

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 454	(W)	Press
		Mis
Dated 20-7		1827.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

20th July 1877, No. 454 W.

Buildings and Roads.

Civil Works.

Read the following paper:—

No. 275. From Lieutenant-Colonel R. B. KENNEDY, District Engineer, Malabar, to the Chief Engineer, Public Works Department, dated Camp, Tellicherry, 15th July 1877, No. 55.

I HAVE the honor to forward an original letter* from Captain Bailey, Executive Engineer in charge of Calicut Division, which he wishes to be forwarded, as he considers that the public manner in which his name has been brought forward may perhaps produce an impression detrimental to him.

*No. 124, dated 11th July 1877.

2. The bridge in question is one of 120 feet in length on piles 27 feet above level of the river; and considering that it had to be entirely restored with the exception of one row of piles, I must say I think great credit is due to Captain Bailey that, commenced as it could be only after the grants for current official year became available, and in spite of severe illness and great mortality amongst the several sets of work-people employed in its construction, the communication between the two banks was only interrupted for a few days during a very heavy burst of the monsoon; while actually at the time when the proceedings of the Planters' Association Meeting were sent for publication in the Madras papers, all the important parts of the bridge had been completed, and planks laid as I can personally vouch for, having myself crossed the bridge.

3. I would only add that this is no solitary instance of great dereliction on the part of the Public Works Officers being left to be inferred by suppression of facts perfectly well known to the members of the Planters' Association; but it is the invariable practice to make as much capital as they possibly can out of matters which were they looked into would prove to be of too trifling a nature to be worth notice.

4. I observed in the same published proceedings a representation about a bridge at Culpathy; it is quite true that the new bridge has not been opened for traffic, but the great delay that has taken place was due in the first instance to failure in certain contractors (Planters) who undertook its construction; to the minor importance of the work compared to others that had to be done, and latterly to failure on the part of another contractor to complete his contract. Meanwhile the communication has during the whole time been preserved intact, with the exception of the bridge not being passable for carts or horses for three days in 1874; and really the grievance in this case appears to be that the bridge was strong enough to resist the flood, and not to be carried away, although the water was alleged to be a yard above it, the latter circumstance however not being in accordance with reports made by a man kept specially as a watchman on the bridge, who states that the water never was higher than just to touch the main beams. I have no doubt that the temporary bridge will be quite sufficient to meet all requirements till the new one is completed, which will probably be about December.

From Captain H. BAILEY, Executive Engineer, Calicut Division, to Lieutenant-Colonel R. B. KENNEDY, R.E., District Engineer, Malabar, dated Calicut, 11th July 1877, No. 124.

In the proceedings of a meeting of the South Wynaad Planters' Association of the 29th ultimo, published in the Madras papers of the 7th instant, I find the following paragraph:—

"The Honorary Secretary observed that he had written to Captain Henry Bailey, Executive Engineer, Calicut Circle, urging on him the necessity of completing this bridge before the monsoon, failing which the district would be completely cut off from head quarters, which has now happened."

2. Had the Honorary Secretary also observed that I had in reply informed him that, as there were no funds then available, it was impossible to do much to the bridge, but that I had promised to do what I could to keep it open from the maintenance allowance of the road, I should not have asked you as I now do to take the trouble of forwarding this letter for the information of Government; but, as usual, the Honorary Secretary of the Planters' Association publishes so much of the matter as suits his own purposes and no more.

3. As I told the Honorary Secretary in my reply it did not seem to me of much consequence whether the bridge was kept open during the monsoon or not, as I had been twice from Lackady to Kuthrepandy and back during last monsoon spending six days on the road, and only saw three laden bullocks during the time, the only carts I saw being my own and that of the Taluq Overseer; and my trip from Kuthrepandy to Lackady last month confirmed me in my previous opinion, as I passed but one empty cart travelling along the road.

