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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. <i>312</i>	Press ☐
<i>100-106</i>	Mis. ☒
Dated <i>11-11-18</i>	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th November 1864.*

No. 105. 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, 18th October 1864, No. 1,451 :—

SIR,

1. I have the honor respectfully to request further instructions as to the improvement and maintenance of salt roads, for which estimates are called in G. C. No. 2,854, 4th instant.

2. From the Collector's letter to the Board, on which this order is passed, it would appear that he does not approve of my metalling the roads, on the ground of expense; but without covering, I submit that the raising of such soil as this into an embanked road is utterly useless.

3. I beg that the Government will be pleased to refer to the map of the Madura District. They will observe that along the coast and for some miles inland, are large tanks with cultivation under them, the drainage from which passes into an almost continuous swamp, divided from the sea by heavy sand, on which the so-called coast road runs, paragraph 6 of Mr. Levinge's letter very fairly describes a part of it.

4. I beg further to appeal to the experience of Colonel Orr, as to the advisability of making, or the practicability of keeping in order (as represented by Mr. Levinge in paragraph 17,) a road which only differs from the Hyderabad road between Goodoor and Masulipatam, in being more liable to be completely under water.

5. Mr. Levinge's experience of this kind of country appears to have been only gained in the dry weather; there is nothing more easy than traversing the swamp near Masulipatam when it is dry, and even after showers it is not difficult, if bandies are able to select different lines, which they are prevented from doing, if side trenches are dug, and an embankment made.

6. I have served in every coast District from Ganjam to Tinnevely, and I see nothing different in Madura. I believe I am correct in asserting that every Collector and Engineer in the other Districts, have seen the fallacy of making earth roads without any covering, and have considered it a waste of money to attempt to keep them in repair, and I must express my regret that I have not been able to procure any data on which to frame an estimate for making a cheap road across such soil.

7. Mr. Levinge in paragraph 13 complains that I did not furnish estimates for more than one main road; he has overlooked the fact that when I supplied him with an estimate for another of those named by Mr. McDonell he declined to countersign it—See G. O. No. 1 of 4th January 1864.

8. The bridges mentioned in paragraph 14 will be taken in hand as soon as the weather permits, and as far as the funds allow.—See my No. 1,216 of 30th September 1864.

9. Mr. Levinge in paragraph 15 objects to the line to Ramnad (his own selection), that in 70 miles neither gravel nor stone is to be found; the road to Ramnad which I proposed, viz., by Shevagunga, is far better provided, runs much higher, and is more easily made. I doubt if

Mr. Levinge has seen the proper line at least beyond Shevagunga, as his description in paragraph 7 of his letter as per margin, differs considerably from my experience.

No. 263, dated 7th November 1863, communicated with G. O. No. 3,808, 23rd December 1863, Public Works Department.

10. Mr. Bywater has prepared estimates (of course very large in amount) for completing these roads where gravel is procurable at moderate cost. He informs me that the trifling drainage mentioned in paragraph 6 of Mr. Levinge's letter entails the construction of three lengths of causeway, $1\frac{1}{2}$ yards high and 2,300 yards in total length, with three bridges in them.

11. In conclusion, I would observe that Captain Payne was upon one occasion caught by heavy rain near Ramnad; his experience of the difficulties which he found induced him when he gave over charge of the District to me to point out the inutility of expending money in earth work alone, or any of the salt roads, my impression was that it was a newly gained experience. Mr. Levinge probably would modify his views if he were to see these roads during the wet weather.

Proceedings of the Madras Government, Public Works Department,
4th November 1864.

No. 106.

ORDER THEREON, 4th November 1864, No. 3,183.

1. In Proceedings dated 4th October 1864, No. 2,854, the Superintending Engineer, 8th Division, was requested to submit estimates for the improvement and maintenance of certain main and branch salt roads in the Madura District specified by the Collector. In reference to this requisition, and to a remark of the Collector that the estimates for the works should be prepared with economy, Captain Moberly represents that it would be utterly useless to raise into an embanked road without a proper covering of metal (which it is evidently the intention of the Collector to dispense with) such soil as is to be found in the localities referred to. On this point the Government resolve to inform the Superintending Engineer that he should use his discretion in determining what portions of road require being regularly made, and what left on the natural surface of the country, taking care to provide for metalling only where really necessary.

