M.R.O.—1—77001—3-4-47.

(1) Number of pages 16

(2) Date of repair 2/4 10-38

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. Press Mark

Dated 19

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, for the month of January 1860.

No. 157. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to the Secretary to Government, dated 17th January 1860, No. 9218.

Referring to the orders of Government as per margin, I have the honor to forward two letters from the District Engineer of Vizagapatam, furnishing the information required by Government, together with a sketch plan and estimate amounting to Rupees 4,030 for the temporary buildings in connection with the Sanitarium at Harris valley and the road from Kótúr to that place.

1 Plan.
1 Estimate Rupees 4,030.
Letter to District Engineer, dated 27th October, No 6540.
Do. do. do. do. 16th November ,, 7319.
From do. do. do. 7th November.
Do. do. do. do. 30th November.
No. 2634, of 11th November 1859, on the subject of a sanitarium at Harris valley on the Gulli Parvatum hill sanctions Rupees 3,600 for the road from Kótúr to Harris valley.
Require statement of cost of temporary buildings.
Enquire as to the necessity of a hut house at Razavalsa and why the Sappers should be located on Taylor's knoll, 2 miles from the valley.

2. In his letter, No. 690, 7th November 1859, the District Engineer explains that he was unable sooner to report the cost of erecting these buildings as the strength of the party of Sappers to be employed on the work had not been fixed, nor had he been able to ascertain how far he might depend on the villages in the hills supplying work people.

3. The estimates provide for two barracks of 30 feet by 14 feet with privies attached. A third building of the same dimensions for the officers, and a fourth for the Commissariat stores and Staff Serjeant. Two buildings 15 feet by 12 feet for a Baker's godown and a cook room and an enclosed yard with sheds, the yard being 150 feet square for Commissariat cattle and sundry stores, at a total cost of Rupees 958. The District Engineer states that the sheds already built at Taylor's knoll for the Sappers are included, but they do not appear in the estimate, so they are, I conclude, part of the "sheds for sundry stores." If to the above sum be added the cost of the resting house at Razavalsa 50 feet by 15, stated in the letter as 50 Rupees, but appearing in the estimate to be 72 Rupees, the total is Rupees 1,030.

4. In his letter No, 777, November 30th, the District Engineer remarks that he built the shed at Razavalsa for the accommodation in the first instance of a portion of the Sapper detachment to be employed on the most difficult part of the ghât between that place and Kótúr, and he proposes its being maintained permanently to afford a break in the journey for travellers for whom it would be unsafe to ascend or descend the ghât after dark, by reason of the jungles being infested with tigers, and of dangerous precipices on the side of the ghât; the cost he remarks, will not be much, as one of the temporary sheds now erected might be tiled for a mere trifle he here appears to refer to making a rest house at "Taylor's knoll" instead of Razavalsa inadvertently I am inclined to think, as the rest house has been erected at Razavalsa.

5. As respects locating the working party on Taylor's knoll, two miles distant, the District Engineer states, that it is almost an absolute necessity in the first instance, as the road from there to Harris valley must be made before tents and stores for the party could be conveyed there; and secondly, that as the greater portion of the work, to be done is on the Kótúr side, it is much more convenient for the working party to live at Taylor's knoll, which is situated between the two extreme ends of their labors. He remarks too that while the climate of Harris valley will be tested by the Europeans living there, further knowledge of the climate of the more elevated site (Taylor's knoll) will be obtained by the location of the working party on it.

6. Captain Blagrave further remarks that he has not yet succeeded in finding lime stone in Harris valley or on the hills.

7. The estimate of Rupees 4,030 is composed of two items, one of Rupees 3,000 for improving the road from Kótúr to Harris valley and Rupees 1,030 for all the temporary buildings including rest house at Razavalsa.

8. In the budget of 1860-61 Rupees 3,600 were provided for the above road, having been sanctioned by Government in paragraph 2 of the order of 11th November 1859, and Rupees

Budget.

