -

R. S.

30-11-93.

A group of 3, or
less figures, is
referred to as one
word.

Dec. 13. 93

South for
Africa.

1893
1894
1895

N^o 723

section notes of
Coimbatore Div.

Weather.

News of damage

Kullar new bridge

no. I found sections widening
of them still intact
see

5' or 6' above floor

Had the front return
to the rearment stand
that bank would not
have suffered in
the least,

If we could check them
all the way across, nothing
would be done to protect
the foundation.

x small lines have
filled in to some extent

Iron work.

Right abutment damage

only the inner end of it

h of the sewer due to the
infall of the water
last this point

Foreman June 18 days
not coming, which
should be ample time

a roadway had been
formed

Safety of foundation

If the wing is to be
restored, the difficulty
must be faced at
once. It can't be done
if beams are thrown
in. (para 13 of my report)

7/3 - As rains continue the
temporary protection work
has been ordered to be

Suppl Engineer's Office 4th Circle
7th March 1893.

No 85
W^m
Thom

J. B. Lammie Esq.
Superintending Engineer,
Fourth Circle.

To

The Chief Engineer,
P.W. Department.

Sir,

Enclosures 2. With reference to the order
Notes of (which I had anticipated) conveyed
Inspection of Engineer in your Memo. No. 949C of 2nd March
1893, I have the honor to report that
I have kindly returned I inspected the Kullar Bridge
yesterday.

2. The heavy rainfall on the night
of the 27th (when 2.81 inches were qua
ged at Bogonon and 4.35 inches at
the 28th
Kotugen the latter in the catch
ment basin of the river) brought
a flood down the river probably
as high as that of October 1891
when the old Bridge was destroyed.

2. reliable information
has not been received
from the Engineer

water rose at
the new Bridge
about a foot
over the front
returned 10 ft
above floor.

The river bed had
considerably since my last
January, quantities of
been carried down, and
from a few feet above
wings, is fully five feet
top of the foundations
an almost clear overfall
above the consequent
der the bridge has done
damage, & left the work
condition.

4. The main set of
firmes on the left; but owing
to the height of the flood, there
was also a heavy rush of water
against the right wing and abut-
ments which situated as it is in
front of the 1st pier of the
old bridge, projects considerably
beyond the right margin of the
river.

5. To obviate this objection, a
curved training wall
constructed, and the front
return
and

altered con-
+ inspection
boulders have
d the bed now,
the upper
et over the
us, forming
verfall just
at scour in-
e considerable
work in a critical

the river con-
but owing
flood, there
rush of water
wing and abut-
as it is in
of the
of the
considerably
margin of the

objection, a
had been con-
out return
and

is two feet
higher than
recent flood
level.

the
sand embanked approach to the
bridge had been heavily revetted
to a height of 3 feet above the
top of the return.

6. But the rush of water and
large boulders over the overfall
alluded to (para 3 supra) having
carried away the lower half of
the training wall, then under-
mined the front revetment, and
that the foundation of the return &
about 10 feet of the front wing.

7. Further damage seems to have
been checked by the fortunate de-
posit of a large boulder just
at the damaged end of the wing
where it now remains.

8. The broken masonry shows
the work to have been good, and
the mortar excellent, a 2 feet cube
of concrete overturned still
further indicates its quality.

9. Along the face of the left abut-
ment a bad scour has taken place
leaving a hole fully five feet
deep

keep; but the face of the concrete as far as could be ascertained, by feeling it with a bamboo, has not suffered much. The depth of this scour decreases downwards, but the whole of the heavy boulders aprons which, boxed in by retaining walls, surrounded both sets of wings and abutments to a width of 12 feet from the face of the latter, have been carried away, as also to a great extent the masonry retaining walls, so the kind of floor which will stand in this exceptional situation is a question for consideration.

10. The Executive Engineer and the Civil Engineer subdn officer have been instructed to give their whole attention to the work, and to lose no time in carrying out the following:-

11. Precautionary:- A dam at least 20 feet wide of boulders,
top

top level to be one foot above top of foundation, formed across the river a little below the road causeway (which has been restored).

