1. Number of pages 12
2. Date of repairs
3. Initials of Repairer

M.R.O. 1—22,400—23-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con 19-10-58

G.O. No. 2198 Press
Mis.

12 13
Dated 13-10- 1858

Not to be folded or roughly handled

No. 12. Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to the Secretary to Government, dated 16th September 1858, No. 3731.

SIR,

1 Copy of letter from Lieutenant Clay, Executive Engineer No. 28 dated 26th May 1858.
1 Do. do. from the Acting District Engineer North Arcot No. 937 dated 30th August 1858

I have the honor to lay before you copies of letters from the Acting District Engineer and Executive Engineer of North Arcot detailing the circumstances of the road from Arnee to Vellore, which is represented to have been made with great care by the Civil authorities, though with a want of judgment leading to unnecessary expenditure; it remains incomplete.

2. The road is one of considerable importance, especially now as a feeder to the Railway, and I consider that Mr. Dopping was justified in ordering it to be kept passable and preserve through the rains. I have ascertained from Mr. Dopping that he considers about (2,000) Rupees two thousand will suffice for this purpose, and I beg to request that Government will be pleased to remove from the restrictive orders that portion of item No. 398 of Budget statement No. 2.

Estimate Rupees 27,260.

Letter from Lieutenant A. D. CLAY, Executive Engineer of North Arcot; to JAMES H. DOPPING, Esq., Acting District Engineer of North Arcot, dated Vellore, 26th May 1858, No. 28.

SIR,

1. I have the honor to report upon the present state of the road between Vellore and Arnee.

2. In the absence of mile stones, I am unable to be as particular as I could wish.

3. On leaving Vellore, I think the more direct route would have been straight across the *Race* course, in place of going round by Mr. Sullivan's house, and at the back of "ball practice" hill. In other respects, the line is very direct until approaching the village of Cheyoor, but I cannot help thinking that too much has been sacrificed to this one object, and that the advantage of carrying the road over high ground has in many instances been overlooked.

4. The road has been *formed* for about 5 miles, or as far as the village of Nelvoil (with the exception of about one mile) and the Masonry works are finished; The road-way however appears to have suffered considerably from the late rains, and large gaps and fissures have been *formed;* On approaching the village of Nelvoil, there is a heavy embankment of about 800 yards in length 5 feet high, where 3 feet would have been ample, the embankment has been carelessly formed, and is a great waste of money.

5. After passing the Caniembady pass for about 2 miles all trace of the road is lost except as shewn by a few dashes of whitewash, now and again, on stones here and there, this goes on for about 5 miles, when the old system of "bank and cutting" is resumed as far as Arnee.

6. I am of opinion that in *three* instances it would have been far better to have deviated slightly from the direct course, and to have carried the road over the high ground, thereby avoiding embankments and bridges.

7. I do not think that the road can be completed for less than 250 Rupees a mile including bridges and tunnels.

8. In places where the road crosses firm hard soil, slightly undulating instead of following the undulations, embankments have been formed in the valleys and *cuttings* through the higher parts, in fact one would imagine that a rail road was in course of formation instead of a road for ordinary traffic.

9. In conclusion I cannot help expressing my opinion that a great want of care and economy has been shown in the formation of this road.

Letter from JAMES H. DOPPING, Esq., Acting District Engineer, of North Arcot; to the Chief Engineer dated Camp Arcot 30th August 1858, No. 937.

SIR,

I have the honor to inform you that having received the enclosed report upon the Arnee and Vellore road from Lieutenant Clay, I personally inspected the work myself and called upon Mr. Collins the Resident Engineer for the Madras Railway, and asked him for his opinion regarding the advisability of putting the road into proper state.

He fully agreed with me that it was one of the most valuable of the Railway Feeders.

Taking therefore every thing into consideration and being confident that much of the work already done would be destroyed, I directed Mr. Howard to put the road into a passable state, and see that no loss was sustained during the rainy season.