4,000 were inadvertently separately entered in the same budget for the temporary buildings, which sum is inclusive of the amount required for the road. The sum of Rupees one thousand having been authorized by Government to be laid out in the current year on the buildings in question, the balance requiring sanction from the estimate now submitted is Rupees 3,030, which I request may be entered in the budget of 1860-61 in place of the two items noted in the margin.

	Rupees
Road	3,600
Temporary buildings Rs. 4,000	
Already authorized ... 1,000	
	3,000
	6,600

No. 158. ORDER THEREON, 30th January 1860, No. 234.

Referring to paragraph 2 of the order of the 11th November 1859, No. 2634, authorizing an expenditure of Rupees 3,600 for improving the road from Kótúr to the Harris valley, the Government resolve on the explanation now furnished by the Chief Engineer to sanction in substitution, the entry in the budget of 1860-61 of the sum of Rupees 3,000 for the road in question, and Rupees 30 the balance of the estimate for the erection of temporary buildings in Harris valley proposed for expenditure in that year.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office of P.W.D.
Egmore
17th January 1860

No 9218
Dated
Rec'd
Ans.
Dup. Rec'd
Ans.

The Chief Engineer

The Secretary to Government Pub. Dept.

Sir,

Referring to the orders of Government No 2634 of 11th Nov. 1859 on the subject of improving the communication from Kotur to the Harris Valley via Ootacamund

I have the honor to forward herewith Estimate for the sum of Rupees 3,600 for the above work, and to request that the sanction of Government may be communicated to me in order that the work may be commenced in the ensuing season.

I have the honor to be
Sir
Your most obedient Servant

Budget

Commr. to report for the Court of enquiry
three buildings on the Parade for the
Guard, Officers, Sergeants & Privates
ordered on the 20th Inst. have been
placed, but he is not able to
ascertain how far the Estimate allowed
on the Ordnance on the 28th Inst.
may cover the Expence.

3 The Estimate provide for two
Barracks of 30 feet by 18 feet with
Privies & Washhouses & third building
of the same dimensions for the Officers
and a fourth for the Commissariat
Stores and Staff Sergeants. Two
buildings 15 feet by 12 ft for a
Bakers Oven and a Cookroom
and one enclosed yard with Shed
the yard being 150 feet square
for Commissariat Cattle and Storing
these at a total Cost of £1250
388 The Board suggest that
that the Shed attached to each
Barrack be removed for the Officers
as provided that they do and Officers

on

in the Estimate for they are Detached
part of the Sheds for Sentry Stores &c
If the above sum be added the cost of
the Flanking houses at Nagpore
50 feet by 15, stated in the Letter
30 August but appearing in the
Estimate to be 75 Rupees the total
is Rupees 1050.

4 In his letter 27th November
30th the Assistant Engineer states
that he could the shed at Nagpore
for the accommodation in the French
possession of a portion of the Artillery
Detachment to be employed on the
road to Jhansi Ghat place and other
the progress like being maintained
permanently to afford a track in
the Jamner for Guns & for which
it would be necessary to excavate or
descend the Ghaut eight feet depth by
seven of the gunglow being unfinished
on the Ellora, and of stone on
the opposite on the side of the Ghaut

the

Indorsed

the Creek by Fernando will work be much
as one of the Conveying Sheds mentioned
might be filled for a more
Eligible Line where offers a Bridge for
Carriages & Foot Passengers to
Pass Over the Creek at Pagarulava
Should a Road be made at Pagarulava
a Distance of Miles 4 will be saved
as the Road here has been made at
at Pagarulava

5. In Respect to Locating
the new Line of Road at Pagarulava
I Invite Attention to the Natural Engineering
Facilities which it presents, and which
are fully set forth in the Journals and Surveys
of the Road from there to Pussalawa Valley
must be made before Plans and
Estimates for the Road can be com-
pleted there and Should be Com-
pared with those and Remarks, Plans &
Estimates for the Road which I have
done so on the Alternative Lines which
are under Consideration for the crossing
of the Valley by the Road from Pagarulava
to Pussalawa, which will be found
between the 12th and 13th Miles from
Colombo ends of their Labors. &c.

