M.R.O. 1—59,000—16-10-20.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

G.O. No. 1221 Press Mis.

197-198

Dated 30. 9. 1864.

314

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.
Public.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Endorsement of the Chief Engineer, dated Chepauk, 27th August 1861, No. 4,362:—

Read the following letter from Captain E. H. HARINGTON, District Engineer Ganjam, to Captain E. H. RUNDALL, Acting Deputy Chief Engineer, Northern Circle, dated Russelcondah, 2nd August 1861, No. 124.

SIR,

1. In continuation of my letter No. 99 of 18th ultimo, and with reference to Chief Engineer's Proceedings No. 2,760 of 16th idem, communicating Government Order No. 1,298, 13th idem, I have the honor to report further regarding the roads near Chicacole.

2. The main roads into Chicacole for which maintenance allowance is granted, are the "Páleondah and Chicacole road" 25 miles at Rupees 100 per mile; "Northern Trunk Road" 29½ miles at Rupees 120; and "Chicacole and Calingapatam road" 16 miles, at Rupees 191.

3. There is also a sum of Rupees 4,926 allowed in the Budget of 1861-62, Item No. 157, for widening and adding metal to certain portions of the Chicacole and Calingapatam road, being the balance of an estimate, Rupees 24,000, sanctioned in Government Order No. 2,410, 23rd December 1856, for the complete construction of this very important line.

4. The money spent from 1st May 1861, to 22nd *July* 1861, from the maintenance allowance on the *three* miles of each of the above roads leading into Chicacole has been:—

	RS.	RS.
"Chicacole and Páleondah road".....	210 or	70 per mile.
"Northern Trunk Road".....	296 or	99 ,,
"Chicacole and Calingapatam road".....	360 or	120 ,,

5. Some money has also been spent from the grant adverted to in paragraph 3, in giving extra width and metal to the Chicacole and Calingapatam road near Chicacole, and elsewhere throughout its length. I have not the exact accounts of this expenditure before me, but I know it to be perfectly right, as I have been over the whole road and work with Sub-Engineer Colquhoun on 6th ultimo.

6. The expenditure has *not* been extravagant. On the contrary it has been necessary, and Mr. Colquhoun would have failed in his duty if he had not thereby maintained these important roads in complete efficiency. Each road approaches Chicacole through paddy fields, and were the surface neglected, would soon be impassable. As it is, they are in excellent order. The traffic to and from the Port and Salt pans of Calingapatam is very heavy, and very valuable at times from 500 to 1,000 carts a day, and of course it is heavier near a large town than elsewhere.

7. When the official year, 1st May, begins, it is the duty of those in charge of roads to collect and cart metal to the road-side without delay, otherwise there would be great difficulty in communication with the quarries. When the monsoon sets in, as it does in June or July, the material *must* be ready so that it may be put on during the rains. These arrangements have been made by Sub-Engineer Colquhoun for the roads in question with creditable activity.

8. I beg to state that our expenditure in maintaining roads is made on *system*. They are carefully measured and the estimate of required work is made accordingly (regulated by the sanctioned allowance).

9. I believe that Mr. Knox has completely misunderstood any thing he may have heard from Mr. Colquhoun. It is not likely that Mr. Colquhoun would *charge himself* with "extravagant expenditure," when he knew perfectly well that he was working quite *en regle*. I have not heard a word from Mr. Knox on the subject.

10. With reference to paragraph 4 of Mr. Knox's letter to Government, I request that my* letters to him No. 72, 11th October 1860, and No. 92, 29th November 1860 may be laid before Government. In them I explained that I did not wish to make over any portion of the main roads to him, as they were very well managed by Sub-Engineer Colquhoun, and as separate accounts would be a great inconvenience. I also stated that I could not give him the *discretionary* allowance, as it was intended to meet other requirements besides those of Chicacole itself; but that, with the Collector's concurrence, I would assist him with material, &c., whenever I could. I also pointed out the many useful works on which the prisoners might be employed with great advantage, under Mr. Knox's immediate orders and arrangements.

* As forwarded with my letter No. 99, 18th July 1861.

11. In conclusion I trust I may be allowed to retain the charge of the roads in question. They are far too important to be made over to any other than the Public Works Department. I can insist on good work and punctual and correct accounts from the members of my Department, but I cannot do so from others.

12. I speak from *personal* knowledge in reporting on the good condition of the roads, as I inspected them during my recent visit to Chicacole, 5th to 7th July 1861 inclusive.

13. If Mr. Knox finds he cannot give the prisoners work elsewhere, I will employ them on the roads as well as I can, though of course the value of their work is very limited and inadequate to the demands of the roads. I have told Mr. Knox I would do so, but he has objected to their employment in this way.

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1. Submitted to Government with reference to their Proceedings No. 1,298, dated 13th July 1861, and in continuation of Colonel Birdwood's letter No. 2,766, dated 16th idem. The District Engineer plainly shows that there has been no unnecessary or extravagant expenditure as asserted by the Civil and Session Judge.

1 Letter from District Engineer, No. 99, dated 18th July 1861, with 1 Enclosure.

2. The Chief Engineer recommends that the roads may not be withdrawn from the District Engineer's control, as under the present arrangement they are acknowledged to be in excellent order.

3. It is observed that the Inspector General of Jails in his Proceedings of the 16th instant, No. 375, copy of which he informs me he has sent to Government, has laid down the mode in which the prisoners may be employed in connexion with the Public Works Department.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Chief Engineer.

ORDER THEREON, 19th September 1861, No. 1,752.

Ordered to be communicated to the Judicial Department, with reference to the Order in this Department, dated 6th August 1861, No. 1,474.

(True Extract.)

Deputy Secretary to Government.

To the Judicial Department with two original enclosures.
,, Chief Engineer.

Exd. S. T. Augustin.

J Proc. 12th Augt 61. Mess to go
E.C. 1357
Pr Proc. 23 Decr 60 - Oct. 2410.

Judicial 1861 Dept

Proc: of Govt in the
D. of 2d 1752.

D/ 19th
R/ 20th Sept 61.

Encl 2d
3 Spare Copies

No 1542

Copy the Endorsement
of the Chief Engr on a letter
from the Dist Chief Engr Gen-
eral, to the effect that
there has been no exclusive-
ant expenditure on the
Road near Chicacoleas.
reported by the Civil & Sessions
Judge & that the road be
dont not withdrawn from the
Dist Engineer's Control.

With an Order.

No 1221 — 30th Sept 1861.

The roads in question
will continue in the
charge of the D. P. Es.

The Pub: Works Dept.
With the above retd.
" Inspector Genl of
Jails.
" Sessions Judge, Chicacole.