

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____
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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
Can. 10/16/60

G.O. No.	<i>493</i>	Press ~~Mis~~
<i>37.38</i>		
Dated	<i>4-4-</i>	<i>18 60</i>

Not to be folded or roughly handled

3/11/38

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

No. 37. Read the following letter from Colonel J. H. BELL, Chief Engineer, to the Secretary to Government, dated Chepauk, 1st March 1860, No. 10,871 :—

With reference to the orders noted in the margin, and in continuation of my letter, No. 10,474, dated the 18th ultimo, I have the honor to submit, for the information of Government, a letter* from the District Engineer of Malabar, with a sketch of the road from the foot of the Támbachéri Pass to Calicut, and also a letter† from the Collector, reporting on the present condition of the road.

2. Mr. Grant observes that having very recently travelled along the line to within a mile of the foot of the ghát, he found it in a very good order, and fit for any amount of wheeled traffic. He is of opinion that an annual allowance is all that is needed for its maintenance.

3. With regard to the Traction Engine, Mr. Grant fears that the bridges will not be able to bear its enormous weight; but that he "should regret to hear that the state of the present road is such as to preclude the hope of its being able to run on it."

From Captain J. BEAN, District Engineer, Malabar, to the Deputy Chief Engineer, Southern Circle, dated Calicut, 11th February 1860, No. 23.

Agreeably to orders conveyed in Proceedings, No. 9,865, dated 1st instant, I beg to forward* a sketch of the road from the foot of the Támbachéri Pass to Calicut.

* By Banghy.

2. With reference to the Proceedings of Government, No. 237 of the 30th instant, I beg to say that there has never been a maintenance allowance on this road. For Rupees 7,500 I offered to make the road practicable for bandies, and I did so for a lesser sum:

3. It rests for Government to determine whether they will rebuild all the old drains to suit the purposes of the Traction Engine, and whether they will keep up an annual allowance for current repairs.

4. I understand that the Engine is about to be run on this road by Messrs. Leckie's Agent.

From P. GRANT, Esq., Collector of Malabar, to Colonel J. H. BELL, Chief Engineer, dated Calicut, 14th February 1860, No. 472.

Since I wrote on the 8th instant, I have been along the Támbachéri road within about a mile of the foot of the ghát.

2. The road is in very fair order, and quite fit for any amount of wheeled carriage (country bandies) the construction of small tunnels would obviate the necessity for a number of dips in it, but they are of little consequence as far as bandies are concerned.

3. An annual allowance is all that is wanted for the maintenance of the road.

4. Since my return I have heard one or two gentlemen talk in great praise of the improvements effected; and one of them for convenience, when going to Wainád drives his buggy or covered dog cart to Támbachéri bungalow, a distance of 18 miles from Calicut.

5. The only fear with regard to the Traction Engine is, that the bridges will not stand its great weight. I have never seen a Traction Engine, and know nothing of its power or capabilities, but I should regret to hear that the state of the present road is such as to preclude the hope of its being able to run on it.

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

No. 38. ORDER THEREON, 4th April 1860, No. 693.

This report will be communicated to Messrs. Leckie and Co. in continuation of the letter from this Department, No. 456 of 2nd instant, forwarding a copy of Colonel Bell's communication respecting the road in question, dated 18th February No. 10,474.

2. The Government request that the Chief Engineer will recommend such maintenance for the Calicut and Tāmbrachéri road as he may deem suitable; to be disbursed in 1860-61 out of the repair fund of the District.

3. The District Engineer estimates the cost of making the bridges safe for the Traction Engine at no more than 1,639 Rupees.* He should be instructed to execute the work as soon as the season shall permit.

* To Chief Engineer, February 6th 1860, paragraph 10.

(Signed) J. D. BOURDILLON,
Secretary to Government.

3-

Central Office of M.
Sipahkhan March 1860.

N^o 10871 Report

From, The Chief Engineer
To, The Secretary to Government
Public Works Department

Print in
enclosed paper

Public

N^o 2375/35th Jan^y 1860.

N^o 238/11th Feb^y 60.

N^o 4725/11th Feb^y 60.

Enclosures - 3.

2. Original letter as above.

1. Plan 2.

Sir, With reference to the orders noted in the margin, and in continuation of my letter N^o 10474, dated the 18th ultimo I have the honor to submit, for the information of Government, a letter from the District Engineer of Malabar with a sketch of the Road from the foot of the Tāmbrachéri Pass to Calicut, and also a letter from the Collector, reporting on the present condition of the Road.

Mr Grant observes that having very recently travelled along the line to within a mile of the foot of the Ghāt he found it

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amount of wheeled traffic. He is of opinion
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but that he should regret to hear that
the state of the present road is such as to
preclude the hope of its being able to run
on it.

Sepakham }
1st March 1863 }

I have the honor to be,
Sir,
Your most Obedt. Servant,

W. R. Lintell
S. of the Eng. & S. of the

W. R. Lintell
Chief Engineer

To
The Secretary to Government
Public Works Department

W. R. Lintell

out of the repair fund of
the district.

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[Signature]

10 copies
The Chief Eng. with 3
"Supt. Sec'y of Dist.
a copy of the Chief Eng. report

23 10
5

[Signature]

To Chief Eng. Feb 6/60
Para 10

San Antonio Mission
Road.

Public Works 1880
No: of Govt's spirit

Prob:.

No: of the Charles Fort.

St: 4's spirit 1880.

St: 4's 1880.
No: 72.

Relative to the road from the
Foot of the San Antonio Post to
Colon: Commenced to build
the St: 4's spirit 1880. to
renewedly finished, under
the name for the road and
the name the St: 4's spirit
to make the bridge larger for
the Charles Fort.

No 37 & 38.