M.R.O. 1—77,006—8-6-37.

(1) Number of pages 4

(2) Date of repair 29. 10. 42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2851 Press ~~Mis.~~

11-12

Dated 3 — 10 — 1864.

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Proceedings of the Madras Government, Public Works Department, 3rd October 1864.

No. 11. Read the following Proceedings of the Madras Government in the Revenue Department:—

Sanctioning the estimate of Rupees 3,000 for the construction of an Iron girder bridge over the Yellairoo, on the line of the proposed road from Cocanada lattice bridge to Samalcotta, Godavery District. (Here enter 27th September 1864, No. 1,781.)

No. 12. ORDER THEREON, 3rd October 1864, No. 2,851.

Communicated to the Superintending Engineer, 1st Division.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Superintending Engineer, 1st Division.
,, Controller of Public Works Accounts.
,, Accountant General.

Exd. S. T. Augustin.

Proceedings of the Madras Government, Revenue Department,
27th September 1864.

No. 398. Read the following Proceedings of the Board of Revenue, dated 12th September 1864.

Read the following letter from J. FRASER, Esq., Officiating Collector of the Godavery District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Cocanada, 2nd September 1864, No. 225:—

SIR,

For Rupees 3,000.

1. I have the honor to forward a Plan, Estimate and Specification for the construction of an Iron girder bridge over the Yellairoo, on the line of the proposed road from Cocanada Lattice bridge to Samalcotta, and request that early sanction may be obtained as the Superintending Engineer, 1st Division, has ordered the girders to be commenced in the workshop at Dowlaishwarum.

2. I beg to state that this bridge is a positive necessity, as the Palmyra-wood structure that now occupies the site of the proposed bridge is quite unsafe.

3. The only alteration, or rather addition to the proposed bridge that I would advocate is that the flooring of it should be covered with gravel. A wooden flooring gets so slippery in wet weather, or from dew, that it is unsafe for a horse to walk over. He cannot keep his feet. Over the flooring battens should be nailed diagonally, so as to form large lozenge shaped receptacles thus. By these gravel laid on the surface would be prevented from being washed or quickly worn away, and it will add very little to the cost of the bridge. I have seen the plan tried on a wooden floored bridge in this country with excellent effect.

1. Submitted for the sanction of Government.
2. The Board understand that the charge is to be borne by the District Road Fund.

No. 399. ORDER THEREON, 27th September 1864, No. 1,781.

Miscellaneous.

Sanctioned.

(True Extract.)

Secretary to Government.

To the Board of Revenue.
„ the Department Public Works.

Exd. S. T. Augustin.

No 11. 12.

1864 Depte
Rec. of Govt for Octr
No 4226
Rec. of Govt in the
Rev. Depart.
Dy 27 } Septr/64
Recd 29 }
No 1781

Sanctioning the
Estimate of Rs 3000 for the con-
struction of an Iron girder
bridge over the Gellairoo, on
the line of the proposed road
from Bezwada Cattle bridge
to Nuzvid, Godavery D.

With an order.
Ctr 2857 - 3rd Octr 1864

Pl

No 1

Ctr 2857.

Communicated to
the Supg Engineer 1st Division.

Chepauk
3rd Octr 1864

To the Supg Engineer
1st Division
1 " Controller of P.W. Accts
3 " Accountant General
No 87.

Secy to Govt