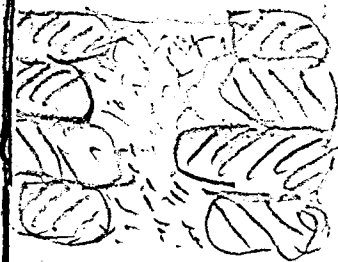
In the event of another flood, this latter would be certain to go, being formed of small material, but the heavier dam lower down would arrest the material, and the tendency to scour under the bridge ^{would} be checked.

12. 2^d, To fill in at once as a temporary measure with large boulders the scour hole along the left abutment.

13. Permanent work. - At all risks of being washed out, the restoration of the front wing and return must be at once commenced. A ring bank of boulders round the spot would be a safe guard, and would form a pile of material ready to be washed in should another flood occur.

14. To replace the wing, the most expeditions mode will be, the stream having been diverted to the left, to excavate down to a depth of at least six feet below top of foundation, the full width of the trench must be filled with concrete, or if it will save time the outer face of the concrete might be boxed in by a rubble wall ^{on the inside} as marked on the plan. The concrete foundation of the inner half of the return seems intact; but the future safety of this point will be a massive retaining wall to be presently described.

15. As mentioned (para 9) both sets of wings & abutments have been boxed in by retaining walls; these run out in line with front & rear returns and were connected ^{by} a longitudinal wall 12 feet from the abutment, the level being the top



-4-

top of the foundations, the areas so enclosed having been filled in with floors formed of boulders.

16. But to lessen the scour under the Bridge I am convinced that it will now be advisable to raise the floor right across the bridge as much as can be done without unduly decreasing the headway now 20 feet to the under edge of the bottom boom. I think two feet might well be spared out of this height.

17. So I propose to put in a massive ^{retaining} wall, of a section similar to the left training wall, i.e., 6 feet in thickness formed sides of large rubble with centre filling of concrete; to extend right across between the rear wings on the line of the rear returns. The top of this wall to be carefully built of the largest stone available, and its

its level to be 2 feet above the top of the foundation. The length of wall to right of the old fallen abutment to be put in hand along with front wing.

18. From this retaining wall the longitudinal walls can run upwards to meet a similar wall run out on the line of the front returns or a little above them; but this latter wall need not extend right across the river.

19. The original longitudinal brick walls were 12 feet away from face of the abutment, but were only 2 feet thick. If the new walls are made 6 feet thick as proposed for the rear retaining wall, there will still be a space of 6 feet between the wall and the face of the abutment (and the area, in the wings) and this space must be floored so as to offer the greatest resistance to the
pounding

pounding of boulders over it. 3 feet of concrete, the upper foot to be in cement, will probably be the best mode of treatment.

20. After the ^{usual} behaviour of this river, commencing with October, 1891, it is hard to predict what may happen next, to carry out the foregoing proposals will be attended with great risk, if storms which may be expected in May occur.

21. Altho' the general bed of the river for a couple of hundred yards above the bridge has risen, it is now at a more uniform level, but further up, is a mass of boulders waiting for their turn to be hurled down by the next high flood.

22. I submit herewith the Executive Engineer's Inspection notes which give some general information regarding ghat clearances &c, &c. In this connection I would

23. The sub Divisional officer informed me that the only clearances carried out by military working party from Wellington were in the mile below Coonoor where a length of 50 feet had become blocked by a coat of earth washed down from the scarp above, but even here a diversion to pass traffic had been made before the arrival of the military.

25. As, to return to my camp
in

I have the honor to be,
Sir,
your most obedt servant.

Heavy rain here on night of 6th
falls on the hills (I hope fell here).
Causeway at Kullar damaged.
As long as this weather continues
it would not be possible to begin the
work at Kullar bridge.
I have ordered the filling in round
the right front wing to be done as a
precaution. JCL
1/3

SS 713

2195

From

The Supg. Engr.
+ Circle

No. 5724 of 4-3-93

Dated 7th March 1903
Respd 7.
R 8.3.93

Ap 85
W

Encls. 1.

Kullar Bridge
Reporting on the
inspection made to

Information
FOR ORDERS.

Letter 85 of 3/93
from Supg. Engr.
Circle -

I propose to come
to the Chas. Member
tomorrow for-noon
& give him further
information as
Mr. Harminie is to
see me about
the Bridge to-day.
I would therefore ask
the Chas. Member
to keep these papers
till I come.

