M.R.O. 1—77,006—8-6-37.

(1) Number of pages 24

(2) Date of repair 7-4-38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cor. 15/3/59

G.O. No. 235	Press Mis.
15-16.	
Dated 10 — 3 — 1859.	

Not to be folded or roughly handled

No. 15. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 12th February 1859, No. 7804.

SIR,

In Colonel Lawford's letter, No. 6040, dated 7th December 1858, the inadequacy for the maintenance allowance for that portion of Trunk Road, No. 6, lying in the Chingleput and Nellore Districts, was brought to the notice of Government, and it was then recommended, that the sum of Rupees (23,149) twenty-three thousand, one hundred and forty-nine, sanctioned in Extract Minutes Consultation, No. 27, dated 15th January 1855, should be increased to Rupees (29,987) twenty-nine thousand, nine hundred and eighty-seven, as follows:

1 Copy of letter No. 1053, dated 24th December 1858
1 do. do. No. 1205, dated 29th January 1859.
2 Estimates.

For Chingleput, 27 miles.....	Rupees	12,625	0	0
For Nellore, 81 do.	do.	17,362	0	0
Rupees.....		29,987	0	0

and this the Government were pleased, agreeably to the recommendation of the Officiating Chief Engineer, to sanction from the 1st May 1859.

2. The data for metalling Trunk Road No. 6, furnished by Captain Moberly in his letter No. 1053, dated 24th December 1858, which forms an accompaniment to this communication, reported to have been prepared with much accuracy, and with the aid of Mr. Supervisor Goodchap; who has been employed on the Road from the very commencement, and whose assistance therefore must be valuable, appears to prove the correctness of the rates allowed in the Estimate now submitted, and the inadequacy of those allowed by Captain Johnston, who, as the District Engineer remarks, was enabled to execute the work at a greater saving of money, by the cheapness of labour at the time of his operations. The enquiries* instituted by Captain Moberly, as to the rates which prevail at Madras, further sufficiently demonstrate the correctness of those rates, which I recommend in substitution of what were erroneously the former guide.

*Vide para. 3.

3. For the above reasons the allowance of Rupees (612) six hundred and twelve, which has been granted for annual repairs to the portion of the Road between Yerkenjairy and the Railway station at Perambore is reported by the District Engineer to be inadequate; and I beg that the sanction accorded in Extract Minutes Consultation, of the 18th December 1858, as far as it affects the Roads under notice, may be cancelled, and the following amounts substituted for them.

From Yerkenjairy to Arumbak in the Chingleput District	Rupees	17,810	0	0
From Yerkenjairy to the Railway station at Perambore.....	do.	1,260	0	0

4. With reference to para. 5 of Extract Minutes Consultation, No. 2729, the District Engineer reports that the Estimate for Rupees (48,100) forty-eight thousand and one hundred sanctioned in Extract Minutes Consultation, No. 2707, dated 15th December last, is merely for remetalling Trunk Road No. 6, and that nothing has been allowed for repairs of bridges, tunnels, dams, side slopes and for looking after the trees planted on both sides of the road, which notable omission renders it necessary that the grant of Rupees (17,810) seventeen thousand, eight hundred and ten, for which sanction is now requested, may be at once placed at the disposal of Captain Moberly; and I have the honor to apply for corresponding orders accordingly.

Letter from Captain A. S. MOBERLY, District Engineer of Chingleput; to Lieutenant-Colonel E. LAWFORD, Officiating Chief Engineer, dated Guindy, 24th December 1858, No. 1053.

SIR,

In reply to para. 2 of your letter, No. 5982 of the 3rd Instant, and also of your letter, No. 6039 of the 7th Idem, I have the honor to inform you, that I have had most careful calculations made of the cost of metalling the different miles of Trunk Road No. 6, measuring the distance of each mile from the Quarry from which the stone is procured: my former Estimate of Annas

10-6 for the first 12 miles, of Rupees 1-4-2 for the remaining 20 miles was entered on a Statement of Supervisor Goodchap's who has been employed on this road ever since it was first lined out.