Remarks

Remarks for Short notice the Estimate
of Pussalawa Valley will be taken by
the Surveyors during there Journeys
between Coza of the Estimate of the new
Estimates which Employers have
to obtained by the Location of the
new Line of Road at Pagarulava

6. Captain Mc Gregor Surveyor
Remarks that he has not yet
surveyed in Detail any Line
in Pussalawa Valley as on the Sketch

7. The Estimate of Expence 4030
is composed of three Items viz of
Rupees 3000 for improving the Road
from Peak to Pussalawa Valley and
Rupees 1030 for all the Surveyors
Establishments including Head Quarters at
Pagarulava.

8. For the Year 1860/61
Rupees 3,000 are proposed for
the above Road Survey from Pussalawa
by Pagarulava for Year 2 of the
order of 11th November 1859 and
Rupees 1000 were annexed to the

Estimate

Pussalawa

Respectfully entered in the Journal
Budget for the Construction buildings
at Lucknow shewing expenditure of the
amount required for the Year.

The Sum of Rupees one thousand
having been authorized by Govern-
ment to be included in the Current
Year on the Buildings in execution the
balance Required to complete them
the Estimate from Lucknow to
Rupees 3000 is hereby Required
among be entered on the Budget of
1860/61 in place of the five items
noted in the Margin.

Rs	3,600
Contg.	1,000
Margin	
Items	1000. 3000
	6600

Have the honor to be,
Sir,
Your most obedt Servt
H Lawrence
Chief Commr

To
The Secretary to
Government of India

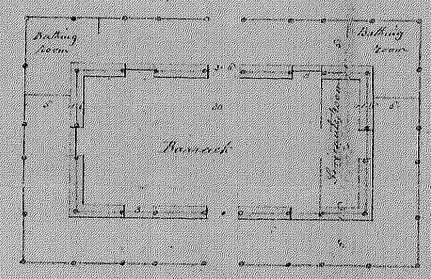
Recd 17th Dec 1860

Forwarded

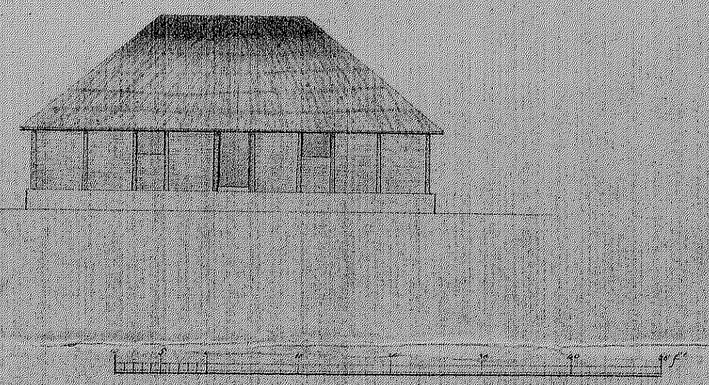
Plans Elevations and Sections

of the description of Buildings proposed to be Constructed

on the "Harris Valley."



Section.



Elevation.

Dist. Engrs Office Vizagapatam
Camp Wallair 7th Nov. 1849

Lt. Colonel
Chief Engineer
Vizagapatam

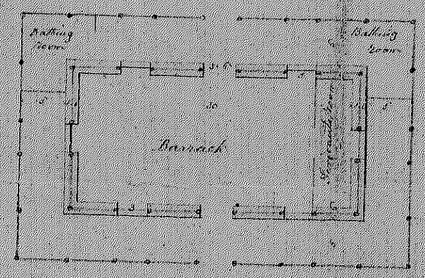
Lt. Colonel Commanding 39th Regt

Budget

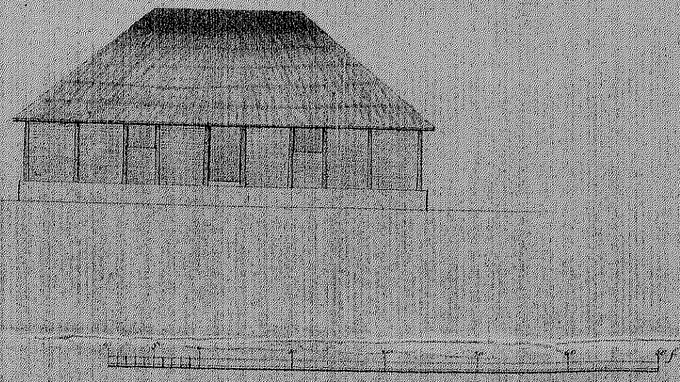
Plans Elevations and Sections

of the description of Buildings proposed to be Constructed

on the Wanis Valley.



