M.R.O. 1—77,008—9-6-37.

(1) Number of pages _____

(2) Date of repair 8—1 40

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1297 Press Mis.

18-20.

Dated 3—8— 1840.

17/18

Not to be folded or roughly handled

Read the following papers :—

No. 18. From Captain H. BAILEY, Officiating District Engineer of Salem, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Salem, 7th July 1874, No. 67.

Enclosure one.
One copy of letter.

With reference to G.O., No. 180, of the 16th ultimo, I have the honor to submit the following explanation.

2. There is no doubt that the road from Kariputty to Valapadi was in bad order, but I beg to enclose copy of a letter from the District Engineer to the Collector* of Salem, from which Government will see that it was impossible to get the road into good order in a single season.

* No. 125 of the 31st December 1873.

3. I would at the same time beg to draw the attention of Government to paragraph 6 of the President's letter to the Revenue Board, printed with the above Government Order, which purports to be a *resumé* of the District Engineer's letter, as to me it seems anything but a fair one.

4. So far from Major Hunter considering the late transfer was the cause of the state it was in, his letter expressly points out that the road having been handed over in such very bad order, it was impossible to get it into good repair at once; yet of this there is not a single word mentioned in the President's letter; apparently he did not wish the Board and Government to know that, while the Revenue authorities were making a good job of one part of the road, another and longer portion was being allowed to go to ruin.

5. I am unable to explain why the Salem and Cuddalore road was not transferred to this department till October, Mr. Turner, who was the Range Officer, being away on leave, but that it was so seems certain; and as the rains were then nearly, if not quite, over, it was impossible to get the repairs carried out as they would have been if they had been made earlier.

6. With reference to the remark at the end of paragraph 5 of the President's letter that the repairs were of the most indifferent description, I for my part was unable to see any difference between the way they were done by the two departments; and it seems strange that what made a good job, when executed by the Revenue, was a bad one when carried out by this Department.

7. I find on looking over the notes I took about the road in the end of April and beginning of May, that there was only one place near the thirty-sixth mile, and that for a short distance, where I noticed that bad gravel had been used, and even there it was precisely the same as had been used on that part of the road the year before.

8. Mr. Price, when speaking with me on the subject, found fault with the metal which was being collected as being too large; but although I was of opinion that it would be better if it was smaller, it was certainly quite as small as that recommended by English Engineers in general, that is, there was none of it which would not have passed through a ring of two-and-a-half inches in diameter.

9. That the Revenue authorities would have been able to make the road in question into a first-class road if they had had charge of it in 1873-74, as stated in the ninth paragraph of the President's letter, I must beg leave to doubt.

10. Supposing that they were not to expend a single anna on the eight miles which had been repaired in 1872-73, they would have had the allotment for eighteen miles to repair the road between Kariputty and Valapadi (ten miles); and I do not believe that they could possibly have done the work for the amount, if the work people were to be paid the usual rates.

11. My own opinion is that it would have taken much more than three years' allotment per mile to do the work, and that it was the excessive amount expended in 1872-73, on the first eight miles out of Salem, which led to the remainder of the road being allowed to get into the state it was handed over in.

12. A great deal of work had been done between Kariputty and Valapadi when I passed over the road in April and May, but it was not satisfactory as the metal and gravel had worked loose for want of rain to make them bind.

13. The rest of the road to the frontier was easily passable for carts, but on this part also the gravel had worked into dust; still, as all the material was on the road, I think it ought to be got into very fair order this year.

14. Exactly the same thing as was done on the Salem and Cuddalore was done on the Salem and Trichinopoly road, many years allotment being expended on the first few miles and the remainder allowed to get into such a state that the Overseer informed me it was impossible for heavy-laden carts to get along it without assistance when he took charge. Although not in very good order when I went over it last month, there was not a single yard from end to end where a bandy could not get along without difficulty.