2. The calculations now made, you will observe, shew Annas 9-11 for the first 12 miles, and Rupees 1-5-7 for the remaining 20 miles, in these amounts nothing is allowed for picking up the old road or levelling it off previous to the new metalling being put on. I can only suppose that Captain Johnston was able to do the work at the rates you mentioned, from labour &c., being cheaper in those days than they are now; but I trust that the detailed calculations I now forward, will clearly shew you that it is impossible to do the work at less rates than I have entered.

3. I have also entered the rate for the Road from Yerkenjairy to the Railway station at Perambore, from which you will observe, that the amount is exactly the same as that entered in my estimate of 10th July last.

4. In the latter part of your letter, No. 5982 of the 3rd Instant, you mention that you believe that the Madras Roads are not supplied at a heavier cost. I have made enquiries of Colonel Silver, and I find that the cost of a cubic yard of metalling for the roads to the north of the Poonamalle Road, and which approach to the Cross-road from Yerkenjairy to Perambore, and those in Black Town, which are near the Trunk Road, is at the least from Rupees 1-8-0 to Rupees 1-12-0 per cubic yard.

5. From Extract Minutes Consultation, No. 2729, of the 18th Instant, forwarded with your Memo., No. 6491, of the 21st Idem, I perceive that only Rupees 12,625 have been entered for Trunk Road No. 6, and Rupees 612 for the Road from Yerkenjairy to Perambore; as these sums are, I am afraid, calculated on the amounts mentioned by Captain Johnston, and which I trust I have shewn to you are erroneous, I beg that the rates now entered by me may be allowed and that Government will re-consider their decision.

Memorandum shewing the Data for metalling Trunk Road No. 6, between 5th and 36th mile stone.

	Name of Quarries.	Distance to Cart metal from Quarry to each mile.			Remarks.
5	Porel.	5	0	0	
6	Do.	4	0	0	
7	Do.	3	0	0	
8	Do.	2	0	0	
9	Do.	0	7	0	
10	Do.	1	0	0	
11	Red Hills.	1	0	0	
12	Do.	0	6	0	
13	Paddy Nelloor.	1	0	0	
14	Do.	1	4	0	
15	Do.	2	4	0	
16	Auttoor.	1	4	0	
12		21	1	0	
		2	0	18½	Average distance to Cart for this portion of the Road, 2 miles.

Data for 1 cubic yard of metalling Trunk Road No. 6, between 5th and 16th miles.

Particulars.	Price.			Rate.	Amount.		
	R.	A.	P.		Rs.	A.	P.
To collecting 1 cubic yard of metal consisting of laterite Jelly....	0	2	11	per C. yd.	0	2	11
„ 2½ bandies carting the above 2 miles, being the average distance at 1 Anna ₱ mile...	0	2	0	„ Bandy	0	5	0
„ Spreadage of 1 cubic yard of metal including watering and dimmissing	0	2	0	„ C. yd.	0	2	0
Total.....						9	11

Data for Trunk Road No. 6, continued.

	Name of Quarries.	Distance to Cart metal from Quarry to each mile.			Remarks.
		Mile.	Furlong.	yards.	
17	Munjumcarany.	6	2	0	
18	Do.	6	0	0	
19	Do.	5	6	0	
20	Do.	6	0	0	
21	Do.	7	0	0	
22	Do.	8	0	0	
23	Seroovoilpet.	9	0	0	
24	Do.	8	0	0	
25	Do.	7	0	0	
26	Do.	6	0	0	
27	Do.	5	4	0	
28	Do.	6	0	0	
29	Gopaul Reddy Pauleum.	4	4	0	
30	Do.	5	0	0	
31	Do.	6	0	0	
32	Do.	7	0	0	
33	Do.	7	4	0	
34	Do.	8	4	0	
35	Cunnumbaukum.	7	4	0	
36	Do.	6	4	0	
20		134	0	0	
		6	5	132	Average distance to Cart for this portion of the road 6 miles 5 Furlongs 132 yards.

Data for 1 cubic yard of metalling Trunk Road No. 6, between 16th and 36th miles.

