

[L. & M.]
[0,000-8-8-04.]

Local & Munl. (1895.) Department.

MISCELLANEOUS.

G.O., No. 12.

DATED 8th January 1895.

[Despatch Abstract.]

Read.

Referring to the Public Works Department, for remarks,
report from the President, District Board, Madura, regarding
--- No. 38 from Periyakulam to Gudalur and the Pirmid Ghat.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 142

MADURA DISTRICT BOARD OFFICE,

3rd September 1894.

From

L. C. Miller Esquire,
President, District Board,

Local & Municipal Department, Madras.

To

CURRENT No. 3659

The Chief Secretary to Government,

Local and Municipal Department,

Madras.

Sir,

I have the honor to report, in reference to G.O. No. 856. 856. 16. 8. 94. that, in accordance with para 2 of my No. 25. 6. 94. I inspected the road No. 38 - Periyakulam to Gudalur and the Pirumid ghat in company with the District Board Engineer, Madras, on the 7th to 14th August last.

2. The then state of the road was of course not nearly so bad as that described by Col. Pennicock, because there had been hardly any rain. In fact the portion which he described as impassable was in some places better than the 1st section which he described as the best. The reason was that the 1st section being metalled becomes rough and stony in the dry weather while the portions that have been gravelled without metal, are in dry weather smoother and more easily levelled. I should judge, however, that except the portions between Dithampalayam and Gudalur (some 10 miles) which was repaired since Col. Pennicock's visit and which should be in fairly good order (except where crossed by stream) even in wet weather, and except some parts of the 2nd section between Periyakulam and Théri

Chattam which were under repair, the road would in the rainy season be still very much as he described it.

3. Even at my visit the ghāt from Kurnanithur to Kumili was in a terribly bad condition, and though the rain had been light carts were passing with great difficulty owing to the mud.

4. The road is not easy to maintain; it lies across the slope of the country and in heavy rain is always scoured in many places and generally breached in some. The portion between Chinaman's and Ithamapalayam running between paddy fields requires muddling, but that work will have, I fear, to be postponed till the bridging is done. The Board has taken the ghāt in hand and I hope it will be in fair order soon. There has been some unfortunate delay on a question of quarries and some difficulties in getting a contractor to work at the rates the Board is willing to give, but these are now reported to have been overcome.

5. I append the statement asked for showing the expenditure in each section. The total amounts seem large, but when spread over the whole 40 miles of the road they do not go any ^{very} far and when it is said that the maintenance allotments are sufficient it must be remembered that the Board is rarely able to sanction renewal estimates, and all repairs to bad portions of the roads have to be met by concentrating allotments on the bad miles and sparing the rest.

6. I have carefully gone into the question of expenditure mile by mile and for some miles have examined every voucher. It is not possible to say now that the money has not been spent on the road. Earthwork and banking done in 1892-93 is washed away in 1893-94 and patchings of the roadway are soon effaced by traffic. At the same time I am pretty sure that of the sums entered under "other items" some

some portions have found their way into the pockets of subordinates. I am still examining vouchers and will take action if I can prove any fraud.

7. As to responsibility it must be divided between Mr. Grimes the Engineer, Mr. Wallace his assistant and G. Vaithianatha Aiyar the Overseer. The two Engineers have left the Board's service and the Overseer I have transferred for the present to Madurai his case is not yet settled. Mr. DeClocto the present Engineer on his first inspection of the road in October 1893 (he was appointed only in August 1893) made notes of his inspection and framed upon them large estimates amounting to Rs 84,010 for renewal and protection of parts of the road. These estimates it is needless to say the Board has been unable to sanction for execution. I am sorry to say I want of money, but I am satisfied that they are necessary if the road is to be throughout its length good in wet weather. Mr. DeClocto is doing what he can to keep the road on the maintenance allotment and is not responsible for its state in November 1893. The maintenance allotments are sufficient no doubt to keep the road in moderately good order provided it is not breached and is in fair order to start with; but they are of course not sufficient to put a bad road into good order and not sufficient to do all that they now have to do, that is, provide for renewals and repairs of breaches as well as their proper function the repair of damages caused by ordinary wear and tear of traffic.