15. Yet because this department could not get roads handed over in such a state into good order with a single year's maintenance allowance, there is nothing too bad to be said of it; in fact at the meeting for the reading of the report of the Local Fund Board for the year 1873-74, Mr. Price stated publicly that he did not believe the allotments had been expended; in other words, that the accounts had been cooked and the money stolen.

16. In his letter to the Revenue Board in Overseer Wilkinson's case, Mr. Price complains that Major Hunter did not seem inclined to try and produce a good feeling between the two departments; but if the officers of this department are to be subjected to such language in public, as I now bring to notice, I should expect it would be a very long time indeed before a good feeling does spring up.

17. With reference to the statement in paragraph 9 of the President's letter that the Sub-Collector has been loud in his complaints about the roads under this department, it is a very simple matter to give what I believe will be considered a satisfactory explanation by Government.

18. The roads to which Mr. Price's remarks refer are, I believe, the Great Western Road from Madras to Calicut, with a branch from Vaniembady to Oossoor and the Mysore frontier, and the road from Oossoor to Adamankotta.

19. For the trunk road portion of the first of the above roads, the allotment was Rupees 125 per mile and 100 Rupees per mile for the remainder, the same amount being allowed for the second road.

20. For the road from Oossoor to Denkanikotta and from Oossoor to Thali, the allotments during last year were also Rupees 100 per mile.

Proceedings of the Madras Government, Financial Department,
7th August 1874.

21. With what justice this department can be expected to keep the former roads in good order for the same allotment as is granted to the Revenue Department for the latter, I am unable to see, considering that the traffic on the roads in charge of this department is five times (I believe from all I can learn I might say ten times and be within the mark) as great as it is on the roads in charge of the Revenue Department.

22. Up to this, I have always supposed that the cost of repairs of roads depended in a great measure (after a certain amount had been set apart to cover injuries by the monsoon) on the traffic along them; in the cases referred to above, some very different way of calculating what is a fair allowance for maintenance, seems to have been used.

23. I have within the last few days inspected thirty miles of the branch road to Oossoor and found it in anything but the bad state I expected to find it from the manner it had been written about. It was rough and uneven but quite passable for bandies and in quite as good order as could be expected for the allotment.

24. Owing to Mr. Turner's bad health, the roads in the Salem Range had less attention paid to them than there would otherwise have been paid, but no amount of attention on his part could have made up for the want of rain to enable the material to be consolidated. In the other Ranges they certainly were not neglected by the Range Officers.

From Major J. N. HUNTER, District Engineer, Salem, to the Collector of Salem, dated Salem, 31st December 1873, No. 125.

In acknowledging your letter, No. 174, dated 19th December 1873, I have the honor to point out to you that the road under reference was handed over to our department only in July 1873.

2. I passed along the road in June 1873, when the road was in the hands of the Revenue Department, and nothing could be worse than the state of the road between Kariputty and Valapadi then was; you may remember my having mentioned it to you at the time.

3. It will, I fear, take sometime to bring back the road from the bad state into which it has been allowed to fall during the past years, but every endeavor will now be made to take up the repairs in a proper and workmanlike manner.

Transferred to the Financial Department, with reference to the orders in that Department, dated 13th May 1874, No. 827.

OOTACAMUND, (Signed) G. W. WALKER, Colonel, R.E.,
11*th July* 1874. *Secretary to Government, P. W. D.*

No. 19. From Captain H. BAILEY, Officiating District Engineer of Salem, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Salem, 9th July 1874, No. 72.

Since writing my letter, No. 67, dated 7th July 1874, I have learned that the allotments in 1872-73, when the Salem and Cuddalore and Salem and Trichinopoly roads were under the Revenue Department, were very different from those granted to this department in 1873-74.

2. In 1872-73 the Revenue authorities had allotments of Rupees 15,300 and Rupees 14,700, respectively, while in 1873-74 they were only Rupees 10,650 and Rupees 6,350.