Particulars.	Price.			Rate.	Amount.		
	Rs.	A.	P.		Rs.	A.	P.
To collecting of 1 cubic yard of metal consisting of laterite Jelly.	0	2	11	per C. yd.	0	2	11
„ 2½ bandies carting the above 6 miles 5 furlongs	0	6	8	„ Bandy.	1	0	8
„ 132 yards, being the average distance at 1 Anna per mile...							
„ Spreadage of 1 cubic yard of metal including watering and dimmissing	0	2	0	„ C. yd.	0	2	0
Total.....					1	5	7

Memorandum shewing the data for Perambore Cross-road, viz. from the Railway station to the 5th mile on Trunk Road No. 6.

Particulars.	Price.			Rate.	Amount.		
	Rs.	A.	P.		Rs.	A.	P.
To collecting of 1 cubic yard of metal consisting of laterite Jelly	0	2	11	per C. yd.	0	2	11
2½ bandies carting the above 6 miles, being the average distance at 1 Anna per mile....	0	6	0	„ Bandy.	0	15	0
Collecting and carting 1 bandy of clay for mixing with 1 cubic yard of metal	0	0	9	„ do.	0	0	9
To Spreadage of 1 cubic yard of metal including watering and dimmissing	0	2	0	„ C. yd.	0	2	0
Total.....					1	4	8

(Signed) A. S. MOBERLY, Captain,
District Engineer of Chingleput.

Fort Saint George, Public Works Consultation of 15th March 1859.

Letter from Captain A. S. MOBERLY, District Engineer of Chingleput; to Colonel C. E. FABER, Chief Engineer, dated Guindy, 29th January 1859, No. 1205.

SIR,

In reply to Extract from your Proceedings, No. 7273 of the 22nd Instant, I have the honor to inform you, that the Estimate of Rupees 48,100 is merely for remetalling the Road, and nothing is allowed for repairs of bridges, tunnels, road dams, side slopes, or for looking after the trees planted on either side of the Road. I do not mean that the whole maintenance allowance will be required for these repairs, nor can I say what may be the probable amount; but I would request that the whole sum may be allowed in the Budget, and I could then merely expend what was really necessary.

2. At the same time I would beg to point out, that my Estimate for the annual maintenance allowance for the portion of Trunk Road No. 6 in this District, as forwarded with my letter No. 264 of the 10th July last was Rupees 17,810, whereas in Extract Minutes of Consultation, No. 21729, of the 18th ultimo, only Rupees 12,625 have been allowed.

No. 16. ORDER THEREON, No. 535; dated 19th March 1859.

Para. 1. In Extract Minutes Consultation, 18th December 1858, the Government sanctioned, in the proportions noted in the margin, an annual maintenance allowance of Rupees 29,987, for the Road between Madras and Covoor, in the Chingleput and Nellore Districts, in supersession of the previous grant of Rupees 23,149, authorized on the same account, on the 15th January 1858, as well as an allowance of Rupees 612, for annual repairs to the road between Yerkenjairy and the Railway Station at Perambore.

	Rs.
Chingleput, 27 miles.....	12,625
Nellore, 81 do.	17,362
Total.....	29,987

2. The Chief Engineer now reports the insufficiency of the sums allowed for that portion of the Road, situated in the Chingleput District, and recommends that the allowance for the Road from Yerkenjairy to Arumbak, be increased from Rupees 12,625 to Rupees 17,810, and from Yerkenjairy to the Railway Station at Perambore, from Rupees 612 to Rupees 1,260, the increase being in the first case 41 per cent., and 106 per cent. in the second.

3. The mileage rates of the allowances assigned at different times for the maintenance of the Road between Madras and Covoor, are as given below:

	Rs.		Rs.
Estimate sanctioned 20th Octr. 1846 and 23rd Octr. 1852:..	8,734	average per mile	77
Estimate sanctioned 15th Jany. 1855, No. 27	23,149	do. do.	205
Estimate sanctioned 18th Dec. 1858, „ 2729	29,987	do. do.	278

If the present application were complied with, the whole amount will be Rupees 35,172, and the average for the Chingleput portion of the Road will be Rupees 659.

4. The Estimates of Rupees 17,810 and 1,260, for the portion of Road between Arumbak and Yerkenjairy, and between the latter place and the Railway Station at Perambore, submitted by Lieutenant Moberly on the 10th July 1858, appear to have been reduced in the Central Office. The alterations were in the rates allowed for metalling; no reasons were assigned for those alterations, and none are given for now adopting the higher rates, except that found in Lieutenant Moberly's letter, viz., that the wages of labour have risen since the Road was under the Road Department. For the portion of Road in the Nellore District, it does not appear that any increase of allowance has been applied for.