Elevation



Asst Engrs Office Bangalore
Comp Maclean 7th Nov 1839

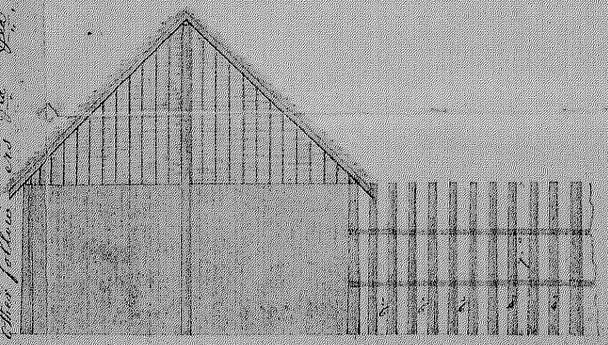
Divisional Engineer
Bangalore

Commanding Engrs

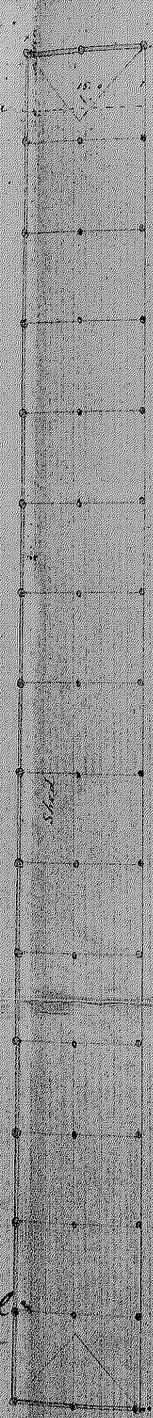
Budget

Enclosure for Commissariat Cattle &c

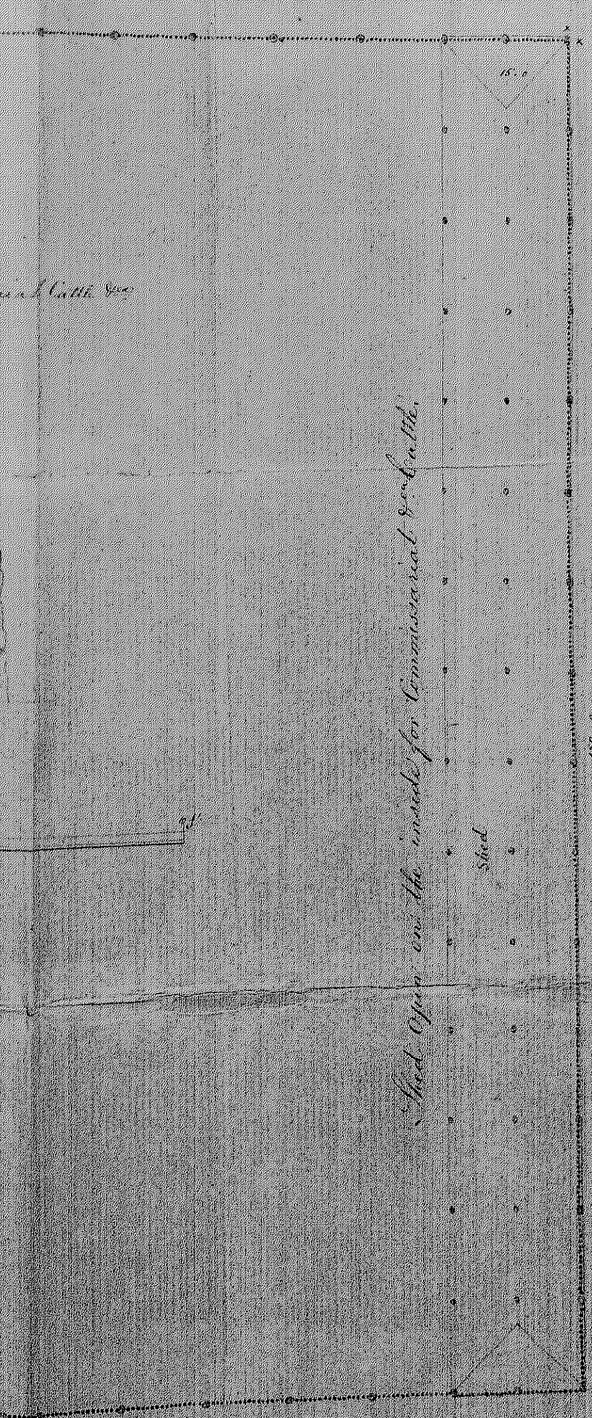
Section and Elevation Nos a b



Enclosed Sheds for Commissariat and Ordnance Cattle



Shed Open on the inside for Commissariat Cattle



N.E. View of the Buildings proposed to be Constructed in the Harris Valley in the District of Vizagapatam

P 1624

No 234

Proceedings of the Madras Government

Under date the 30th January 1860.

Read the following letter

from the Chief Engineer -

Submits with observations thereon sketch plan and Estimate Rs. 1030 for the temporary bridges pic connecting with Sarai (Vide order 17 January No 9208) Sarium at the Narsa Valley pic the Vizagapatam District -

Referring to para 2 of the order of the 11th November 1859, No 2634, authorizing an expenditure of Rupees 3800 for improving the road from Nobur to the Narsa Valley, the Government perceive on the explanation now furnished by the Chief Engineer to sanction the substitution, the outlay on the Budget

Copy in a Letter to Govt
dr 22d Augt 1860 No 81.

Public Works 1860 Dept
Pros of Govt 31st January

No 234.

Pros of the Madras Govt
dr 30th January 1860.

From the Chief Engr to Govt
28th April 1860. Cir No 112 in
Pro 26th May No 1105

Sanctioning the entry in the budget of 1860/61 of Rs 3000 for improving the road from Tellur to Furrie Valley, in substitution of the expenditure authorized on the 11th November 1859, and of Rs 30 the balance of the estimate for the temporary buildings near Furrie Valley.