3. The allotments were in detail as follows :—

1872-73.

Salem and Cuddalore Road.

		Rs.
10 Miles, at Rupees 850 per mile	... ...	8,500
34 ,, at ,, 200 ,,	... ...	6,800
	Total ...	15,300

Salem and Trichinopoly Road.

		Rs.
12 Miles, at Rupees 850 per mile	... ...	10,200
30 ,, at ,, 150 ,,	... ...	4,500
	Total ...	14,700

1873-74.

Salem and Cuddalore Road.

		Rs.
9 Miles, at Rupees 850 per mile	... ...	7,650
35 ,, at ,, 85$\frac{5}{7}$,,	... ...	3,000
	Total ...	10,650

Salem and Trichinopoly Road.

		Rs.
7 Miles, at Rupees 450 per mile	... ...	3,150
35 ,, at ,, 91$\frac{3}{7}$,,	... ...	3,200
	Total ...	6,350

4. Yet, when making these reductions, it seems to me that the President of the Local Fund Board must have known from the expenditure incurred by the Revenue authorities that they were not feasible if the roads were to be kept in good order.

5. The President's own letter, No. 261, dated 19th March 1874, printed with G.O., No. 180, dated 16th June 1874, enables me to tell pretty nearly what the cost of the thorough repair executed by the Revenue authorities was on the Salem and Cuddalore road, and there is nothing to cause any material difference between the cost on it and on the Salem and Trichinopoly road.

6. In speaking of what had been done he says the road from Salem to Kariputty had been put into very good order, and the road from Valapadi to Thalavassel made passable.

7. From Major Hunter's letter, No. 125, dated 31st December 1873, a copy of which was forwarded with my letter referred to above, it will be seen that the distance between Kariputty and Valapadi had not been repaired, as if it had it could not possibly have got into the state it was in when he inspected it in June 1873.

8. The expenditure on the part of the road, therefore, which was put into thorough repair, that is from the Municipal Boundary to Kariputty, or miles 7-7-0, would be as follows :—

		Rs.
Allotment for 10 miles, at Rupees 850 per mile	... ...	8,500
,, for 8 ,, at ,, 200 ,,	... ...	1,600
	Total ...	10,100

or at the rate of Rupees 1,282 per mile.

9. Again with reference to the part of the roads which was to be maintained the Revenue authorities had for the Salem and Cuddalore road an allotment of Rupees 6,800 for thirty-four miles, being at the rate of Rupees 200 per mile, while this department had Rupees 3,000 for thirty-five miles, or at the rate of Rupees 85$\frac{5}{7}$ per mile.

10. On the Salem and Trichinopoly road the Revenue authorities had Rupees 4,500 for thirty miles, being at the rate of Rupees 150 per mile, while there was granted to this department only Rupees 3,200 for thirty-five miles, or at the rate of Rupees 91$\frac{3}{7}$ per mile.

11. Whether it was fair to expect this department to keep up the roads on such reduced allotments, when the Revenue authorities with their powerful influence in the district had required so much larger ones, I leave it to Government to decide.

12. When I wrote my letter, No. 67, dated 7th July 1874, I did not refer to the budgets for the years in question, and therefore wrote under the impression that the allotments granted to both departments were the same, as I could not possibly suppose that any officer holding the position of President of Local Fund Board would have kept back from Government a fact of such great importance in enabling them to arrive at a decision as to whether this department was open to the serious charges preferred against it or not.

Transferred to the Financial Department in continuation of the former letter quoted within.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P. W. D.

14*th July* 1874.

No. 20. ORDER THEREON, 7th August 1874, No. 1297.

The *gravamen* of the charge preferred by the Local Fund Board is that up to the 31st January, only Rupees 16,349-12-6 had been utilized out of an allotment of Rupees 33,980, and that the heavy balance could not be profitably spent before the end of the official year.