Yours

9/3/93

No. 705

EXECUTIVE ENGINEER'S OFFICE,
COIMBATORE DIVISION,
COIMBATORE, 2 March 1893.

FROM

W. Lewis Esq

EXECUTIVE ENGINEER,

COIMBATORE DIVISION.

TO

THE SUPERINTENDING ENGINEER,

FOURTH CIRCLE, COIMBATORE.

SIR,

Enclosures. 1

SE's No 97cd
1-3-93

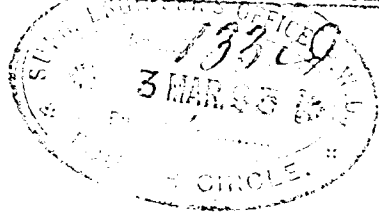
With reference to your ^{last} letter
No 97cd of 1st current, I have the honor
to inform you that at Kullar bridge
both main girders are finished and
cross girders and bracing in position.
The only delay will be in rivetting
these portions, the rivetters have been
suffering from fevers, but are now
at work again. All planking is
ready, and it will be pushed on
with as fast as possible.

No 84 of 5-3-93
W

Forwarded to the Chief Engineer
P.W.D for information with
reference to his Memorandum
No 887c of 24 Febry 1893

I have the honor to be
Sir
Your most obedt servant
W Lewis
Executive Engineer

J. C. Lewis
Supg. Engr 4 Circle
8/3



From

W. C. Lewis Esq.
Executive Engineer
Coimbatore D^m

To,

The Supg. Engineer
H^d Quarters
Coimbatore

Dated 2nd } March 1893.
Despatched 2nd }
1893.3.93

N^o 705

Enclosure 1

Kullar Bridge
works—

Informing that the
main girders of—, are
finished.

Within

No

From

J. D. M. Walpole Esq.
Collector of Nilgiri

To

The Chief Secretary to Govern-
ment
Fort Saint George
Madras.

Sir,

I have the honor to report for
the information of Government in
Continuation of my telegram sent
from Coonoor yesterday (28th Feb
— 1893) that following in a
fall of 3.22 inches of rain on the
26th night a most furious storm
of rain burst over the Coonoor
ghat on the night of the 27th and
lasted with unabated violence for 7
hours. The rain gauge in the town
measured by 5.28 inches but at

blow which is on the outer edge
of the ghaat and receive more rain.
was received the fall could not
have been less than 10 to 12 inches.

This storm has had the most
disastrous results on both the old
and new ghats as far as I have
seen, which is rather less than
half way down. The former has
been riddled and cut up terribly.
I saw a channel about 2½ feet
by 2 feet ^{cut} straight down it by the
rush of water and this in ground
as hard as rock, the bed rock
along much of the part is laid
bare and mud and spoil have
been washed on it from the
Railway but to no great extent
as far as I saw, it, however, will
now require repairs to a considerable
extent, it being very rough in parts
even for pack animals. The Kateri river
rose higher than it has ever been
known to do, I saw a bridge leading

to Kateri ~~was~~ ^{was} below the
Kateri fine ~~er~~ ^{er} post. The bridge
had been stopped by 2 or 3 feet of
water, this means a rise of 25 feet.
I should say, and it has been
much damaged and was in a
dangerous condition. I had it
attended to.

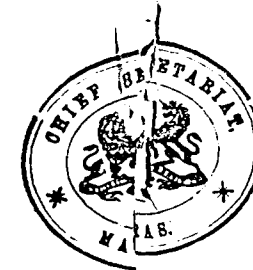
2. As far as I saw every bit
of gravel and bunker has been
clean swept off the new ghat road
and many landslips have fallen
on it. This road was blocked
by the railway spoil falling on it from
Hill Bone cutting even after the first
fall of rain. The Railway Company,
had it cleared for one vehicle
to pass before the heavy storm
came and put it up for some
hours. Hearing this Lieutenant Col
Morrison commanding the Royal
Scots Regiment at Wellington kindly
offered me at service of his men
to help to clear any obstruction

and yesterday I got 100 of them
to work at a large obstruction
which fell on the road close below
Caonoon. The Railway line here
was not the Cause of the slip
and it was available off by Carts
to turn the obstruction, but there
was delay and difficulty at the
place.

