

(1) Number of pages 122

(2) Date of repair 12/3

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.
B.P. No.

1472

Press
Mis.

Dated

18-4-1877

197

Not to be folded or roughly handled

Famine Relief.

No. 441. Read the following letter from R. W. BARLOW, Esq., Collector of the Chingleput District, to J. H. GARSTIN, Esq., Additional Secretary to Government, Revenue Department, dated Saidapet, 14th April 1877, No. 64.

In forwarding the enclosed copy of a letter, No. 573, of the 11th instant, this day received, from the Consulting Engineer for Railways, as well as of No. 633, dated the 2nd idem, from the Chief Engineer, Madras Railway, and of No. 312, dated the 9th idem, from the Resident Engineer, Arcotum, I have the honor to observe that it will be necessary to find employment for a very large number of coolies in the interval which must intervene between the reduction of numbers on the Madras line and commencing work on the Chingleput to Conjeveram extension, as the Notifications, under Sections 6 and 17 of Act X of 1870, have only been recently published, and this only for about half the lands. Colonel Shaw-Stewart estimates the number likely to be thrown out of employ at three or four thousands, but from the Chief Engineer's letter it will probably be six thousand at least.

2. I can employ a good number on the earth-work of the Tinnalore, via Vulliyoor, to Periapaliem road, if necessary; but the best work to which the coolies could be set temporarily, and which is close at hand, would be the embankment of the Cortelliar river alluded to in the enclosed correspondence* which has

- * 1. From Temporary Deputy Collector, No. 44, dated 6th March 1877.
- 2. To the Superintending Engineer, No. 193, dated 19th March 1877.
- 3. From the Superintending Engineer, No. 35, dated 5th April 1877.

passed between the Deputy Collector in charge of the Trivellore Taluq, the Superintending Engineer, and myself. The Superintending Engineer's last letter on the subject is not very clear, and leaves matters *in statu quo*; but if ordered

by Government, the line of embankment might be marked out without difficulty by the Public Works Department, when I would depute the Deputy Collector to the spot to take charge of the work and arrange for task-payments, &c., and if a subordinate of the Public Works Department could be detailed to work under him and assist in marking out and measuring up, useful employment could be afforded for any number of coolies. I would observe, with reference to Colonel Moberly's paragraph 2, that the Tripasore-Ramanjeri road crosses the Cortelliar about midway between the two places, but it is of minor importance whether work is afforded here or at some little distance up or down the river.

3. As regards the Consulting Engineer's paragraph 2, I would observe that after making over the land for the conversion of the Arcotum-Conjeveram line, which was done some time since, I imagined that the connection of the Revenue Department with the matter ceased, and I simply ordered the Sub-Collector to send the coolies available in the vicinity, when the Railway authorities were ready to begin. I had no idea that paragraph 4 of G.O., dated 6th December 1876, No. 3,299, contemplated payments being made by the Revenue Department; but I can at once arrange to do so, if ordered, though I should prefer the arrangements being left in the hands of the Railway authorities, as is the case with the other works alluded to by the Consulting Engineer.

*Proceedings of the Madras Government, Revenue Department,
18th April 1877.*

ENCLOSURE No. 1.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated Madras, 11th April 1877, No. 573.

REFERRING to your letter of the 27th ultimo, No. 225, and previous correspondence, I have the honor to inform you that at the end of this week it will be necessary to decrease the numbers (upwards of 20,000) at present employed on the doubling of the line between Ambatoor and Arcconum. The number of persons who will thus be thrown of employment will probably amount to three or four thousand. As the South Indian Railway Company are not yet in a position to commence the line from Chingleput to Conjeeveram, it will be necessary, I presume, to provide for the employment of these surplus hands on other relief-works.

2. I take this opportunity to bring to your notice that no famine labor has yet been made available for the diversion of the Arcconum-Conjeeveram branch near the latter station. It might be desirable to transfer a sufficient number of persons from the Madras Railway though you may find some difficulty in the matter as under the order of Government, dated 6th December 1876 No. 3,299, payments on this work have to be made by the Revenue authorities. It will be necessary, therefore, to send Time-keepers and Paymasters with the coolies. I believe it to be the intention of Government that on the Chingleput-Conjeeveram line all supervision shall be provided and payments be made by the Railway Company as on the work between Ambatoor and Arcconum.