Rs 15,788.

From the Chief Engineer to Govt
dr 5/9/60 No 2630 in

21850.

G.R.O. 1—19-6-24—4,25

(1) Number of pages 12

(2) Date of repair 24/10/25

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press Mark
Dated	18

Not to be folded or roughly handled

No. 159. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to the Secretary to Government, dated 9th January 1860, No. 8946.

With reference to the last paragraph of my letter of the 28th November last, No. 7723, I have the honor to forward herewith original letters from the District Engineer of Nellúr, furnishing the particulars of the damages sustained by the trunk road and works of irrigation in his district, so far as the reports received have enabled him to do so.

1 Letter No. 2792, dated 5th December 1859.
1 Do. No. 2851, dated 13th do. with 1 enclosure.
1 Letter No. 2907, dated 20th December 1859.

2. In his letter of the 5th December 1859, No. 2792, Captain Mullins states that since the 23rd November, the freshes in the Pennair have varied from 7½ to 20 feet deep, and that the weak part of the apron of the anicut which had only just been closed when the first heavy fresh came down sustained no breaches, although levelled for 20 or 30 yards, and in some places lower than the under sluices. Now that the heavy freshes of the season are over, Captain Mullins observes, that the danger at first apprehended in that part of the work which was but lately completed is considered to be past.

Paragraph 1.