2. The explanation now submitted by Captain Bailey, who appears to have been only temporarily in charge of the district, hardly touches the point at issue, and his misconception has led him to form, and give expression to, opinions regarding the action of the President, which give cause for regret that he did not more carefully consider the nature of the explanation called for.

3. The District Engineer will report, after the expiry of the first six months of the current year, on the manner on which the allotments for Local Fund Works are being worked out, forwarding a copy of his report to the President of the Local Fund Board for any remarks he may have to offer.

4. The Government must desire that there shall be no repetition of the profitless discussions regarding the comparative excellence of the work done by the Revenue and Public Works Departments which appear on both sides in the correspondence above recorded.

(True Extract.)

Acting Chief Secretary.

To the Board of Revenue.
,, Public Works Department.

Exd. J. Wright.

Govt. of {1874 Madras.

FINANCIAL.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated August, 7th.

Read.

Ent.

G.O., 7th August 1874, No. 1207.

AUGUST.

Nos. 18—20.

Salem Circle.—Certain orders passed on the explanations submitted by the Officiating District Engineer, Salem, with regard to the complaint of the President of the Local Fund Board of the unsatisfactory nature of work performed by the Department Public Works on certain roads in the Salem District.

No. 125

District Engineer's Office

Salem 31st December 1873.

To

The Collector

of Salem.

Sir,

In acknowledging your letter No. 174 dated 19th December 1873. I have the honor to point out to you that the road under reference was handed over to our Department only in July 1873.

2. I passed along the road in June 1873 when the road was in the hands of the Revenue Department and nothing could be worse than the State of the road between Karipatty and Valapady then was. You may remember my having mentioned it to you at the time.

3. It will, I fear, take some time to bring back the road from the bad state into which it has been allowed to fall during the past years, but every endeavour will now be made to take up the repairs in a proper and workmanlike manner.

I have &c.

(Signed) J. A. Hunter Major,

District Engineer.

(True Copy)

H. Bailey Captain

Dy. District Engineer.

N.B.

Enclosure in
Letter from the Dist.
Engineer of Salem
dated 7th July 1874
No 67

Read 14th July 1874

No 67.

District Engineer's Office,
Salem 7th July 1874

From

The Offg. District Engineer
of Salem.

To

The Secretary to Government,
Public Works Department.

Sir,

Enclosure 1
1 Copy of letter

With reference to G.O. No 180
of the 16th Ultimo, I have the honor
to submit the following explanation.

2. There is no doubt, that the Road
from Karuputty to Valapadi was in
bad order, but I beg to enclose copy
of a letter from the District Engineer
to the Collector of Salem from which
Government will see that it was
impossible to get the road into good
order in a single season.

x No 125 of the 31st December 1873.

If the complaint had been received that the road was in bad order the Dist. Engineer's attention would have been drawn to the matter but the complaint is that the bulk of the road had been kept in good order without repairs though

3. I would at the same time beg
to draw the attention of Government
to Para 6 of the President's letter
to the Revenue Board, printed with

the

the above G.O., which purports to be a resume of the District Engineer's letter, as to me, it seems anything but a fair one.

4. So far from Major Hunter considering the late transfer was the cause of the state it was in, his letter expressly points out that the Road having been handed over in such very bad order, it was impossible to get it into good repair at once; yet of this, there is not a single word mentioned in the Presidents letter; apparently he did not wish the Board and Government to know that while the Revenue authorities were making a good job of one part of the Road, another and longer portion was being allowed to go to ruin.

5. I am unable to explain why the Salem and Cuddalore Road was not transferred to this Department till October, Mr. Turner who was the Range officer being away on leave, but that it was so, seems

certain

certain; and as the rains were then nearly, if not quite, over, it was impossible to get the repairs carried out as they would have been if they had been made earlier.

6. With reference to the remarks at the end of Para 5 of the President's letter that the repairs were of the most indifferent description, I for my part, was unable to see any difference between the way they were done by the two Departments; and it seems strange that what made a good job, when executed by the Revenue, was a bad one when carried out by this Department.