3. I will give you early intimation of the date on which the South Indian Railway will be prepared to receive labor on the new line.

ENCLOSURE No. 2.

From the Chief Engineer, Madras Railway Company, to the Special Relief Officer, Chingleput District, dated Madras, 2nd April 1877, No. 633.

In reply to your letter, No. 94, dated 29th ultimo, I have the honor to inform you that more persons than those at present employed can be accommodated on the Railway works between Ambatoor and Arcconum.

2. The Resident Engineer reports in a letter which I have just received, that with the present number of coolies the earth-work for the double line will be finished by the end of this week—

From Trivellore (26 miles) to 31½ miles.

„ 35 miles to 36 miles.

„ 40 miles to Arcconum, besides other small portions.

3. The earth-work between Ambatoor and Trivellore was made up to full width some time ago, so that after the end of the present week only about 7 miles will remain on which to employ relief labor.

4. Each mile will provide work for about two thousand coolies, but already sixteen thousand are employed, so that in a short time it will be difficult to find room for all of these.

5. When the earth-work is completed, a small number can be engaged to do hand ballasting from the Cortelliar.

6. I addressed the Collector of Chingleput on 19th ultimo regarding the formation of Camping grounds near that river, but have not yet learnt his wishes on the subject.

ENCLOSURE No. 3.

From W. BOUTIL, Esq., Resident Engineer, Madras Railway Company, to the Chief Engineer, Madras Railway, dated Arcconum, 9th April 1877, No. 312.

I HAVE the honor to report that I have now over 20,000 coolies employed between Trivellore and Arcconum, and that I am unable to find work for more; and that after the end of this week, I

*Proceedings of the Madras Government, Revenue Department,
18th April 1877.*

shall have to dismiss a large amount of coolies daily. I shall therefore be obliged if you will give directions as to what place these coolies are to go to.

ENCLOSURE No. 4.

From R. W. BARLOW, Esq., Collector of the Chingleput District, to Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput District, dated Saidapatnam, 19th March 1877, No. 193.

In forwarding the enclosed extract from a letter dated the 6th instant, No. 44, from the Temporary Deputy Collector in charge of the Trivellore Taluq, I have the honor to request that you will be good enough to inform me whether it is in contemplation to embank the Cortelliar near Ramanjeri, and when the estimate for the work promised by the Range Officer will be ready. Further employment is now needed in this locality.

ENCLOSURE No. 5.

From the Officiating Temporary Deputy Collector of Chingleput, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated Trivellore, 6th March 1877, No. 44.

4. Another subject which requires immediate attention, and, I think, one which ought to be attended to while labor continues cheap, is the construction of an embankment along the Cortelliar to check the annual inundation to which the country all about Ramanjeri and its hamlets is exposed; and I am apprehensive that unless something is done to prevent the inundation, the road now under construction will also be damaged. I saw large beds of sand drifts on cultivable lands and on portions of village nattams, and it seems that in a good season, when the river is in its annual freshes, cultivation suffers much, necessitating large remissions. I am not aware whether the project of embanking the portion of Cortelliar about Ramanjeri has engaged the attention of the Public Works Department, but the Tahsildar informs me that the Range Officer who lately visited Ramanjeri promised to prepare an estimate for the same, and I request you will address the Superintending Engineer on the subject. Apart from the project being a permanent benefit to the villagers, it will, I think, be a capital relief-work for the next few months for the villagers west of Tripassore.

ENCLOSURE No. 6.

From Col. F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated St. Thomas' Mount, 5th April 1877, No. 65.

I REGRET that there has been so much delay in answering your letter, No. 193, of 19th March, but I had no knowledge of the subject; and Lieutenant Smither's reply is very unsatisfactory.

2. There does not appear to be any embankment of the Cortelliar near the road to Ramanjeri, which is itself some miles from that river and on its affluent coming from Naggery.

3. I have desired that an investigation into the necessity for an embankment be made, and can better reply to your inquiry when I know the issue.

No. 442.

ORDER THEREON, 18th April 1877, No. 1,472.

Miscellaneous.

The Government are unable to sanction the commencement of the Cortelliar embankment until plans and estimates have been submitted and results well considered.

*Proceedings of the Madras Government, Revenue Department,
18th April 1877.*

2. The Collector's proposal to employ some of the necessitous people, discharged from the Arcotum Railway, on the road from Tinnanore to Periapolliam is approved.

