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M.R.O. 1-77,000-8-4-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2922	Press
56-57	Mis.
Dated 4-6-18	65.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
4th October 1865.*

No. 56. Read the following letter from Captain R. F. OAKES, R. E., Acting Superintending Engineer, 6th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Poonthothum, 23rd September 1865, No. 1,080 :—

SIR,

1 In anticipation of hearing some details in connection with the melancholy accident, which I reported demi-officially on Sunday last, by which Mr. and Mrs. Fraser lost their lives, I postponed addressing you officially on the subject; but I do not like to postpone my official report longer, though I have heard nothing further on the subject.

2. It would appear that Mr. Fraser handed over the charge of the 2nd, or Museri Range, in the Trichinopoly District, to Lieutenant Livesay on the 16th instant, and started for Trichinopoly from the Bungalow at the head of the island, at the Upper Anicut, at about 10 p.m. that night, in a bandy with his wife, and in crossing the bridge over the anicut, the bandy and bullocks fell into the Coleroon on the up-stream side, and Mr. and Mrs. Fraser were drowned: the bandy man, who was also precipitated into the river, was saved by ropes being let down to him.

3. The Coleroon bridge was, as you are aware, constructed for the purpose of the regulation of the sluices of the Upper Anicut. It was intended only as a foot bridge, but was eventually constructed seven feet in breadth, and a roadway of six feet was provided by constructing the parapets with a bearing of only six inches on the face walls. The parapets, which are nine inches wide, therefore project three inches beyond the face walls, and are incapable of bearing any shock, and they are constantly shaken off by bandies. A portion of the parapet was in a dangerous state, when I visited the anicut six weeks ago, and the approaches to the bridge were in consequence closed, and I did not take my bandies over the bridge. Mr. Fraser must, I fear, have insisted upon the obstructions being removed. There is no road south of the bridge, which only leads to the Bungalow at the head of the island; the Bungalow is my private property, which Mr. Fraser was occupying for a few days.

4. Immediately on the receipt of the intelligence of the sad event, I wrote to Lieutenant Livesay to request him to recover the bodies; to Mr. McDonell to arrange about their interment; and to Mr. Ballard, the father of the late Mrs. Fraser, to inform him of the melancholy accident, and owing, perhaps, to my absence from Tanjore, I have not heard from either of the two former Officers.

No. 57. ORDER THEREON, 4th October 1865, No. 2,922.

ESTABLISHMENT, No. 6.

Ordered to be recorded.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

Ed. S. T. Augustin.

Trichinopoly

No 1080

Supg. Eng's Office 6th D^o
Ponithottam 23rd September/65.
3rd

From,

Captain R. F. Baker. R.E.

Acting Supg. Eng^s 6th D^o

To,

Colonel C. A. Carr. R.E.

Secretary to Government.
G. P. W.

Sir,

In anticipation of hearing
some details in connection with the
Melancholy Accident, which I reported
semi-officially on Sunday last,
by which Mr. and Mrs. Fraser lost
their lives, I postponed addressing
you officially on the subject, but I
do not like to postpone my official
Report longer, though I have heard
nothing further on the subject.

2. It would appear that
Mr. Fraser handed over the Charge
of the 2nd, or Kuvveri Range, in the
Trichinopoly District, to Lieut. Lindsay
on the 16th instant, and started for

Trichinopoly

Trichinopoly from the Bungalow at the head of the Island at the Upper Amnicut at about 10 P.M. that night, in a Bandy with his Wife, & in Crossing the Bridge over the Amnicut, the Bandy, and Ben Locks, fell into the Coleroon on the up stream side, and Mr. & Mrs. Fraser were drowned; the Bandy Man, who was also precipitated into the River, was saved by ropes being let down to him.

3. The Coleroon Bridge was, as you are aware, constructed for the purpose of regulation of the sluices of the Upper Amnicut. It was intended only as a foot bridge, but was eventually constructed 7' in breadth, & a Roadway of 6' was provided by constructing the parapets with a bearing, of only 6" on the face Walls. The parapets, which are 9" wide, therefore, project 3" beyond the face walls, & are incapable of bearing any shock, and they are constantly shaken off by Bandyes. A portion of the Parapet was

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was in a dangerous state, when I visited the Amnicut 6 Weeks ago, and the approaches to the Bridge, were, in consequence closed, and I did not take my Bandyes over the Bridge. Mr. Fraser, I hear, have insisted upon the restrictions being removed. There is no road south of the Bridge which only leads to the Bungalow at the Head of the Island; the Bungalow is my private Property, which Mr. Fraser was occupying for a few days.

4. Immediately on the receipt of the intelligence of the sad event, I wrote to Lieut. Linsay to request him to recover the Bodies, to Mr. McDowell to arrange about their interment, and to Mr. Ballard to inform of the late Mrs. Fraser, to inform him of the melancholy accident, & owing, perhaps, to my absence from Trincomalee, I have not heard from either of the two former officers.

I have the honor to be
Your most Obedt Servant.
H. T. Baker Captain R.E.
H. T. Baker Engineer 6th Division

Wm. Lloyd Garrison
D.N. 1865 Dec 11

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Handwritten signature

10, rue de la Harpe

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No 1080

Deposited

Wm. Wadsworth
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Decorative

Franklin Pierce
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