7. I find on looking over the notes I took about the Road in the end of April and beginning of May, that there was only one place near the 36th mile, and that for a short distance, where I noticed that bad ground had been used, and even there it was

precisely

precisely the same as had been used on that part of the Road the year before.

8. Mr. Price, when speaking with me on the subject, found fault with the metal which was being collected as being too large; but although I was of opinion that it would be better if it was smaller, it was certainly quite as small as that recommended by English Engineers in general, that is, there was none of it which would not have passed through a ring of two and a half inches in diameter.

9. That the Revenue authorities would have been able to make the Road in question into a first class Road if they had had charge of it in 1873-74, as stated in the 9th Para of the President's letter, I must beg leave to doubt.

10. Supposing that they were not to expend a single anna on the 8 miles which had been repaired in 1872-73, they would have had the allotment for 18 miles to repair the Road between Karaikputty and Valapandy (10 miles); and I do not believe that they could possibly have done the work for the amount, if the work people were to be paid the usual rates.

11. My own opinion is that it would have taken much more than 3 years allotment per mile to do the work, and that it was the excessive amount expended in 1872-73 on the first 8 miles out of Salem which led to the remainder of the Road being allowed to get into the state it was handed over in.

12. A great deal of work had been done between Karaikputty and Valapandy when I passed over the Road in april and May, but it was not satisfactory as the metal and gravel had worked loose for want of Rain to make them bind.

This seems to be more than the Board complain of namely that the work is not done better further than the water is overdue

13. The rest of the Road to the Frontier was easily passable for Carts, but on this part also the gravel had mouldered into dust; still as all the material was on the Road, I think it ought to be got into very fair order this year.

14. Exactly the same thing as was done on the Salem and Cuddalore was done on the Salem and Trichinopoly Road, many years allotment being expended on the first few miles and the remainder allowed to get into such a state, that the Overseer informed me, it was impossible for heavy laden carts to get along it without assistance when he took charge. Although not in very good order when I went over it last month, there was not a single yard from end to end where a Bandy could not get along without difficulty.

15. Yet because this Department could not get Roads handed over in such a state into good order with a single year's maintenance allowance, there is nothing too bad to be said of it; in fact at the meeting for the reading of the Report of the Local Fund Board for the year 1873-74, Mr Price stated publicly that he did not believe the allotments had been expended, in other words that the accounts had been cooked and the money stolen.

16. In his letter to the Revenue Board in Overseer Wilkinson's case, Mr Price complains that Major Hunter did not seem inclined to try and produce a good feeling between the two Departments; but if the officers of this Department are to be subjected to such language in public, as I now bring to notice, I should expect it would be a very long time indeed before a good feeling does spring up.

17. With reference to the statement in Para 9 of the President's letter that the Sub Collector has been loud in his complaints about the Roads under this Department, it is a very simple matter to give what I believe will be considered a satisfactory explanation by Government.

18. The Roads to which Mr Price's remarks refer are, I believe, the great Western Road from Madras to Calicut, with a branch from Vaniembady to Coimbatore and the Mysore frontier, and the Road from Coimbatore to Adamanhotta.

19. For the Trunk road portion of the first of the above Roads, the allotment was Rs: 125 per mile and 100 Rs: per mile for the remainder, the same amount being allowed for the 2nd Road.

20. For the Road from Coimbatore to Denkanikotta and from Coimbatore to Thali, the allotments during last year were also Rs 100 per mile.

GOVT. ARCHIVES MADRAS

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21. With what justice this Department can be expected to keep the former roads in good order for the same allotment as is granted to the Revenue Department for the latter, I am unable to see, considering that the traffic on the Roads in charge of this Department is five times (I believe from all I can learn I might say ten times and be within the mark) as great as it is on the Roads in charge of the Revenue Department.