3. G.O. of the 6th December 1876, No. 3,299, Public Works Department, does not appear to contemplate the work of the conversion of the Arcotum-Conjeveram line being executed by the Revenue authorities. In the letter from the Consulting Engineer for Railways, on which the order was passed, the opinion of the Railway authorities is stated to the effect that if the work is carried out as a famine relief-work, it will cost more than if done by contract in the usual manner, and the Consulting Engineer's suggestion as to the mode of adjusting the increased cost is approved. It was not the intention of Government that the work should be supervised otherwise than by the Railway authorities, who were to be supplied with funds and laborers by the Revenue authorities of the district, and if any misapprehension on the point exists, the Public Works Department, Railway Branch, is requested to set it right.

4. It is also the wish of Government that the line from Chingleput to Conjeveram should be carried out in the same manner, and it is hereby exempted from the operation of G.O. of the 31st January 1877, Nos. 329 and 330, Financial Department.

(True Extract.)

(Signed) J. H. GARSTIN,
Additional Secretary to Government

To the Collector of Chingleput.
„ the Public Works Department.
„ the Financial Department.
„ the Board of Revenue.

Ed. T. B. Bantleman.

FOR ORDERS.

Vol 100
 1898
 Submit a letter
 marked "Emergency" in
 The J. C. ... which he reports that the
 particular & reasons ... Railway authorities state
 the embankment of the ... on the
 ... railway between ...
 ... with ...
 ... this ... (that
 ... the end of ...
 ... that they ...
 ... probably ...
 ... to ...
 ... 7 miles ...
 ... for ...
 ... longer ...
 ... over 20000 ...
 ... about ...
 ... probably have ...
 ... advice ...
 ... authorities ...
 ... want to know ...
 ... are to go ...
 ... the ...
 ... to ...
 ... the ...
 ... close to the railway.

It appears to have been
submitted for
the 2nd time -

asked Colonel

Robertson long ago
in March 19th 1882

the embarkment of
the Cortina has
contemplated and

when the estimate
forwarded by the
Range Officer would
be submitted -

Col: the uplies to
the said letter on the
5th April & says he

will have the receipt
for an embarkment
submitted -

W. Barlow now
requests that the
line for an embarkment
be at once

marked out & an
officer placed at
his disposal for
carrying out the

work of means
of the colonies discharged

has been done

Cudjapah -

I would at same time

suggest to A. W.

authorities depending

of having collected

from Madras & the

a sufficient supply

of latents on each

stone to be supplied

with which to cover the

ballast on the remaining

will have the receipt
sent & keep down the

dist. as is largely done

in Royal & M.W.

It would be good and

it comes in the way

is capable of doing

Means & can be

view of piece work and

for the man who can

employ all members of

a family -

Collectors crew of

Having men who wish

to work - temporarily in

the road - in

the who choose to leave

employ until H.W. line

work easy -

There are many trucks

which are

which might with

might be secured

when rain does come

rain all possible -

On the same time the

Col: must see that

the work is done

pressed for work

a good

from the Railway

at the same time the

Committee for the

out the no further labour

has been made

available for the

Conjuration

which, and that the

S.I.W. Co are not

get ready to do more

the line from the

to Conjuration

that a number of

about to be discharged

from the

work might be employed

in the

division but points out

the difficulty in connection

here with the terms

of 80 of Dec 6th 1880

3299, which requires

a railway engineer to

work & an officer of

Govt to pay for it -

is silent as to its expense

As W. Barlow points out

he has been under the

impression that the

Railway authorities

have to supervise it
 I have been waiting
 for them to send for
 coolies. The will
 prefer that the Railway
 authorities should
 send the coolies
 instead of the
 between Arconum & Chingleput
 And by then
 Mr. Barlow also says
 he can, if necessary
 employ a good number
 of coolies on the road
 from Arconum to
 Periapaliam.

They were sent

FOR ORDER

Chingleput

Yes Mr.

248

Good Mr.

Each order are requests
 on the following points:

1. Is the Catellian embankment to be made to be put in hand at once?
2. Is the road from Timanore to Periapaliam to afford employment to the discharged coolies?
3. Are the Revenue authorities to carry out the Arconum - Periapaliam diversion, or are the R.R. authorities to do it?
4. How of the Government Chingleput line to be supervised & paid for.