5. The Governor in Council is not prepared to grant the increase now asked for, without further explanation of its necessity. A general assertion that the wages of labour, or the prices of materials have risen is easily made; and looking to this and other applications for large increase in Road maintenance allowances, now before them from Chingleput, the Government are of opinion, that the data on which the proposed allowances are computed, and particularly the increased rate for labour, require to be carefully investigated. The Governor in Council resolves to direct the Chief Engineer to employ the Superintending Engineer of the Circle on that investigation, and to submit his report.

From Chief Engineer, 12th February, No 7806.

(Signed) J. D. BOURDILLON,
Secretary to Government.

5

Central Office of Public Works
Fort Saint George, 12th February 1859

Public
Roads

No. 7804

From,
The Chief Engineer.

To,
The Secretary to Government P. W. D.

Sir,

In Colonel Lawford's letter No 6040 dated 7th December 1858, the inadequacy for the maintenance allowance for that portion of Trunk Road No 6 lying in the Chingleput and Nellore Districts, was brought to the notice of Government, and it was then recommended that the sum of Rupees (23,149) Twenty thousand one hundred and forty Nine, sanctioned in Ex: Cons: Lett: No 27 dated 15th January 1855, should be increased to Rupees (29,987) Twenty nine thousand nine hundred and eighty seven as follows

For Chingleput 27 miles — Rupees 12,625 — — —
For Nellore — 81 — — — Do — 17,362 — — —
Rupees 29,987 — — —

and this the Government were pleased agreeably to the recommendation of the Officiating Chief Engineer, to sanction from the 1st May 1859.

2 The data for metalling Trunk Road No 6 furnished by Captain Moberly in his letter No 1053 dated 21st December

December 1858, which forms an accompaniment to this communication, reported to have been prepared with much accuracy; and, with the aid of Mr. Supervisor Goodchap, who has been employed on the Road from the very commencement, and whose assistance therefore must be valuable, appears to prove the correctness of the rates allowed in the Estimate now submitted, and the inadequacy of those allowed by Captain Johnston, who as the District Engineer remarks, was enabled to execute the work at a greater saving of money, by the cheapness of labour at the time of his operations. The enquiries instituted by Captain Moberly, as to the rates which prevail at Madras, further sufficiently demonstrate the correctness of those rates, which I recommend in substitution of what were erroneously the former guide. * Vide para 3

3 For the above reasons the allowance of Rupees (612) Six hundred and twelve, which has been granted for annual repairs to the portion of the Road between Yerrookenjairey and the Railway Station at Perambore is reported by the District Engineer to be inadequate; and I beg that the sanction accorded in Ex. Irrig. Cons. of the 18th December 1858, as far as it affects the Roads under notice, may be cancelled; and the following amounts substituted for them.

From Yerrookenjairey to Arumbauk in the Chingleput District Rupees 17,810——

From Yerrookenjairey to the Railway Station at Perambore —— Rupees 1,260——

4 With reference to Para 5 of Ex. Irrig. Cons. No 2729 the District Engineer reports, that the Estimate for Rupees (48,100) Forty eight thousand and one hundred sanctioned in Ex. Irrig. Cons. No 2707 dated 15th December last, is merely for Remetalling Trunk Road No 6; and that nothing has been allowed for Repairs of Bridges, Tunnels, Dams, side slopes and for looking after the trees planted on both sides of the Road, which notable omission renders it necessary, that the grant of Rupees (17,810) Seventeen thousand eight hundred and ten, for which sanction is now requested, may be at once placed at the disposal of Captain Moberly; and I have the honor to apply for corresponding orders accordingly.—

I have the honor to be,
Sir
your most Obt Servt
A. Cotton Colonel
Chief Engineer

Central Office of P.W.
Fort Saint George,
12 February 1859.

To
The Secretary to Government P.W.D.