I trust therefore you will authorize me to expend as much of the balance Rupees 4,727-4-10, as may be necessary for this purpose without further reference.

No. 13. ORDER THEREON, No. 2148; dated 13th October 1858.

As the road from Arnee to Vellore in the North Arcot District is one of considerable importance, as a feeder to the Railway, the Government grant authority for thoroughly completing the communication; and with this view, they sanction the expenditure, if necessary, of the entire balance of Rupees 4,727, which it would appear from the Acting District Engineer's letter is available from the sanctioned Estimate† of Rupees 27,260.

† Item No. 398 of Budget Statement No 2 of 1858-59.

(Signed) T. PYCROFT,
Chief Secretary.

Executive Engrs. Office

No. 28 — 26th. May 1858. Vellore.

From,

Lieut. A. D. Clay,

Executive Engineer of North Arcot.

To,

James A. Dopping Esquire

Jg. District Engineer of N Arcot

Sir,

1 I have the honor to report upon the present state of the Road between Vellore and Arnee.

2 In the absence of Mile Stones, I am unable to be as particular as I could wish.

3 On leaving Vellore, I think the more direct route would have been straight across the Race Course, in place of going round by Mr Sullivans house, and at the back of "ball practice" hill on other respects, the line is very direct until approaching the Village of Chyoor, but I cannot help thinking that too much has been sacrificed to this one object, and that the advantage of carrying the road over high ground has on many instances been overlooked.

In2

Public Works Dept.
Dy. to Com. Ry. Letters

No 2140.

Captain Rundall's Comm.
Dated 13th October 1858.

From the Officiating Chief Engineer
& Secretary to Govt.
in Com. P.W.

Complaining of Rain & Inundation
of the Road from Vellore to Arnee
North Arcot & praying that
it may be repaired immediately
&c &c.

No 12 773.

4. The road has been formed for about 5 miles, or as far as the Village of Nelvoil (with the exception of about one mile) and the Masonry works are finished. The Road way however appears to have suffered considerably from the late rains, and large gaps and fessures have been formed. On approaching the Village of Nelvoil, there is a heavy embankment of about 800 yards in length 5 feet high, where 3 feet would have been ample, the embankment has been carelesly formed, and is a great waste of money.

5. After passing the Caniembady hills for about 2 miles all trace of the road is lost except as shewn by a few dashes of whitewash, now and again, on stones here and there, this goes on for about 5 miles, when the old system of "bank and cutting" is resumed as far as Ikkee.

6. I am of opinion that in ikkee instance it would have been for better to have deviated slightly from the direct course, and to have carried the road over the high ground, thereby avoiding embankments and bridges.

7. I do not think that the road can be completed for less than 250 Rupees a mile including bridges and tunnels.

8. In places where the Road crosses firm hard soil, slightly undulating instead of following the undulations, embankments have been formed in the Valleys and cuttings through the higher parts, in fact one would imagine that a rail road was in course of formation instead of a road for ordinary traffic.

9. In conclusion I cannot help expressing my opinion that a great want of care and economy, have been shewn in the formation of this Road.

I have the honor to be &c.

Sigd/ N D'Oly, Lieut.
Executive Engr of N.A.

/True Copy/
/Sigd/ J.W. Topping C.E.
Jr. Dist. Engr of N. Arcot.

To, The Chief Engineer &c &c

/True Copy/

Captain.
Jr. Supg. Engr 6th Circle

Compd. 10 DO

Enclosure in a letter

From

The Officg. Chief Engineer

To, The Secy. to Govt.

/ P.W.D.

Dated 18th

Recd { September 1858

No. 3245.

MP 2173/58

Forwarding in a letter from Lieut. Clay reporting on the present state of the road between Tellore & Penne.

North Arcot

No. 937 / 1858/59

Divl. Engineer's Office

From,

James Wm Dobbing Esqre

Offg. Divl. Engineer of North Arcot.

To, The Chief Engineer D.P.W.