3. I hear the obstruction at
Killgrove 21.3 miles from Cobacammund
is very great and yesterday being
market day, Cattle were not easily
obtainable. They are probably
now working in greater numbers.
The morning mail train was six
hours late at Caonoon yesterday
partially owing to the temporary
bridge over the Hallar river having
been washed away. A telegram
received from Mr. Balliam
this morning says Cattle are now
passing through the river. Unfortunately
there is the appearance of more rain

to night. I yesterday wired both
for the Green Line Engineer to go to Inetka
Balliam and the Sub Engineer to come
to Caonoon, both are on the spot
now. I have to leave Caonoon
yesterday afternoon on account
of urgent business here but to
to-morrow I return there. It is, I
consider, of the utmost importance
that arrangements be made most
speedily for crossing
wheeled traffic over and not
through the Hallar river, for the
weather still looks stormy and
unless this is done we are likely
to have constant interruptions to
the traffic. The new bridge is
being used for passenger traffic
only.

I am the honor able,
Sir,
your most obedient servant,
J. H. P. Jones
Depy. Secy. to the Collector
1-2-93



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:-

From the letter of Nilgiris, d. 2nd Feb 1893
No. 20.

Order 10th March 1893 No. 202.

The Collector's letter will be
transferred to the Public Works Department
for early action.

2. The great delay in the completion
of the new bridge at Kullar is most un-
satisfactory. All explanation regarding it
will be called for in the Public Works
Department.

3. The Government desires to acknowledge
the readiness with which the Military
authorities at Wellington gave their aid
on the occasion.

[Dated 10th March]

Chatter
Asst. Chief Secretary

2
The Public Works Department
" Collector Nilgiris with Collector's letter.
" Military Department

No 31465

Nilgiri Collector's Office
Coonoor 16 March 1893
Camp. Coonoor

From

Mr. W. Murray Esq
Asst Collector of Nilgiris

To

The Chief Secretary
to Government
Madras

Sir,

In continuation of the Copy of
my letter to the Chief Engineer
regarding the state of Coonoor
Chaut and of my Deferred Telegram
No. 2 dated 10th Instant, I have
the honor to say that I went down
in the mail tonga from Coonoor
to the Kullar yesterday. Many parts
of the road from Coonoor to
Bernhope Falls are in a very bad
state indeed and it was only
in the first mile that any Coolies
were at work. The obstruction to
free traffic is very great & that

is impossible of two
yards together for each
other - This is owing to the
blocking of the draught
by numerous landslips
which obstruct free passage
traffic possible only by along the
Centre of the road. Nothing
seems to be done towards removing
the slush, stones, & rocks which
even in the Centre of the road
at some portions render the
passage of vehicles most difficult.
At one point my fellow passenger
Major Ferrier Royal Engineer, and
myself had actually to get out
& push the Tonga down the Hill,
the ponies could not draw it.
We averaged only miles per
hour going down the Hill in the
Mail Tonga, although very lightly

loaded into the lorry and with only
two passengers. This was solely
owing to the state of the road.
Again I may mention that
although boulders fell close to
the Newbold Bridge some 3 miles
from Fanning on Monday night,
& there was another boulder overhanging
& ready to fall with only a very
small gap way on the road
to pass. (The lorry actually collided
with the boulder in the road and
we had again to get out &
pull it into position) not a
finger had been stirred to
remedy matters where I went
down on Wednesday morning.
These facts prove my contention
that the Senior D. P. W. ^{staff} consisting
only of one Sub Engineer on
the spot, as he usually at Kibara

is quite insufficient to properly
deal with matters ^{as} Mr Ferrier
informed me that ^{you} had little
doubt that an officer of the
Military Works Department
could easily be spared for a time
to conduct operations. I strongly
advise that such an officer
be deputed to ^{your} ~~at once~~
& that 160 men of the Royal
Scots Regiment be deputed
to work under ^{your} ~~in the~~ parties
on this first line miles of bank,
where the climate is mild, until
the road is put into proper order
& the drains duly ~~drained~~ -
Considering the ^{present} ~~circumstances~~
it is a question if ~~it~~ would not
be advisable to have a Company
of Sappers & Miners permanently
quartered at Wellington. In such
times as these they would find ample
occupation, and in ⁱⁿ ~~in~~
ordinary times plenty of

Work would be available for
them.