22. Up to this, I have always supposed that the cost of repairs of Roads depended in a great measure (after a certain amount had been set apart to cover injuries by the monsoon) on the traffic along them; in the cases referred to above, some very different way of calculating what is a fair allowance for maintenance, seems to have been used.

23. I have within the last few days inspected 30 miles of the Branch Road to Dr poor and found it in anything but the bad state I expected to find it from the manner it had been written about. It was rough and uneven but quite passable for Bandies and in quite as good order as could be expected for the allotment.

24. Owing to Mr Turner's bad health, the Roads in the Salem Range had less attention paid to them than there would otherwise have been paid, but no amount of attention on his part could have made up for the want of Rain to enable the material to be consolidated. On the other Ranges they certainly were not neglected by the Range officers.

I have the honor to be,
Sir,
Your most obdt. Servant,
W. J. Bailey Captain,
Asst. Q.M.G. Offg. District Engineer, Salem.

No. 72.

District Engineer's Office.
Salem, 9th July 1874.

From

The Offg: District Engineer
of Salem.

To

The Secretary to Government,
Public Works Department.

Sir,

Since writing my letter dated 7th July 1874, I have learned that the allotments in 1872/73 when the Salem and Cuddalore & Salem and Trichinopoly Roads were under the Revenue Department were very different from those granted to this Department in 1873/74.

2. In 1872/73 the Revenue authorities had allotments of Rs 15,300 and 14,700 respectively, while in 1873/74 they were only Rs 10,650 and 6,350.

3. The allotments were in detail as follows:-

1872-73

Salem and Cuddalore Road.

10 Miles at Rs. 850 per mile Rs. 8,500
34 Do. Do. 200 Do. Do. 6,800
Total Rs. 15,300

Received 11th July 1874
The Offg: District Engr's Office
Salem.

Transferred to the Financial Department with reference to the orders noted in the margin.

Dated 11th July 1874.

Secretary to Government.

To
The Secretary to Government
Public Works Department.

Dated 9th July 1874.

Sir,

In forwarding the enclosed Estimate for the construction of a Bridge across the Vellar River on the Salem and Cuddalore Road, I have the honor to request that the Board of Revenue may be moved to transfer to this Department the sum of Rs. 1,000 for the construction of the Bridge, and to place at the disposal of the Executive Engineer of the Salem Division the sum of Rs. 1,000 for the purchase of Timber on account of the Bridge on the Salem and Cuddalore Road.

I have the honor to be,
Sir,
Your most obedient Servant,

Salem and Trichinopoly Road

12 Miles at Rs: 850 per mile Rs: 10,200

30 — Do — Do — 150 — Do — Do — 4,500

Total Rs. 14,700.

1873 - 74

Salem and Cuddalore Road

9 Miles at Rs: 850 per mile Rs 7,650

35 — Do — Do — 85 5/7 — Do — Do — 3,000

Total Rs: 10,650

Salem and Trichinopoly Road

7 Miles at Rs 450 per mile Rs 3150

35 — Do — Do — 91 3/7 — Do — Do — 3,200

Total Rs 6350

4. Yet when making these reductions, it seems to me that the President Local Fund Board must have known from the expenditure incurred by the Revenue authorities that they were not feasible if the Roads were to be kept in good order.

5. The President's own letter No. 261 dated 19th March 1874, printed with G.O. No. 180 dated 16th June 1874 enables me to tell pretty nearly what the cost of the thorough repair executed by the Revenue authorities was on the Salem

and

25

and Cuddalore Road, and there is nothing to cause any material difference between the cost on it and on the Salem and Trichinopoly Road.

6. In speaking of what had been done he says the Road from Salem to Kariputty had been put into very good order and the Road from Valapandy to Thalavassel made passable.

7. From Major Hunter's letter No. 125 dated 31st December 1873 a copy of which was forwarded with my letter referred to above, it will be seen that the distance between Kariputty and Valapandy had not been repaired as if it had it could not possibly have got into the state it was in when he inspected it in June 1873.