Fort St. George

Sir, [illegible] 30th [illegible] 1858

I have the honor to inform you that having received the enclosed report upon the Arnee and Vellore Road from Lieut. Clay, I personally inspected the work myself and called upon Mr. Collins the Resident Engineer for the Madras Railway and asked him for his opinion regarding the advisability of putting the road into a proper state.

He fully agreed with me that it was one of the most valuable of the Railway Feeders.

Taking therefore every thing into consideration and being confident that much of the work already done would be destroyed, I directed Mr. Howard to put the road into a passable state, and see that no loss was sustained during the rainy season.

I trust therefore you will authorize me to

to expend as much of the balance Rupees 4,727-4-10, as may be necessary for this purpose without further reference.

Camp Deesa
30th August 1853

I have the honor to be &c.
Signed J. W. Dopping, C.E.
Dy. Asst. Engr. N. D.

/ True Copy /

Captain
Dy. Sup'g. Engr. 6th Circle

Comp. 10/10.

Central Office of Public Works
Fort Saint George 16th September 1858.

No. 3731

From

The Officiating Chief Engineer

To

The Secretary to Government
Public Works Department

Public.

Sir,

I have the honor to lay before you copies of letters from the Acting District Engineer and Executive Engineer of North Arcot detailing the circumstances of the road from Arnee to Vellore, which is represented to have been made with great care by the Civil Authorities, though with a want of judgment leading to unnecessary expenditure; it remains incomplete.

2. The road is one of considerable importance, especially now as a feeder to the Railway, and I consider that Mr. Dopping was justified in ordering it to be kept passable, and preserved through the rains. I have ascertained from Mr. Dopping that he considers about 2,000 Rupees, Two thousand, will

Enclosure in a letter
From
The Officiating Engineer
No. 3731
Dated 16th September 1858
Rec'd 17th September 1858

Copy of a letter from the Asst. Engr. N. Arcot enclosing a report from the A.D. Engr on the annexed subject with a few observations thereon.

will suffice for this purpose, and I beg to request that Government will be pleased to remove from the restrictive orders that portion of item No. 398 of Budget Statement No. 2.

Estimate Rupees 27,260.

I have the honor to be
Sir,
Your Most Obedient Servant

C Lawford Major
Officiating Chief Engineer.

Central Office of P.W.
Fort Saint George
16th September 1858

Comp. 1858

No. 2118 Public Dept.
Rec'd 17th Sept. 1858
Ans. 23rd Sept. 1858

From
The Offg Chief Engineer
of
The Secretary to Government
Public Works Department

Dated 16th September 1858
Rec'd 17th
No. 3737.

Enclosure. 2.

Copy of No. 2118. 13th Sept. 1858.
Submits copies of letters from the Acting District Engineer and Executive Engineer of North Arcot detailing the circumstances of the road from Arnee to Vellore and an 2000 Rupees will suffice for its preservation, requests that it will be pleased to remove from the restrictive orders that portion of item No. 398 of Budget Statement No. 2.

Copy of Letter No. 1

Enclosure 2

Inspected

17

PWC

No 2148

Extract from the Minutes of Consultation

Under date the 13th October 1858

Read the following

letter from the Officiating

Chief Engineer

(Hereunder 16th Sept 1858 No 3791)

As the road from

Arnee to Vellore in the

North Arcot District is

one of considerable import-

-ance, as a feeder to the

Railway, the Government

grant authority for thereby

completing the communica-

-tion, and with this grant

they sanction the expendi-

-ture, if necessary, of the entire

balance of Rupees 6727 on

which it would appear

from the Acting Executive

Engineers

Engineers letter is availa-
able from the sanctioned
Estimate of Rupees 77260-

Item N°398. of 13th J.t plate 113
of 1858/59

Lieutenant Clay the
Executive Engineer states that
a great quantity of carbonic
concrete has been required
in the foundation of this road
alluvium and sand mixed
with mud of a saline nature
as to which is responsible
for the waste of public

10 Copies to the Offg Chief Engr Dated 14