3. The damage to the northern trunk road south of Nellúr is reported to be very great, but up to the 94th mile, or the north of Ramdáss sattiram; the road has only been slightly cut up. In the 94th mile embankments have been washed away, and breaches thereby caused, and a six vent tunnel has been half destroyed but is repairable. In the 88th mile portions of the embankment and roadway have been washed away, a tunnel has been partly injured, and the remaining portion of the four arched bridge entirely destroyed, besides two breaches having been caused in the embankment. In the 87th mile embankments have been swept away, and six breaches have resulted, varying in length from 25 to 150 yards; two tunnels and three bridges have also been more are less destroyed.

Paragraph 2 of Dist. Engr.'s letter.

4. The damages sustained to the south of Gúdúr though considerable, are not equal in extent to that above reported, excepting the destruction of the Kálingenaddi bridge at Súlúrpett on the 49th mile, six arches of which have fallen in. In the 81st, 73rd, and 71st miles a tunnel and road dam have been destroyed and washed away, and breaches of 10 and 30 yards have been caused within six miles of road; between the 69th and 51st milestones, there are 31 breaches from 4 to 190 yards in length. Tunnels in the 49th, 48th, 47th and 44th miles have been damaged and destroyed, one of which is repairable, and in the 44th and 38th miles, six breaches from 30 to 50 yards have occurred.

Paragraph 3 of Dist. Engr.'s letter.

5. In his letter of the 13th December 1859, No. 2851, submitting a list shewing the names of the tanks breached and the number and extent of the breaches, Captain Mullins reports that the quantity of rain fall measured from the close of October to that of November was 36.485 inches, of which 12½ inches fell on the 22nd and 23rd November, and the result was that the country was generally flooded to the extent of about 60 or 70 miles. No report, it is said, has been yet received from the Executive officer in charge of the centre range, which part of the country has been more or less inundated. The damage to irrigation works in the northern executive range is said to be insignificant, while only 4,000 cubic yards of earth work have been washed away from the trunk road, and this could be easily replaced by means of the repair allowance. It is observed that though the total number of tanks breached stands high, the damage generally sustained is not very serious, excepting in the cases of the Múlúmuddi, Viranacanapúr, and Dúvúr tanks, and the Nellúr supplying channel, where the destruction has been great. In some instances the usual cuttings or washings away of the extreme bands of tanks without kalingals have been reported as breaches, and in such cases remarks have been made in the list to shew that they are of little consequence. It would appear that the cause of the breaching of the Dúvúr tank, the most important in the district and also connected with the Pennair river, was owing to its kalingal not having been regulated in time, and as no watch seems to have been kept over the tank, a report on the circumstances has been called for by the District

Paragraph 2.

District Engineer's letter, No. 2907, dated 24th December 1859.

Paragraph 3 of the District Engineer's letter, dated 13th December 1859.

Paragraph 5.

Engineer. The bursting of this tank placed the great Kimigherry tank just below it in great danger, but it suffered in no other way than having the extreme end of its band cut away by the surplus water. The Viranahunapúr tank suffered solely from the extraordinary fall of rain on the 22nd and 23rd ultimo; and breaches to the extent of 300 yards in length have resulted, part of one of the kalingals of this tank has also been damaged, and Captain Mullins considers that the kalingal should be extended, and the band of the tank raised to four feet above the flood mark of this year. The Múlúmúddi tank was quite full when several small tanks above it burst and caused two breaches, which will probably prevent any water being retained in it; the bursting of this tank also caused breaches in the bank of the supplying channel of the Nellúr tank at those parts which were constructed to retain a depth of 16 feet of water without being topped.

Paragraph 6.

6. Captain Mullins states that the freshes in the Pennair and Surnamuki rivers were very high this year, and that the latter breached several shallow tanks south of the Kota táluq. Most of the damage to irrigation works in the Nellúr táluq was owing to the floods of the old Suruapulli channel, and the surplus water of the Nellúr tank, the dangerous effects of both of which for want of regulating works, Captain Mullins observes, have been often reported. The floods caused from these sources, it is said, formed a river two miles wide and from six inches to two feet deep, which flowed into that part of the country already inundated. The quantity of water discharged from the Nellúr tank kalingal in a few days, it is said, has not been less than 15 millions of cubic yards, and great injury has in consequence been done to crops, roads, and bridges.

