

(1) Number of pages 10

(2) Date of repair 2-20-1965

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3742	Press
219-220	~~Mis.~~
Dated 9-12-	1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th December 1865.*

No. 219. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Camp, Kootaparamba, 29th November 1865, No. 189 :—

I have the honor to submit extract of a letter from Mr. Sub-Engineer Bailey, No. 459 of 21st November, and to recommend that the transfer of Rupees 5,435 solicited by him from the Budget allotment of Rupees 15,000 for bridges below the Karkur Ghât (item No. 126 of 1865-66) to the estimate for continuing that road from Mambat to Areacode, sanctioned in G. O. No. 1,543 of 6th June 1865, may be made for the reasons given by him. The road in question is an integral portion of the Karkur line, and it does not much matter where the outlay is incurred so long as the object in view both by Messrs. Bailey and O'Shaughnessy is attained, viz., the opening of the line to Areacode, the head of navigation of the Beypoor river, for dry weather cart traffic before the Coffee season of 1866.

Extract from letter from Mr. Sub-Engineer H. Bailey, to Lieutenant-Colonel G. W. Walker, R. E., Superintending Engineer, 7th Division, No. 459 of 21st November 1865.

1. Having found on visiting Eddakarra last week that fever is still prevalent, I think there is no use in attempting to do anything this season to the Eddakarra bridge. The day before I left Malleapooram the whole of the work people and the two Maistries returned there ; of the former more than a third were suffering from fever, and both the Maistries, having been a few days longer in the jungle, had to be carried in. I hope, however, to be able to expend the allotment for the road, as the small tunnels and bridges and metalling will take that amount, when by sloping the banks of the large rivers the road would be passable for carts to Mambat.

2. As to the Nellamboor and Cherrapoya bridges, I do not think anything can be done to the Nellamboor bridge this season except to get cut granite stones ready and, to make arrangements for the wood work ; I hope, however, to be able to get the Cherrapoya bridge completed. For this Rupees 6,000 will, I think, be sufficient, and I should therefore feel obliged by your obtaining sanction for a transfer of Rupees 5,435 to the road from Mambat to Areacode.

3. Even with the labor obtainable, I think it would be a better arrangement than carrying out the Nellamboor bridge, as I could get in the foundations for some of the bridges between Mambat and Areacode this season, and could then go on with them as soon as the heavy burst of next monsoon was over, and by that means could have the road to Areacode passable for carts next season, as a jungar on the Nellamboor river would be all that would be required.

(True Extract.)

(Signed) G. W. WALKER, Lieut.-Colonel, R. E.,
Superintending Engineer, 7th Division.

No. 220. ORDER THEREON, 9th December 1865, No. 3,742.

ACCOUNT, No. 29.

1. The transfer of funds which is recommended by the Superintending Engineer of the 7th Division is sanctioned, in anticipation of the approval of the Government of India.

2. The estimate for the road from Mambat to Areacode was sanctioned in the Order of the 11th January 1865, No. 73. The order which is quoted by the Superintending Engineer relates to the bridges on that line.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

„ Accountant General.

„ Controller of Public Works Accounts.

Exd. S. T. Augustin.

on letter from Mr Sub Engineer P. Bailey to Lieut Col.
P. E. Superintending Engr. D. N. 459 of 21st November 1865

Having found on visiting Eddakarra last week that fever is still prevalent, I think there is no use in attempting to do anything this season to the Eddakarra Bridge. The day before I left Malappuram the whole of the work people and the 2 mairies returned there; of the former more than a third were suffering from fever, and both the mairies, having been a few days longer in the jungle, had to be carried in. I hope however to be able to expend the allotment for the Road as the small Tunnels and Bridges, & Melisling will take that amount, when by sloping the Banks of the large Rivers the Road would be passable for Carts to Mambat.

As to the Kellambor and Cherrapoya Bridges, I do not think anything can be done to the Kellambor Bridge this season except to get cut granite stones ready and to make arrangements for the wood work. I hope however to be able to get the Cherrapoya Bridge completed. For this Rs 6000 will I think be sufficient, and I should therefore feel obliged by your obtaining sanction for a transfer of Rs 5435 to the Road from Mambat to Alacode.

Even with the labor obtainable, I think it would be a better arrangement than carrying out the Kellambor Bridge, as I could get in the foundation for some of the Bridges between Mambat and Alacode this season and could then go on with them as soon as the heavy burst of next monsoon was over, and by that means could have the Road to

to Aracode feasible for carts next season, as
w/ Jungar on the Kallambur River would be all
that would be required.

True Extract

Charles Lint Col R.E.
Superintending Engineer &c.

Letter No 459 of
21st Nov. 1865 from
Mr. Sub Engineer Bailey
proposing certain
improvements of Jungar -

Mr. Bailey

Letter No. 189 of
29th Nov. 1865.

to Mr. Sub Engineer
of the Jungar Division.

from
the Sub Engineer
of the Jungar Division.

Mr. Bailey

No 189

Superintending Engineer's Office
Camp. Holaparamboly 1865

From Lieut. Colonel C. Mather R.E.
Superintending Engineer
To Colonel C. A. Orr R.E.
Secretary to Government D.P.W.

Sir, I have the honor to submit Extract of a
letter from Mr. Sub Engineer Bailey No 459 of 21st
November, and to recommend that the transfer
of Rs 5405 solicited by him from the Budget allotment
of Rs 15000 for Bridges below the Karkur Chaut (item
No 126 of 1865/66) to the Estimate for continuing that
Road from Nambat to Aracode sanctioned
in G.O. No 1543 of 6th June 1865 may be made for
the reasons given by him. The road in question is
an integral portion of the Karkur line, and it does
not much matter where the outlay is incurred so
long as the object in view both by Mr. Sub Engineer
and the Government is attained, viz the opening
of the line to Aracode, the head of navigation
of the Poypoor River, for Dry weather Cart traffic
before the coffee season of 1866.

I have the honor to be
Sir

Your most Obedt Servant

Charles Lint Col R.E.
Superintending Engineer &c.

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No. 3742

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