Not until plans submitted & results have been well considered Mr.

Yes

H.W. Supremis

as a famine relief work
 H.W. Supremis
 exempted from G.O. -
 payment of land revenue
 to H.W. from Arconum

No 1472

Read letter from the Collector of
 Chingleput of 15 April 1877
 No 614

G.O. 1877-1877

The Government are unable to sanction the commencement of the Cortalliar Embankment until plans and estimates have been submitted and sent to all concerned.

2. The Collector's proposal to employ some of the discharged Arconum Railway laborers on the road from Timanore to Periapaliam is approved.

3. G.O. of the 6 Decr 1876 No 3299 D.R.R. does not appear to contemplate the conversion of the Arconum - Sengraam line being executed by the Revenue authorities. In the letter from the Consulting Engineer for Railways on which that order was passed the opinion of the

The Railway authorities is stated
 to the effect that if the work
 is carried out by the
 Relief works it will cost less
 than if done by contract at
 the nearest amount, and the
 Consulting Engineer's sugges-
 tion as to the mode of doing the
 increased part is approved.
 It was not the intention of
 Government that the work
 should be supervised otherwise
 than by the Railway authorities
 who were to be supplied with
 funds and labor by the
 Revenue authorities of the
 District and if any misappre-
 hension on the part exists
 the D.P.M. Railway Branch
 will be requested to set it
 right.

It is also the wish of
 Government that the line from
 Chingleput to Jangraam
 should be carried out in the
 same manner and it is hereby
 exempted from the operation
 of G.O. of the 31st January
 1877

1877 - No 329 and 331
 H.P.
 Council
 Passed
 J.N.

Mid. Co. to the Collector (Chengalpet)
 Msc Pub Works Dept 27/23 April/77
 5-711 Dept of 1 May 71/23 April/77
 30 Bangalore

120
 6

Railway Department Consulting Engineer's Office
Madras, 11th April 1877.
P. 573 117/4

From Lieut. Col. J. W. W. Shaw Stewart, B.C.
Consulting Engineer for Railways.

To The Collector of Chingleput,

Sir, Referring to your letter of the 27th Ultimo, No. 235, and previous correspondence, I have the honor to inform you that at the end of this week it will be necessary to decrease the number (approximate of 20,000) at present employed on the doubling of the line between Ambur and Arcot. The number of persons who will thus be thrown out of employment will probably amount to three or four thousand. As the South Indian Railway Company are not yet in a position to commence the line from Chingleput to Coimbatore, it will be necessary, I presume, to provide for the employment of these surplus hands on other relief works.

I take this opportunity to bring to your notice that no famine labour has yet been made available for the diversion of the Arcot - Coimbatore branch, near the latter station. It might be desirable to transfer a sufficient number

number of persons from the Madras
 Railway, though you may find some
 difficulty in the matter as under the
 Order of Government dated 6th December
 1876. No. 3299, payments on this work
 have to be made by the Revenue author-
 -ities. It will be necessary therefore
 to send timekeepers and paymasters
 with the coolies. I believe it to be the
 intention of Government that on the
 Chingput - Cojane and line, all
 supervision shall be provided, and pay-
 -ments be made, by the Railway Com-
 -pany, as on the work between Amba-
 -kon and Aracoum.

3 I will give you early intima-
 -tion of the date on which the South
 Indian Railway will be prepared to
 receive labour on the new line.

I have the honor to be

Sir,

Your obedient servant,

Signed M. H. Coaker for Lieut. Col. R. E.
 Consulting Engineer for Railways.
 (True Copy).

M. H. Coaker

Collector

2/1

In a letter from
 the Collector of
 Chingput. 2/12
 April 1877 at 12.64.

1/1
 72487

40.18 April 1877 L. L. L.

14 12/10

52
 2/1

Madras Railway Company,
Chief Engineer's Office,
Madras, 20 April 1897.
No. 633.

From

The Chief Engineer,
Madras Railway.

To
The Special Relief Officer,
Calcutta.
Sir,
In reply to your letter
No. 94 dated 29.4.1897, I have
the honor to inform you that
no more persons than those at
present employed can be ac-
commodated on the Railway
works between Calcutta and
Dumraon. The Resident Engineer
reports in a letter which I have
just received, that with the
present number of coolies the
earthwork

earthwork for the double line
will be finished by the end of
this week:—

from Trinellore (26 miles) to $31\frac{1}{2}$ miles

— " — 35 — " — to 36 — " —

— " — 40 — " — to Arcotum.