Paragraph 7.

7. In conclusion, Captain Mullins observes that several large tanks in course of repair since the storm of 1857 have stood out the severe monsoon of this season very well and have retained their supplies, but that owing to some misunderstanding of the circular from this office, the kalingals were kept open for a longer time, and much water was thereby lost. This error will be guarded against in future.

No. 2033, dated 25th August 1859.

8. I have requested Colonel Lawford, who is now gone to Nellúr agreeably to the instructions of Government as per margin, to confer with the District Engineer on the subject of the repairs to the damaged works and to the measures necessary for their future security, making such inspections as he may judge to be required. I have particularly drawn his attention to the District Engineer's remarks upon the necessity of a head sluice to the supplying channel of the Nellúr tank in the letter of December 13th 1859, paragraph 6.

No. 160. ORDER THEREON, 30th January 1860, No. 235.

Ordered to be recorded.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office 5th
September
9th January 1860

No 8946

From

The Police Engineer

To

The Secretary to Government
Public Works Department

Enclosures

1 Letter No 2792 dated 5th Dec 1859
1 do No 2851 dated 13th do
1 Sketch
1 Letter No 2909 dated 20th Dec 1859

Sir,

With reference to the last paragraph of my letter of the 28th November last No 7923 I have the honor to forward herewith original letters from the District Engineer of Nellore, furnishing the particulars of the damages sustained by the Tank Bund and works of Irrigation in his District to date as the reports received have enabled him to do so.

2. In his letter of the 6th December 1859 No 2792 Captain Mullins states that since the 23rd November, the freshes in the Penn

Channel have varied from 7½ to 20 feet deep, and that the weak part of the Apron of the Ancut where had only just been closed when the first heavy freshe came down sustained no breaches, although levelled for 20 or 30 yards, and in some places lower than the under Sluices. Now that the heavy freshes of the season are over, Captain Stirling observes, that the danger at first apprehended in that part of the work which was but lately completed is considered to be past.

3. The damage to the Northern Trunk Road South of Allora is reported to be very great, but up to the 91st mile, or the north of Ramsdale Station, the Road has only been slightly cut up. In the 91st mile embankments have been washed away, and breaches thereby caused, and a recent Culvert has been half destroyed but is repairable. In the 88th mile portions of the embankment, and Road way have been washed away, a Culvert has been partly injured, and the remaining portion of the Arched Bridge entirely destroyed, besides two breaches having been caused in the embankment. In the 87th mile embankments

part 2 of Enclosure letter

embankments have been swept away, and two breaches have resulted varying in length from 25 to 50 yards, two Culverts and three Bridges have also been more or less destroyed.

4. The damage sustained to the South of Jandowae is considerable and not to extent to that above reported, excepting the destruction of the Reinganne Bridge at Chinchilla on the 93 mile, six arches of which have fallen in. On the 81½ and 91 miles a Culvert and Road Way have been destroyed and washed away, and breaches of 10 and 30 yards have been caused. Within 6 miles of Jandowae, between the 89 and 84 milestones, there are 31 breaches from 4 to 190 yards in length. Culverts on the 4, 6, 8, 87 and 84 miles have been damaged and destroyed, one of which is repairable, and on the two and 88 miles, 6 breaches from 30 to 50 yards have occurred.

5. In his letter of the 13th December last, of 1861, enclosing a list shewing the names of the Banks executed and the number and extent of the breaches Captain Stirling reports that the quantity of rain fall measured from the

page 2

close

Dec of October to that of November was above
4 inches, of which 2½ inches fell on the 22nd and
23rd November, and the result was that the Canal
was generally flooded to the extent of about
50 or 90 miles. No report of it was said has been yet
received from the Executive Officer in charge
of the Centre Range, which part of the Canal
has been more or less inundated. The damages
to Irrigation works in the Northern Executive
Range is said to be insignificant with the only
2,000 Cubic yards of earth work that has been
washed away from the Tank Road, and this
could be easily replaced by means of the Repair
allowance. It is observed that the total
number of Tanks breached stands high, the
damage generally sustained is not very serious,
Excepting on the Cases of the Mullumadu
Periyakanapuru, and Perumal Tanks, and the
Nelloor Puffyang Channel, where the breaches
are on a greater Scale in some instances the usual
Retaining or protecting dams of the Extreme Ends
of Tanks without Cabinguloes have been
reported as breaches, and in such cases