№1205

From, Captain A. S. Moberly,
District Engineer of Chinglepat

To Colonel C. E. Faber
Chief Engineer D. P. W.
Fort St George

Sir,

In reply to Extract from your Proceedings №12173 of the 22d Instant, I have the honor to inform you, that the Estimate of Rupees 18,100 is merely for Remetalling the Road, and nothing is allowed for Repairs of Bridges, Tunnels, Road Dams, Side Slopes, or for looking after the trees planted on either side of the Road. I do not mean that the whole maintenance allowance will be required for these Repairs, nor can I say what may be the probable amount, but I would ~~Request that the whole sum~~ may be allowed in the Budget, and I could then merely expend what was really needed.

2 At the same time I would beg to point out, that my Estimate for the annual maintenance allowance for the portion of Trunk Road №6 in this District, as forwarded with my letter №264 of the 10th July last was Rupees 17,810, whereas in Exc: Instructions: №2729, of the 18th Ultimo, only Rupees 12625 have been allowed. — —

Chinglepat District Engrs Office
Guindy 29th January 1859

I have &c
(Signed) A. S. Moberly Capt.
District Engineer of
Chinglepat

True Copy
[illegible] Major
Asst Supt Engr Lds.

Rd Con 21 Dunt 58-17-59-3-1-3
15 Sheets 15 — — —

Public Works Department
Chinglepat Division
Major A. S. Moberly Engineer.
To
The Secretary to Government
Fort St George.

Dated 12 February 1859
Received 15 " "

№1804

Endorsed A. S. Moberly Capt. Dist Engr
Chinglepat 12th February 1859
Requests under the circumstances stated in Appendix B that the amount Rs 12625 may be allowed for the maintenance for Rest portion of Trunk Road №6 lying in the Chinglepat District, and for annual Grant to the Road from Sriperumbudur to the Railway Station at Perambore respectively, may be increased to Rs 17810 & 12625

Rd Con 25 July 1859 Dunt

No 1053

!!

From,

Captain A. P. Moberly,

District Engineer of Chief Deputy

To,

Lieutenant Colonel C. Lawford

Offg Chief Engineer

Dept of Works

Fort Saint George

Sir.

In reply to Para 2 of your letter No 5982 of the 3d Instant and also of your letter No 6039 of the 7th Idem I have the honor to inform you, that I have had most careful calculations made of the cost of metalling the different miles of Trunk Road No 6, measuring the distance of each mile from the Quarry from which the stone is procured - my former Estimate of Rs 10-0 for the first 12 miles, of Rs 1-4-2 for the remaining 20 miles was entered on a Statement of Supervisor Goodchap's who has been employed on this Road ever since it was first lined out.

2 The calculations now made, you will observe shew Annas 9-11 for the first 12 miles, and Rs 1-5-7 for the remaining 20 miles - in these amounts nothing is allowed for picking up the old Road or levelling it off previous to the new metalling being put on. I can only suppose that Captain Johnston was

able

Enclosure in a letter from
Re Chief Engineer.
to
The Secretary to Government
Dated 12th February 57

Road.

No. 1804
Dated 34.

Copy of a letter from Lt.
District Engineer Cuddapah dated
furnishing certain informa
tion regarding the allowance
now granted to Supervisors
of Trunk Roads Nos in his
District.

able to do the work at the rates you mentioned, from labour being cheaper in those days than they are now, but I trust that the detailed calculations I now forward will clearly shew you that it is impossible to do the work at less rates than I have entered. —

3 I have also entered the rate for the Road from Yerookenjairey to the Railway station at Perambore, from which you will observe, that the amount is exactly the same as that entered in my estimate of 10th July last.

4 In the latter part of your letter No 5982 of the 3d Instant, you mention that you believe that the Madras Roads are not supplied at a heavier cost. I have made enquiries of Colonel Silver, and I find that the cost of a Cubic yard of metalling for the roads to the North of the Poonamallee Road, and which approach to the cross Road from Yerookenjairey to Perambore, and those in Black Town, which are near the Trunk Road, is at the least from Rs 1-8 to Rs 1-12 per Cubic Yard. —

5 From Ex: Engrs: Cons: No 2729 of the 18th Instant forwarded with your Memo: No 6491 of the 21st Idem, I perceive

perceive that only Rupees 12625 have been entered for Trunk Road No 6 and Rupees 612 for the Road from Yerookenjairey to Perambore - as these sums are I am afraid calculated on the amounts mentioned by Captain Johnston, and which I trust I have shewn to you are erroneous, I beg that the rates now entered by me may be allowed and that Government will reconsider their decision.