Besides other small portions
3. The earthwork between
Unkattoor and Trinellore was
made up to full width some
years ago, so that after the end
of the present week, only about
7 miles will remain on which
to employ relief labour.

4. Each mile will provide
work for about two thousand
coolies, but already sixteen thou-
sand are employed so that
in a short time it will be
difficult to find room for all
of these.

5 When the earthwork is com-
pleted a small number can be
engaged to do hand ballast-
ing from the hortillars.

6 I addressed the Collector
of Chingleput on 19th Ultimo, re-
garding the formation of Camp-
ing grounds near that river, but
have not yet learnt his wishes
on the subject.

I have seen

[Signed] Francis B. Hanna
for Chief Engineer

/ True Copy /

[Signed] Francis B. Hanna
for Chief Engineer

/ True Copy /

M. Hanna

Collector.

1672
13

Madras Railway Company,
1st Dy. Resident Engineer's Office,
S. W. L. Arcotum 9 April 1877

No 312.

Sir

I have the honor to report that I have now over 20,000 Coolies employed between Trivellore and Arcotum and that I am unable to find work for more and that after the end of this week I shall have to dismiss a large amount of Coolies daily. I shall therefore be obliged if you will give directions as to what place these Coolies are to go to.

I have &c
(Signed) Wm Booth.
Resident Engineer.

(True copy)

M. J. S. S.
Collector

52
P.D.

2/12

Recd letter from the
Collector of Chingleput
9/14 April 1877 at 6/4

2

15/5/1877

Apr 3.

In a letter from the
Collector of Kingsfisher
of 14th April 1877 No 64

£ $\frac{13}{72487}$

£ 0.158 April 177 L. 1441

Chingleput D. Off. Temp. Dy.
Collectors Office
P. H. H. 11/17/77 Trivellore, C. March 1877.
From The Off. Temp. Dy. Deputy Collector
of Chingleput
To The Collector of Chingleput
Sir,

Another subject which requires
immediate attention, and I think one
which ought to be attended to while labour
continues cheap - is the construction
of an embankment along the Cortillar
to check the annual inundation to
which the country all about Ramay-
jeri and its hamlets is exposed and
I am apprehensive that unless some
thing is done to prevent the inundations,
the road now under construction will
also be damaged. I saw large beds of
sand drift on cultivable land and
on portions of Village Mattams and
it seems that in a good season when
the river is in its usual freshes, culti-
vation suffers much, necessitating
large remunerations. I am not aware
whether the project of embanking the
portion of Cortillar, about Ramayjeri,
has engaged the attention of the D. P. W.

but

But the Tahildar informs me that
the Range Officer, who lately visited
Raunajir, promised to prepare an
Estimate for the same and I request
you will address the Superintending
Engineer on the subject. Apart from
the project being a permanent benefit
to the Villagers, it will, I think, be a
capital relief worth for the next few
months for the Villagers west of Tripasore.

I have &c &c
Signed A. P. Kishnamah
Offg Temp Dy. Collector
(Trib. Extra.)

M. W. B. B.
Collector

58
98

Chingleput District Collector's Office
No 193 1472 Said date 19th March 1877

From the
The Collector of Chingleput
To
The Superintending Engineer,
Chingleput District.

Sir,
In forwarding the enclosed Extract from a letter dated the 6th Instant No 44, from the Temporary Deputy Collector, in charge of the Tiruvellore Taluk, I have the honor to request that you will be good enough to inform me whether it is in contemplation to embank the Kortilliar near Ramayeri and when the Estimate for the work promised by the Range Officer will be ready. Further employment is now needed in

2/4.
In a letter from
the Collector of
Chingleput 2/14
April 1877 No 64
R
72487
For the District Officer

in this locality

I have seen

in the vicinity of the

collector

in the vicinity of the

M. M. M.

collector

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

No. 65.

Chingleput Superintending
Engineers Office.

1472
19

Saint Thomas Mount, 5 April 1877

From,

The Superintending Engineer,
Chingleput.

To,

The Collector,
Chingleput District.