Remarks

Copy of Report dated 29th Nov 1884

Copy Letter dated 3rd Dec 1884

the water has been let out to the Left to about
that stage of bottle consequence should
appear that the Cause of the breaching of the
Periyakanapuru Tank, the most important in the District
and also connected with the Channel Supply,
is owing to its Cabinguloes not having been
properly set in time, and as no water seems to
have been kept over the Tank, a Report on the
Circumstances has been called for by the District
Engineer - The breaching of this Tank placed
the great Ramaghetty Tank just below it in great
danger, but it suffered little more than
having the extreme end of its Bund cut away by
the surplus water - The Perumalcanapur Tank
appears solely from the extraordinary fall
of Rain on the 22nd and 23rd Instant, and breaches
to the extent of 300 yards in length have resulted,
part of one of the Cabinguloes of this Tank has
also been damaged, and Captain Mullins
considers that the Cabinguloes should be extended
and the Bund of the Tank raised to 4 feet
above the flood mark of this year. The
Mullumadu Tank was quite full when Visited

by me

the Tanks above it burst and caused two breaches which will probably prevent any water being retained in it, the bursting of this Tank also caused breaches in the bank of the supplying Channel of the Nellore Tank at those parts which were constructed to retain a depth of 8 feet of water without being topped.

6. Captain Mullins states that the Breaches in the Penair and Sivem anicut Bunds were very high this year, and that the latter breached several shallow Tanks South of the Kota Talut. Most of the damage to irrigation works in the Nellore Taluk was owing to the floods of the old Subrapulli Channel, and the surplus water of the Nellore Tank, the dangerous effects of both of which for want of regulating works, Captain Mullins observes, have been often reported. The floods issued from these sources at and formed a river 2 miles wide and from 8 inches to 2 feet deep which flowed into that part of the country already inundated by the quantity of water discharged from the Nellore

No. 2023 dated 25th August 1859

Tank during a fall of 4 feet, it is said, has not been less than 10 Millions of Cubic feet, and yet it appears has in consequence been done to Crops, Tanks, and Bridges.

7. Captain Mullins states that since the Storm of 1857 have stopped at the Lower mouth of this season in order to repair and have retained their supplies, but that owing to some misunderstanding of the Circular from this Office the Channels were kept open for a longer time, and much water was thereby lost - a fact which will be guarded against in future.

8. I have requested Colonel Cumberland, who is now gone to Nellore agreeably to the instructions of Government as per margin, to confer with the District Engineer on the subject of the repairs to the damaged works and to the measures necessary for their future security making such inspections as he may judge to be required. I have particularly drawn his attention to the District Engineer's remarks

Remarks upon the necessity of a headline to
the proposed Channel of the Mellore Pauk in
the letter of December 13th 1859 para 6.

Central Office of
Explosives
8th January 1860

I have the honor to be
Sir,
Your Most Obt Servant
A Hall Lieut Colonel
Chief Engineer

To
The Secretary to Government
P.W.D.

1284

Pl. 10th Decr 59 - No 22-23

From the Clerk
Engr. 27. 26th Janry 60
Clk. 2644-

From the Chief Engr. 27 19th Jan 60
Clk No 2987 in the

No 157 1860

C 13 Jany 1861

Pub. W. Dept.
Engr Jan 31 to January
Secd
The Chief Engineer
Sir.
The Secretary of War has directed
D. W. D.

Dated 9 January 1860
Recd 10th
Rec: & Returned 2-80.
No 235. 30 Jan Recorded
Letter from the District
Engineer at Mobile furnishing
the particulars of the damage
sustained by public work
in consequence of the late
storm [illegible]

C 235

No 235

To be recorded

Fort Pickens
30th Jany 1860