I have the honor to be
Sir

Your most obedient servant

W. J. D. Moore
Agent

Public

From

The Collector of Nilgiri
Camp Coonoor

18th March 1893 10.530

Transferred to the
Public Works Dept.

W. C. C. C.
Ag. Chief Secretary

35B
18/3

To

The Chief Secretary
to Government
Madras

Dated 16th March 1893
Recd

No 3786

Coonoor Sub-Station

Reporting the

Transferred

- No. 2861W of 28-10-91 ✓
- " 3116W - 19-11-91 ✓
- " 446W - 12-2-92 ✓
- " 5096C - 3-12-92 ✓
- " 179C - 17-1-93 ✓
- " 926C - 28-2-93 ✓
- " 948C - 1-3-93 ✓
- " 949C - 1-3-93 ✓
- " 3845C - 15-8-92 ✓
- " 1094C - 8-3-93 ✓
- " 572W - 4-3-93 ✓
- " 1261C - 16-3-93 ✓
- " 1302C - 18-3-93 ✓
- " 1332C - 20-3-93 ✓
- " 515B - 10-10-92 ✓
- " 585-6B - 24-10-92 ✓
- " 5102C - 3-12-92 ✓
- " 887C - 24-2-93 ✓
- " 1309C - 18-3-93 ✓

INDIAN TELEGRAPH

Class	To			From	Station
Station	Words	Day	Hour	Minute	Office
28	21	12	57		
To (Person)	From (Person)				
Madras	Coimbatore				
Works					

Monthly Income No. 287 x 1101 952
Coonoor
27.3.93

Very good progress
Clearing about
No slips three
days traffic
not checked
except Muller
coolies working
all along worst
places +

inform you
of storm last night,
- blocked
in late at
Passengers
by bridge at
the Sub. Engineer
- it. Carts

RECD. FROM	L. N.	SENT TO
At Hrs.	Mts. By	At Hrs.
APPLICANE 21-3-93		

is in the 20th
and is entirely caused by Railway
spoil. To please order, prevent
obstruction I see on an urgent
telegram from the Ex. Engineer had
to send down most of the Coonoor
Police force. Several small
slips have occurred again in the
10 mile below Coonoor.

2. I met Mr. ... the Sergeant

Engineer Mr. [unclear] morning; he in-
 formed me that [unclear] had no instructions
 about the [unclear] [unclear] of [unclear]
 Cumberlandge [unclear] E. & the men at
 Wellington. [unclear] have received no
 official [unclear] tructions on this
 point either, [unclear] nor even any
 information [unclear] specially that Mr.
 Cumberlandge [unclear] had been so
 deputed. [unclear] thing accidentally
 that officer [unclear] took him down
 the old [unclear] up the first
 six miles of [unclear] the new [unclear]; we
 were both [unclear] fied that much
 remains to [unclear] done, though a
 great deal [unclear] been done in the
 recent [unclear] [unclear] [unclear] [unclear]
 Having had [unclear] [unclear] [unclear] [unclear]
 in Vizagapeter [unclear] [unclear] [unclear] [unclear]
 repairing [unclear] [unclear] [unclear] [unclear]
 if necessary [unclear] [unclear] [unclear] [unclear]
 the work to [unclear] [unclear] [unclear] [unclear]
 [unclear] [unclear] [unclear] [unclear]

the D. P. W., I consider it better
that he should work with that
Department.

4. Mr. Lammie now informs me that he has arranged that a Sub. Engineer be located on the first six miles of Grant below Coonoor, and another at Kullar, while he himself will also be here for the next few days. The stormy weather has apparently recommenced and if it rains as before (it is said six inches fell here last night) slips will be a daily occurrence, and all will have their hands full.

5. I beg to suggest that Mr. Cumberland & a working party can be profitably employed in attending to the drainage & repair of the old ghats between Coonoor & Benhope, but also available for clearing slips near Coonoor if the D. P. W. cannot get sufficient labour for that work. The old ghats are now

so rough in parts that it is liable
to lane pack animals or horses mudding
up; I never go up & down without
my horses losing a shoe & breaking
their hoofs. As to its drainage
its proper regulation is most
important, whether it is owing
to the Railway works or to the
heavy rain & both, it requires much
attention; the volumes of water
coming down damage both the old
ghat & the new road below, and
it is very necessary to provide
for the water being carried off in
such a way that the least possible
injury be caused to both. The last
storm satisfied me that every
24 hours largely increased the cost
of repairs & ultimate repairs.