Chingleput, District Engr Office,
Guindey, 24th December 1858.

I have &c
Sgd A. Frotherly Capt
District Engineer of
Chingleput

Memorandum shewing the Data for metalling Trunk Road No 6 between 5th and 36th mile stone

	Name of Quarries	Distance to Cart metal from Quarry to each mile.			Remarks
5	Porel	5	.	.	
6	do	4	.	.	
7	do	3	.	.	
8	do	2	.	.	
9	do	.	7	.	
10	do	1	.	.	
11	Red Hills	1	.	.	
12	do	.	6	.	
13	Paddy Nellore	1	.	.	
14	do	1	4	.	
15	do	2	4	.	
16	Nellore	1	4	.	
	12	24	1	.	Average distance to Cart for
		2	.	18/3	this portion of the Road 2 miles. —

Data for 1 cubic Yd. of Metalling Trunk Road No 6 between 5th & 16th miles

Particulars	Price			Rate	Amount		
To Collecting 1 bullock Load of metal consisting of laterite Jelly	.	2	11	₱ bullock Load	.	2	11
2½ Bandies Carting the above 2 miles being the average distance at 1 anna ₱ mile	.	2	.	Bandy	.	5	.
Spreadage of 1 bullock Load of metal including watering and dimnishing.	.	2	.	bullock Load	.	2	.
				Total Rupees	.	9	11

Data for Trunk Road No 6 continued

	Name of Quarries	Distances to Cart Metal from Quarry to each mile: Miles	Furlongs	Yards	Remarks
17	Kunjumcaravary	6	2	.	
18	Do	6	.	.	
19	Do	5	6	.	
20	Do	6	.	.	
21	Do	7	.	.	
22	Do	8	.	.	
23	Aeroovoilpet	9	.	.	
24	Do	8	.	.	
25	Do	7	.	.	
26	Do	6	.	.	
27	Do	5	4	.	
28	Do	6	.	.	
29	Eyapaul Reddy Paulcium	4	4	.	
30	Do	5	.	.	
31	Do	6	.	.	
32	Do	7	.	.	
33	Do	7	4	.	
34	Do	8	4	.	
35	Kunnumbaukum	7	4	.	
36	Do	6	4	.	
		20 | 134	.	.	Average distance to Cart for this portion of the Road 6 miles 5 Furlongs 132 Yards
		6	5	132	

Data for 1 cubic Yards of metalling Trunk Road No 6 between 16th and 36th miles

Particulars	Price			Rate	Amount		
To Collecting of 1 bullock Load of metal consisting of Laterite Jelly	.	2	11	₱ bullock Load	.	2	11
" 2½ Bandies Carting the above 6 miles 5 Furlongs 132 Yds being the average distance at 1 anna per mile	.	6	8	Bandy	1	.	8
Spreadage of 1 cubic Yard of metal including watering and dimnishing	.	2	.	bullock Load	.	2	.
				Total Rupees	1	5	7

Memorandum Shewing the data for Perambore cross Road

From the Railway Station to the 5th mile on Trunk Road No 6.

Particulars	Price			Rate	Amount		
To Collecting of 1 bullock Load of metal consisting of Laterite Jelly	.	2	11	₱ bullock Load	.	2	11
2½ Bandies carting the above 6 miles being the average distance at 1 anna per mile	.	6	.	Bandy	.	15	.
Collecting and Carting 1 Bandy of clay for mixing with 1 bullock Load of metal	.	.	9	Do	.	.	9
Spreadage of 1 bullock Load of metal including watering and dimnishing	.	2	.	bullock Load	.	2	.
				Total Rupees	1	5	8

True Copies.

Major
Ag Supt Engr Lds

Lieut A S Moberly Captain
District Engineer of Chingleput

P. W. Despatch

No. 535.