8. The expenditure on the part of the Road, therefore, which was put into thorough repair, that is from the Municipal boundary to Kariputty or Miles 7 - 7 - 0 would be as follows:-

allotment for 10 Miles @ Rs 850 per mile 8,500

— Do — Do — 8 — Do — Do — 200 — Do — 1,600

Total Rs. 10,100

or at the rate of Rs 1282 per mile.

9. Again with reference to the part of the Roads which was to be maintained the Revenue Authorities had for the Salem and Cuddalore Road an allotment of Rs 6,800 for 34 miles being at the rate of Rs 200 per mile while this Department had Rs. 3,000 for 35 miles or at the rate of Rs. 85 5/7 per mile.

10. On the Salem and Trichinopoly Road the Revenue Authorities had Rs 4,500 for 30 miles being at the rate of Rs 150 per mile while there was granted to this Department only Rs. 3200 for 35 miles or at the rate of Rs 91 5/7 per mile.

11. Whether it was fair to expect this Department to Keep up the Roads on such reduced allotments when the Revenue Authorities with their powerful influence in the District had required so much larger ones, I leave it to Government to decide.

12. When I wrote my letter No. 67 dated 7th July 1874, I did not refer to the Budgets for the years in question and

and therefore wrote under the impression that the allotments granted to both Departments were the same, as I could not possibly suppose that any Officer holding the position of President of Local Fund Board would have kept back from Government a fact of such great importance in enabling them to arrive at a decision as to whether this Department was open to the serious charges preferred against it or not.

I have the honor to be,

Sir,

Your most obdt. Servant,

W. Bailey Captain,

Offg. District Engineer.

29

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letters from the Offg. District Engineer dated 7th and 9th July 1874. Nos. 67 and 72.

Order thereon, 7 Augt 1874 No. 1097

The gravamen of the charge preferred by the Local Fund Board is that up to the 31st January, only Rs 16,349-12-6 had been utilized out of an allotment of Rs 33,980, and that the heavy balance could not be profitably spent before the end of the official year.

2. The explanation now submitted by Captain Bailey, who appears to have been only temporarily in charge of the District, hardly touches

I prep the draft but not ... the ... Salem Roads for 1873-4, & 1874-5

L.F. 1874 Depart.

From No. 4245.

The Offg. Dist. Engr., Salem.

To The Secy. to Government D. P. W.

N. 1462

Dated 9th, Recd. 11th July 1874

No. 72

Roads. — Furnishing further explanation with regard to the unsatisfactory nature of the roads in the Salem District complained of by the President, L. F. Board

Transferred to the Financial Department in continuation of the former letter quoted within —

C. M. Walker Col. RE
Secretary to Govt.

14th July 1874.

No. 19.

Desp. to Copy 11 July /74.

touches the point at issue, and his misconception has led him to form and give expression to, opinions regarding the action of the President which give cause for regret that he did not more carefully consider the nature of the explanation called for.

The District Engineer will report, after the expiry of the first six months of the current year, on the manner on which the allotments for Local Fund works are being worked out, forwarding a copy of his report to the President of the Local Fund Board for any remarks he may have to offer.

The Govt. must desire that there shall be no repetition

-318-

repetition of the utterly profitless discussions regarding the comparative excellence of the work done by the Revenue and Public Works Departments which have been indulged in on both sides in the correspondence above recorded.

H
29/7

To Board of Revenue
P. W. Department

Govt. of {1874} Madras.

Revd 9-

To

The Board of Revenue
V.ca

Dated 7 Augt. }
Recd. } 1874, No. 637.

Nos. 18-20

Salem Circle - Certain
orders passed on the
representations submitted
by the Offg D.t Inquirer
Salem with reference to
the complaint of the
President of the Local
Fund Board of the
unsatisfactory nature
of work performed
by the D.P.W. in certain

Roads in the Salem
District -

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