Sir,

I regret that there has been
so much delay in answering your
letter No. 193 of 19th March, but I
had no knowledge of the subject,
and Lt Smithers' reply is very un-
satisfactory.

2. There does not appear to be any
embankment of the Cordeira near
the road to Ramanjery, which is
itself some miles from that river
and on its affluent coming from
Chaggers.

3. I have desired that

No. 5

A letter from the

Collector of Chingleput

of 14th April 1877 is No. 64.

Enc. 5

72487

James Francis Pittman

an investigation into the
necessity for an embankment be
made and can better reply to
your enquiry when I know the
issue.

I have &c

(Signed) F. J. Loderly Colonel R.E.

Supg Engineer, Chinglopt.

(True Copy)

W. W. Moore

Collector.

22

JP

No. 64

Chingleput District, Collector's Office,

Saidapet, 14 April 1877.

From

R. W. Barlow Esquire

COLLECTOR OF THE

Chingleput District.

To

J. H. Garstin Esquire,

Additional Secretary to Government,

Sir,

Revenue Department.

In forwarding the enclosed copy of a letter No 573 of the 11th Instant, this day received, from the Consulting Engineer for Railways, as well as of No 633 dated the 2nd Idem, from the Chief Engineer, Madras Railway, and of No 312 dated the 9th Idem, from the Resident Engineer, Arcotum, I have the honor to observe that it will be necessary to find employment for a very large number of coolies in the interval which must intervene between the reduction of numbers on the Madras line, and commencing work on the Chingleput to Coimbatore extension, as the notifications under sections 6 and 17 of Act X of 1870,

2/6.

See letter from the Collector of

Chingleput 3/14

April 1877 etc 64

2/6
72487

For official use

have only been recently published, and this only for about half the lands. Colonel Shaw Stewart estimates the number likely to be thrown out of employ at three or four thousand, but from the Chief Engineer's letter, it will probably be six thousand at least.

2. I can employ a good number on the earth work of the Timanore, via Sulligoor, to Periapaliem road, if necessary; but the best work to which the Coolies could be set temporarily, and which is close at hand, would be

the embankment of the Kortellian river alluded to in the

enclosed correspondence which has passed

between the Deputy Collector, in charge of the

Trivellore Taluk, the Superintending Engineer,

and myself. The Superintending Engineer's

last letter on the subject is not very clear and

leaves matters in statu quo; but if ordered by

Government, the line of embankment might

be marked out without difficulty by the D.P.M.

1 From Temporary Deputy

Coll. No 44 dated 6 March

1877

2 To the Superintending

Engineer No 193 dated

19 March 1877

3 From the Superin-

tending Engineer

No 65 dated 5

April 1877

Now I would ~~propose~~ ^{propose} the Deputy Collector to the spot, to take charge of the work and arrange for task payments; and if a subordinate of the D.P.M. could be detailed to work under him and assist in marking out and measuring up, useful employment ~~could be afforded~~ ^{could be afforded} for any number of Coolies. I would observe with reference to Colonel Moberly's para 2 that the Timanore Ormanjeri road crosses the Kortellian about midway between the two places, but it is of minor importance whether work is afforded here, or at some little distance up or down the river.

3. As regards the Consulting Engineer's para 2, I would observe that after marking over the land for the conversion of the Chennu-Boige-veram line, which was done some time since, I imagined that the connection of the Revenue Department with the matter ceased, and I simply ordered the Sub Collector to send the Coolies

23

xx
of the Revenue authorities of the District & if any
misapprehension on the point exists the D.P. or
Mr. Murch will be requested to set it right.
It is also the wish of Govt. to get the line from
Chandpur to Gauripur ~~and~~ ^{to} be
the same route as the same route.
~~Chandpur to Gauripur, but a preliminary~~
~~to the Public Opinion, which is to be supplied~~
~~it is to be supplied.~~
it is to be supplied from the operation of the G.O. of the
31st/12/77. P.D. Nos 329 & 330. 72.
18/4/77 Jaf

From

CONFLICT I

To

TO GOVERNMENT.

Mod'ra

Received

April 1877.

GA 152464/77-12-1472

6
ENCLOSURE

No. 64

Forwarding and in our
handed and regarding
diggations as to how
the Corlies may be
employed when the
on the Railway are
and before Commence
of work on the new line
between Engineer
to Campbell