4. The Honorary Secretary might also it seems to me have when publishing the remarks made a foot-note that the bridge had since been opened. I presume however that he did not wish it to be known that on a road over which there is about a bandy a week during the monsoon, a bridge having been impassable for only a few days had been made the cause of special complaint.

No. 276.

ORDER THEREON, 20th July 1877, No. 454 W.

THESE letters will be communicated to the Wynaad Planters' Association.

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Honorary Secretary, Wynaad Planters' Association.

Leutnant Eng. Malabar

Ed. E. C. Shunker.

Spare Copies

*Malabar District Engineer
Office Camp Tellicherry 15 July 1877*

From

*The District Engineer
Malabar*

General

To

*The Chief Engineer
Public Works Department
Madras*

Sir

I have the honor to forward an original letter from Captain Bailey Executive Engineer in charge of Calicut Division which he wishes to be forwarded, as he considers that the public manner in which his name has been brought forward may perhaps produce an impression detrimental to him.

The Bridge in question is one of 120 feet in length on piles 27 feet above level of the river, and considering that it had to be entirely restored with the exception of one row of piles, I must say I think great credit is due to Captain Bailey that, commenced as it could be

only

only after the grants for current official year became available, and in spite of severe illness, and great mortality amongst the several sets of work people employed in its construction, the communication between the two banks was only interrupted for a few days during a very heavy burst of the monsoon, while actually, at the time when the proceedings of the Planters Association Meeting were sent for publication in the Madras Papers, all the important parts of the Bridge had been completed, and plants laid, as I can personally vouch for, having myself crossed the Bridge.

I would only add that this is no solitary instance of great deception on the part of the Public Works Officer being left to be inferred by suppression of facts perfectly well known to the Members of the Planters Association, but it is this invariable practice to make as much capital as they possibly can out of matters which were they looked into would prove to be of too trifling nature to be worth notice.

I observed in the same published proceedings a representation about a bridge at Culpathy; it is quite true that the new bridge has not been opened for traffic, but the great

great delay that has taken place was due in the first instance to failure in certain contractors (Planters) who undertook its construction, to the minor importance of the work compared to others that had to be done, and latterly to failure on the part of another contractor to complete his contract. Meanwhile the communication has during the whole time been preserved intact, with the exception of the bridge not being passable for carts or horses for 3 days in 1874, and really the grievance in this case appears to be that the bridge was strong enough to resist the flood, and not to be carried away although the water was alleged to be a yard above it, the latter circumstance however not being in accordance with reports made by a man kept specially as a watchman on the bridge, who states that the water never was higher than just to touch the main beams. I have no doubt that the temporary bridge will be quite sufficient to meet all requirements till the new one is completed, which will probably be about December.

I have the honor to be

Sir,

your most obedient servant

W. B. Francis Esq.

District Engineer, Malabar

18th Dec. 1861

Malabar

18th Dec. 1861

18th Dec. 1861

To General

From
The District Engineer
Malabar

No 55
Dated 15 July 1877.

No of En: 1. V

Referring to notice
the manner in which
Captain Baskin's name
is brought in under
papers by the Planters
Association South Mynad

40206 July 77 No 275

Buildings & Road
Civil Works
No 154 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 20th July 1877

Read the following:—

From

The Dist. Eng. Malabar (No. 55 of 15th July 1877)
and enclosure.

These letters
will be communicated
to the Mynad Planters
Association.

L
15/7
1877.

ELT 10/7

Q. I. Melaka ✓

The Hon. Secy. Mynad
Planters Association ✓

E. T.

Dep of - 27-7-77-

Copy 11

Colt. of (1877) ~~INDIA~~
PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

21-7-77

G. O. *20 July* 1877, No. 457, W

Nos. *275-276*

Bridge No 9 on the Geriote
Road, Malabar Dist. Papers
regarding the ———— connected to
the Wynad Planters Assoc.
— ciation.

*Supd in Ry.
30-7-77*