

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	27	Press
	59-60	Ms.
Dated	6-1-	1864.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th January 1864.*

No. 59. Read the following letter from Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Madura, 1st December 1863, No. 1,373:—

SIR,

1. Referring to G. O. No. 3,441 of the 24th instant, I have the honor to observe that in my letter* to the Collector I reported that none of these 31½ miles of road were made. I am at a loss to know why Captain Payne applied for, and Colonel Horsley supported, the grant of maintenance allowance for them, while they omitted others which are really made, and entered 19 miles of one which is really 43 miles long.

2. In the communication which I made to the Collector, I was only desirous to turn to the best account the funds already granted, as it seemed to me waste of money to lay it out on the unmade tracks.

3. The subject of abandoning or altering any of the lines of road, I believed, would more properly come before Government with my No. 669 of 17th September 1863, submitting Statements of roads which it was proposed to make and maintain from Imperial and Local Funds.

4. Under the latter, the local Officers have entered the road from Coilpatty to Sevalputty continued westward to Kadayanellur, its value as a branch Cotton road is fully recognized. If there be any prospect of funds and the Government consider it proper to transfer it to the Imperial class, I will prepare an Estimate immediately for it.

5. The portion between Ettiapooram and Coilpatty is made and in good order, from Coilpatty the Trunk Road runs to Satoor where the Cotton road again turns to Streevellipootoor; it is because these roads are already made and used that I believe the direct line from Satoor to Ettiapooram is unnecessary, by the former the distance is 22 miles, by the latter 17½.

6. The direct line would run across irrigated and black Cotton soil, parallel in great measure to the Satoor river and at a lower level than the Trunk Road, it would cost probably Rupees 50,000; moreover Ettiapooram is already connected with Madura by a line passing through Vaimbur, which is now here more than 12 miles from the Trunk Road.

7. For these reasons I think that it will be well to re-consider Colonel Horsley's list, I would suggest that this should be read with my No. 669 and the Plan which accompanied it.

8. Meanwhile, I trust that the Government will allow the altered Budget to stand for next year.

No. 60. ORDER THEREON, 6th January 1864, No. 27.

1. The Governor in Council having carefully considered the explanation submitted in this letter, must decline to entertain the Superintending Engineer's proposal for the abandonment of the 17 miles of road between Satoor and Ettiapooram, and of the 14½ miles from Sevalputty to Coilpatty. The former is on the direct line between Streevellipootoor and Tuticorin, and when made will obviate the necessity of the traffic going by the circuitous route via Coilpatty. As pointed out in a previous Order the existing distribution of the maintenance allowances was settled after careful revision by the District Engineer, Captain Payne, in communication with the Collector, and it met with the unqualified approval of Colonel Horsley whose opinion is of much value, based as it is on an intimate knowledge of the District during an administration of nearly 15 years.

2. The Government will be prepared to consider such proposals as the Superintending Engineer may deem it proper to make for the improvement of the lines referred to, either by an increase of the maintenance allowance, or by a special grant, carefully prepared Estimates being made and submitted.

3. Provision will be made in the Budget for 1864-65, for maintenance allowances for the following roads:—

From Madura via Teromungalum and Streevellipootoor to Tenkasy, for 14 miles,	Rs.
at 150 Rupees.	2,100
From Tenkasy via Calludacoorchy to junction with Road No. 4 at Panagoody, for 23 miles, at 100 Rupees	2,300

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 8th Division.

„ Controller and Auditor of Public Works Accounts.

„ Accountant General.

Exd. S. T. Augustin.

turned westward to Kadayanellur - its value

No 1373

From,

To,

Sir,

Public.

No 513d. 68 4th
September 1863.

Lighty Engineer's Office & Division
Madras 1st December 1863.

Captain F. J. Maberly R.E.
Superintending Engineer & Ins.
Colonel G. A. Orr R.E.
Secretary to Government D.P.R.

Referring to G.O. No 3441 of the 24th Instant, I have the honor to observe that in my letter to the Collector, I reported that none of these 3 1/2 miles of road were made - I am at a loss to know why Captain Payne applied for, and Colonel Hensley supported, the grant of maintenance allowance for them, while they omitted others which are really made - and entered 19 miles of one which is really 43 miles long.

2 In the communication which I made to the Collector, I was only desirous to turn to the best account the funds already granted, as it seemed to me waste of money to lay it out on the unmade tracks.

3 The subject of abandoning or altering any of the lines of road, I believed, would more properly come before Government with my No 669 of 17 Sept/63 submitting statements of roads which it was proposed to make and maintain from Imperial and Local funds.

4 Under the latter, the Local Officers have entered the road from Coilputty to Shendputty, & turned westwards to Kadayanallur - its value

as

as a branch cotton road is fully recognized. If there be any prospects of funds and the Government consider it proper to transfer it to the Imperial class, I will prepare an estimate immediately for it.

5 The portions between Ettyapoom and Soilputty is made and in good order. From Soilputty the Trunk Road runs to Sator where the road again turns to Shreevilpothoor - it is because these roads are already made and used that I believe the direct line from Sator to Ettyapoom is unnecessary - by the former the distance is 22 miles, by the latter 17 1/2.

6 The direct line would run across irrigated and black cotton soil parallel in great measure to the Sator river and at a lower level than the Trunk road - it would cost probably Rupees 50,000 - moreover Ettyapoom is already connected with Madurai by a line passing through Vainbur which is now here more than 12 miles from the Trunk Road.

7 For these reasons I think that it will be well to reconsider Colonel Hensley's list - I would suggest that this should be read with my No 669, and the plans which accompanied it.

8 Meanwhile I trust that the Government will allow the altered Budget to stand for next year.

I have &c.
J. Hensley
Superintending Engineer &c &c
Colonel Hensley
Capt R. C.
Secretary to Government
Supty Engrs Office
& Sec Madurai
1st December 1863

if the lines referred to, either by an increase of the maintenance allowance, or by a special grant, carefully prepared estimates being made & submitted.

Provision will be made in the Budget for 1864-65, for maintenance allowances for the following roads -

From Madurai via Seemungalum to
Shreevilpothoor to Sator 14 miles @ 150 Rupees } 2100

" - Sator via Callida combi to
Jumatur with road 17 1/2 miles @ 2300
Panagody - 7 1/2 miles @ 1000 } 2300

Chempur
6th Jan 1864

By the way: Engrs. J. Hensley
" - Southern Director of P. & M. C. & S.
" - Account General

Done by J. Hensley 14/12/63

For 19. Aug / 81. 174.000 - 501
 " 21. " 1800 / 88. 538 - 549
 " 30. " 1813. 719 - 720

174.000 / 81. 174.000 - 501
 1800 / 88. 538 - 549
 1813. 719 - 720

To
 S^r Member

The Secy to Government

P. W. S.

Dated 21st November 1883

C. No 1900/85

States that, there being
 no objection to the
 proposed purchase of the
 land, the Government
 has decided to purchase
 the same for the
 purpose of establishing
 a school for the
 children of the
 village of [illegible]
 and for the purpose of
 building a school for
 the children of the
 village of [illegible]

The Government in Council having considered the application submitted in this letter, and decided to undertake the duty of the Engineer to provide for the accommodation of the 19 miles of road between [illegible] & [illegible].

The Government in Council having considered the application submitted in this letter, and decided to undertake the duty of the Engineer to provide for the accommodation of the 19 miles of road between [illegible] & [illegible].

The Government in Council having considered the application submitted in this letter, and decided to undertake the duty of the Engineer to provide for the accommodation of the 19 miles of road between [illegible] & [illegible].