If my suggestion in the preceding
para. is approved I beg that I
may be apprised of the same by
telegram; that every appearance of
more rain at night. I have to leave this, Sir,

Yours most respectfully,
O. V. S. S. S.

the old & new

1893

ORDINARY, MS.

Public DEPARTMENT.
G.O., DATED 10. 3-93
No. 202

INDEXED

When given for copying. 10/

[Despatch Abstract.]

Transferring to the
dept. with remarks
from the Collector of
Belgium reporting on
the damages done
to the common
by the recent storm

Damage to the locomotive
Grant for

from order 1

1. ...
to the locomotive ...
for the ...

BACK PAPER, No.

OF 18

FURTHER PAPER, No.

806

OF 18

93

READ AGAIN ORDER OF GOVERNMENT, DATED
18, No. , MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

West ...

N.B.—

- A = Copy in full.
- B = Not to be copied.
- P = Copy abstract only.
- Q = Copy heading only.

Papers to be read

Public DEPARTMENT.

Proceedings:—

Again G.O., dated

Again G.O., dated

Current No. of 189 , dated , No.

from

Current No. 658 of 1893, dated

March from the Court of Nilgiris.

10 March 3
202

The Collector of Nilgiris
Public Works Dept.
into Colln. Office
Nilgiris

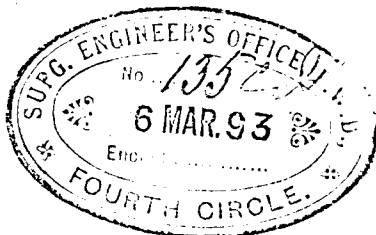
DESPATCHED
13 MAR 93
IN M.S.

10/3

1 from orders 1

Ch. Prasad

29/3/93



From

W.C. Lewis Esq
Executive Engineer
Coimbatore Dn.

To,

The Supt. Engineer
4th Circle
Coimbatore

Dated 4th
Despatched 4th } March 1893

No. 723.

Inspection notes of
W.C. Lewis Esq
Executive Engineer Coim-
batore Dn for 1 and 3rd
March 1893.

21/4/95/93

the accumulation in
the middle, and ruins
of old abutment must
be removed; and the
river trained down
the middle.

The permanent pro-
tection necessary will,
I think, be two massive
walls sunk in the bed
of the river to 6 feet
~~above~~ below foundation
or to rock, some feet in
advance of the abut-
ment to prevent further
undermining.

M. J. Davis

Executive Engineer
Coimbatore Division

Coimbatore }
4th March 1893 }

3 weeks - the majority of them are in the ^{pro} connection of Cross girders with main girders.

I gave orders that the rivetting of the road-way joist was to be pushed on with first, from one end, that we might commence laying the planking, they can then finish the rivetting up the con-

nections, and when that is done, the bridge will be ready for traffic.

Of course till the rivetting is completed nothing but single foot pas-

sengers will be allowed across. The rivetting is going on very slowly the foreman says he expects more rivetter

from Bombay in a day or two. I have telegraphed to Messrs Richardson and Luddas to push on. I think we may feel sure that the bridge will be open for traffic in 3 weeks time. Meanwhile I do not think it is worthwhile to rebuild the temporary bridge.

At present the first thing to be done is to throw a mass of boulders round the right abutment, to protect it from damage in small freshes; if we cannot get to work at a protective wall we must make a work groyne and the

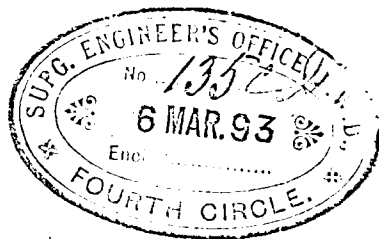
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M. Lewis

Executive Engineer
Combatore Division

Combatore }
4th March 1893 }



From

W.C. Lewis Esq
Executive Engineer
Coimbatore Dn.

To,

The Supg. Engineer
4th Circle
Coimbatore

Dated 4th
Despatched 4th } March 1893

No. 723.

Inspection notes of
W.C. Lewis Esq
Executive Engineer Coim-
batore Dn for 1 and 3rd
March 1893.

21/95/93