Extract from the Minutes of Consultation

Under date the 10th ~~February~~ March 1859

Read the following

letter from the Chief Engineer

(Here enter 12th Feby/59 No. 7804)

Ordered, In Extract Minutes

Consultation 18th December

1858 the Government sanc-

tioned, on the proportions

noted on the margin, an

annual maintenance-

allowance of Rupees 29,987

for the road between

Madras and Cuvoor in

the Chingleput and Nellore

Districts, in supersession

of the previous grant of

Rupees 23,149 authorized on

the same account on

the

Rs-

Chingleput 127 Miles — 12,625

Nellore - 81 — D° — 17,362

Rs 29,987

Enclosure in a letter from

The Chief Engineer

To the Secretary to Government

Dated 12 February 1859

Received

No. 7804

P.W.D. No. 347.

Copy of a letter from

the District Engineer of

Chingleput forwarding

with his remarks a Data

for metalling Roads

Nos. ——

the 15th January 1855, as
as well as an allowance
of Rupees 612 for annual
repairs to the roads be-
tween Yerkinjury and the
Railway Station at Perambore.

2 The Chief Engineer
now reports the inadequacy
of the sums allowed for
that portion of the road
situated in the Chingleput
District, and recommends
that the allowance for the
road from Yerkinjury to
Arumbauk be increased
from Rupees 12,625 to Rup-
ees 17,810, and from Yer-
kinjury to the Railway
Station at Perambore
from Rupees 612 to
Rupees 1260, the increase
being in the first case
61 per cent, and 106 per
cent in the second.

The

3 The mileage rates
of the allowances assigned
at different times for the
maintenance of the road
between Madras and Covoor are
as given below.

	Rs	As
Estimate sanctioned 20th Oct. 1846 and 23rd Oct. 1852 -	8,734	Average Furlong	77
Estimate sanctioned 15th Jan. 1855, No 27 Rupees	23,169	Do	205
Estimate sanctioned 18th Dec. 1858, No 2729 Rupees	29,987	Do	278

If the present application were complied with ~~for the whole of the Pulicat Chingleput portion~~, the whole amount will be Rupees 35,172 and the average for the Chingleput portion of the road will be 659.

4 The estimates of Rs
17,810 and 1,260, for the portion
of road between Arumbauk
and Yerkinjury, and
between the latter place
and the Railway Station
at Perambore, submitted
by Lieutenant Moberly
on the 10th July 1858 appear
to have been reduced in
the Central Office. The
alterations were on the
rates allowed for rise
-talling; no reasons
were

were assigned for those alterations, and none are ~~——~~ given for now adopting the higher rates except that fixed in Lieut. Moberly's letter that the wages of labour have risen since the road were under the Road Dept.

For the portion of road in the Nelson District it does not appear that any increase of allowance has been applied for. ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~

5 The Governor in Council is not prepared to grant the increased rates asked for without further explanation of the Surveyor Genl's apprehension that the wages of labour or the prices of materials

Thos Elmsley Engr in Chief to Colonial Secretary 7th October 1866

have risen is easily made, & looking to this and other applications for large increase in road maintenance allowances now before them from Chief Engineers, the Govr is of opinion that the data on which the proposed allowances are computed, and particularly the increased rate for labour, require to be carefully investigated. The Govr resolves to direct the Chief Engineer to employ the Superintending Engineer of the Circle in that investigation & to submit his Report.

10 Orders to the Chief Engr Dated 11th

Public Works 1859 Deptt.
Dft to Govt. 15th March.

No 535.

6

Extract Mins of Govt.
Dy 10th March 1859.
From the Chief Engr Dy 8th
Apl/59 Cl No 808 with 6 Dgs: Nos 11-12

From Do — Do 18th May/59 Cl No 1284
From Do Dy 18th inst/59 Cl No 3011.

Declining to grant the increased now asked for the maintenance allowance for that portion of Trunk Road No 6 lying in the Chingleput District and for annual repairs to the road from Perambore Railway station at Perambore and directing the Chief Engr to employ the Supt Engr of the Circle to investigate the date on which the progressive half annas are computed and particularly the increased rate for this year and to submit his report.

No 15 & 16.

225 July 1859 mmk

Public Works 1859 Deptt.
Dft to Govt. 15th March.

No 535.

6

Extract Mins of Govt.
Dy 10th March 1859.
From the Chief Engr Dy 8th
Apl/59 Cl No 808 with 6 Dgs: Nos 11-12

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No 15 & 16.

225 July 1859 mmk