M.R.O. 1—77,006—8-6-37.

(1) Number of pages 6

(2) Date of repair 11. 3. 43

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3999 Press Mis.

376-377

Dated 19- 12- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
19th December 1866.

No. 376. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Calicut, 8th December 1866, No. 187 :—

I regret to report that a fatal accident took place on the 27th ultimo on the new Coonoor Ghaut, the details of which are explained in the accompanying copy of a letter from Captain Law. The Metapolliem Police Inspector reports having gone to the spot next day, and having found, on enquiry, that the occurrence was an accident. The Blasting Contractors on the lower part of the new Coonoor Ghaut supply their own powder, and fire their own blasts. All that the Executive Officer or his Overseer has to do with the work is to fix the position of the holes and measure them when done. They do not regulate the charges of powder used, which appear from what Captain Law states to be sometimes excessive; but this is the first accident that has been reported on the lower four miles of the ghaut, and I conceive that their own interests do, generally speaking, ensure safety to the lives of those engaged on the works, as the person killed appears to have been a sick man lying down, whose presence on the spot was probably unknown to any one concerned in the work.

No. 377. ORDER THEREON, 19th December 1866, No. 3,999.

CIVIL WORKS, No. 77. Ordered to be recorded.

(True Extract.)

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

Exd. S. T. Augustin.

Extract of a letter from Captain G. V. Law Assistant Engineer
W. to Major W. Farewell Executive Engineer Beilgherry
No. 16 dated 31st October 1866.

3/6

"On Saturday last my Acting Overseer
"Solomon Christian was superintending some blast-
"-ing), and was standing watching the effect at a corner
"some 60 yards up the Ghaut when a splinter of the rock
"struck him on the leg, and another piece flying further
"on struck a Sheik pudder, who was crouching behind
"some rocks on the chest killing him on the spot.

"The only other man present was the blaster who
"on firing the charge retired to a place of safety down
"the Ghaut.

"I apprehend no claim on Government from the
"deceased mans relations, as the whole of the blasting be-
"-low Burliah is performed by contract and I have fre-
"-quently warned the Contractors that they were personally
"answerable for all accidents, and only two days previous
"(at the very spot of the accident) I had spoken most
"seriously to the Ag. Overseer before them, having had a
"perfect shower of stones sent flying over me in a Bullah
"where I had retired for breakfast, one stone striking
"me on the belt.

"Regarding the Ag. Overseer, I think the severe injury
"he has received, will be sufficient warning for the future."

(True Extract)

W. Winckler Lt Col RE
Supt Engineer &c &c

No 187

Superintending Engineer's Office
Calcutta 8th December 1866

From Lieut Colo G. W. Walker R.E.
Superintending Engineer 4th Circ.

To Colonel J. Orr
Secretary to Government P.D.W.
Madras.

Sir I regret to report that a fatal accident occurred on the 2nd instant on the Nellore Chaut the details of which are explained in the accompanying copy of a letter from Captain Law Assistant Police Superintendent reporting having gone to the spot next day and having found on enquiry that the occurrence was an accident. The Palanteen Contractor on the lower part of the New Commercial Chaut supplies their own hands and fire their own blasts. All that the Executive Officer or his Overseer has to do with the work is to fix the positions of the holes and encourage them when done. They do not require to be charged, which I am glad to say Captain Law states appear from what Captain Law states to be the case, but this is the first accident that has occurred on the lower 4 miles of the Chaut and I consider that their own interests as owners of craft plying engage them to use every safety to the limit of those engaged on the works, as the fewer killed or injured the less chance of having officers to have been a delay in getting down before the spot was reported by

Yours obedly

In a letter from the Superintg Engr 4th Div to the Secy to Govt P.W. Madras No 187 dated 8th December 1866.

P.W. 50-2-66

Extract of a letter from Captain Law Assistt Engr regarding accident from blasting rocks from Coonoor Chaut

Dated 19th Decr 1866 No 376

probably unknown to any one concerned
in the work.

I have the honor to be
Sir
Your most Obt. Servant
W. W. Wilkes Lt Col RE.
Superintending Engineer 4th Div.