8. At the same time I am convinced that more could be done with these allotments than has been done. There is waste of material and waste of money on bad material and coolies and muletrios are paid for doing bad work. For instance Mr. DeClocto and I found that in patching the road the

coolies had, instead of making a heap of metal or gravel go as far as possible, been in the habit of lumping the whole thing down on to the road as near the heap as possible. This saved some carrying and picking but repaired only about half the area or less that could have been covered with due economy. For such faults as this the Overseer is primarily responsible. If he gives proper instructions to his maidries and refuses to send up bills for such work something may be expected. We also noticed, as did Col. Pennicock, that coolies were allowed in places to use bad material in parts of the road for which the maintenance estimates provide "side gravel" and where pending supply by contractors the coolies were mending ruts and holes with stuff dug out of the nearest field.

This road has, I respectfully venture to think, acquired a temporary importance which does not properly belong to it and which is due to its being the road from the Railway to Periyar. The section is always important and carries very heavy traffic. The toll gate at Ballagundu yields the Board a larger revenue than any other in the District; but beyond Periyar - Kulam the traffic is not so great and beyond Cambam there is none except what may go into & come from Travancore. This is not much, compared with what other roads have to carry. The Board cannot fairly do any more metalling while it is spending large sums on bridges on the same road and when the bridges are built the traffic will probably have fallen to its normal state, the Periyar works being closed. However there will be time enough to see how matters stand when we have built

I build our bridges and till then all we can do is to see that our maindema allotments are utilized to the best advantage. This I will endeavour

I have the honor to be,
Sir,
Your most obedient servant
Lulu Lulu
President

No.

189

From

Dated

FOR ORDERS.

Regarding disposal of this matter as suggested, I think like the comments of the C.E. - He will do nothing, examine the rates.

MS

19/12/94

* Mr. P. M. was made to
return

The D. B. Engineer & the Asst. Engr. in charge at the time have been dismissed for incompetence. The overseer's case is pending. There seems to be just reason in the President's remark that the road has acquired a temporary importance that ^{does} not justly belong to it, that in a few years more it will not require such attention & expenditure as is now to be devoted to it.

It is suggested that the letter may be recorded with the remarks that the result of the overseer's case should be reported to Govt., & that Govt. considers that the allotments in the last two years ought to have been enough to keep the road in better condition than it now is, & looks to the President to see that the misapplication of funds which has apparently occurred in the past is not again allowed.

The President's plan of going through vouchers to detect fraud is very little use. An overseer of any sense would always have his vouchers in excellent order. What was wanted was a little check measurement of metal, & spreading & earthwork. It is too late for to detect past fraud ^{now} but it should be insisted upon in future.

MS 16/12/94

MS 13/12/94

The overseer ought to go for if he did not commit at hand & but work he through his calculations & allow it to be done. He will have to be called to account.

Cal & Dept.

No. 3659

H.M.

For orders

Please see the notes and orders in G. C. & J. 11-5-94 no 8562 the report called for in para. 2 of which is furnished in the current read above.

1.77
11/2/94 The go. directed the President to
① Inspect & report upon the present state of the road & ② Report the annual expenditure in repair on each of the six sections of the road, the persons responsible for their bad order. ③ To prepare an estimate for the great road repairs.

③ Report that the Board will give for the Varanasi Bridge, & to transfer to that work the Rs. 15,000 provided for the Tera Bridge. In his letter in G.O. d. 23.7.94. No. 1345.L. the President reported that as to ③ the Board would give Rs. 15,000. & that as to ② an estimate for Rs. 9500. had been drawn up, half of which would be sanctioned in 94-95 & the rest in 95-96.

The present current is a reply to point ①.

The statement shows that in 1892-93 Rs. 12599, and in 1893-94 Rs. 10780 were spent upon the road which gives an average per mile of Rs. 179. and Rs. 154 respectively. This is a high allotment as District Boards' allotments go.

MS 14/12

14/12

For orders

Enclosure 1

to 142

Dated 3rd December 1894

Submitting the report called for in G.O. 11-5-94 regarding Road no 38 Periyakulam to Gudalur and the Pirumid ghat

UNDER SECRETARY
RECEIVED
11/12/94

3592

Ammaga neikharu - Periyar

road.

Hm.

(for orders.)

Order 8. 1-95 J.S. V. L. V.

The President's letter will be referred
to Public Works Dept. for remarks

M. S. V.

LD (from orders)
21/12/94

The Public Works Department, with statement
in original to be returned.

please send this to me at the
earliest. LD Dupl 9/1/95

When given for copying _____
When copied _____
When examined _____
When signed _____ } 189.

READ AGAIN G.O., No.
189 ,

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

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