2. Captain Moberly's attention will be again drawn to the list of roads appended to the Collector's letter of 15th August 1864, and he will be requested to prepare and submit the estimates for their improvement and maintenance.

(True Extract)

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

To the Superintending Engineer, 8th Division.

Exd S. T. Augustin.

No. 1451

Supr Engineer's Office 8th D.
Madura 18th October 1864
36

From, The Superintending Engineer
8th Division

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

Sir,

Public

I have the honor respectfully to request further instructions as to the improvement and maintenance of salt roads for which estimates are called in G. O. No. 2854 4th Instant.

2. From the Collector's letter to the Board on which this order is passed it would appear that he does not approve of any metalling the roads on the ground of expense. But without covering I submit that the raising of such soil, as this into an embanked road is utterly useless.

3. I beg that the Government will be pleased to refer to the map of the Madura District. They will observe that along the coast & for some miles inland, are large banks with cultivation under them. The drainage from which falls into an almost continuous swamp, divided from the sea by heavy sand, on which the so called Coast roads run. Para 6 of Mr. Livinge's letter very fairly describes a part of it.

4. I beg further to appeal to the reference of Colonel Orr as to the advisability of making

or the practicability of keeping in order, (as represented by Mr. Levinge in para 17,) a road which only differs from the Hyderabad road between Goodoor & Masulipatam in being more liable to be completely under water.

5. Mr. Levinge's experience of this kind of country appears to have been only gained in the dry weather. There is nothing more easy than traversing the swamp near Masulipatam when it is dry, and even after showers, it is not difficult, if handies are able to select different lines; which they are prevented from doing, if side trenches are dug, and an embankment made.

6. I have served in every coast district from Ganjam to Tinnevely, and I see nothing different in Madurai. I believe I am correct in ascertaining that every Collector and Engineer in the other Districts have seen the fallacy of making earth roads without any covering, and have considered it a waste of money to attempt to keep them in repair. - and I must express my regret that I have not been able to procure any data on which to frame an estimate for making a cheap road across such soil.

7. Mr. Levinge in para 13 complains that I did not furnish estimates for more than one main

road. He has overlooked the fact that when I supplied him with an estimate for another of those named by Mr. McDowell he declined to countersign it. See G. O. No. 1 of 4th January 1864.

8. The bridges mentioned in para 14 will be taken in hand as soon as the weather permits and as far as the funds allow say say Rs 12 1/2 of 3000 ft.

9. Mr. Levinge in para 15 objects to the line to Raminad, (his own selection), that in 40 miles neither gravel nor stone is to be found; the road to Raminad which I proposed viz by Sheringanga is far better provided, runs much higher & is more easily made. I doubt if Mr. Levinge has seen the proper line at least beyond Sheringanga, as his description

No 263, dated 7th Nov 1863, in para 7 of his letter as per margin, differs considerably from my experience. Communicated with G. O. No 3808, 10. 23 Decr 1863. M.D.

Mr. Poywater has prepared Estimates (of course very large in amount) for completing where gravel is procurable at moderate cost these roads. - He informs me that the trifling drainage mentioned in para 6 of Mr. Levinge's letter entails the construction of 3 lengths of causeway 12 ft high and 2300 yards in total length, with 3 bridges in them.

11. In conclusion I would observe that Captain Payne was upon one occasion caught by heavy rain near Raminad; his experience of the difficulties which he found induced him when he

gave over charge of the District to me to point out the inutility of expending money in Earth work alone, or any of the Salt roads. - my impression was that it was a newly gained experience. Mr. Levinge probably would modify his views if he were to see these roads during the next season.

I have &c.

J. Leobach Captain R.E.
Superintending Engineer S. D.

Public Works Dept

No 3983

Proceedings of the Madras Government

Under date the 1st October 1864

Read the following

from the Superintendent
Engineer, 8th Division

Requests further instructions
as to the improvement and
maintenance of Salt roads for (Here enter 18th October 1864
which estimates were called in No 1451)
P.O. No 2854 dated 4th October 1864

In Proceedings

Dated 1st October 1864,

No 2854, the Superintendent

Engineer S. D. No 1451 re.

requested to submit estimates

for the improvement and main-

tenance of certain

main and branch salt

Roads in the Madras

District specified by the

the Collector. In
reference to this requisition
and to a remark of the
Collector that the ex-
penditure for the work
should be prepared with
economy, Captain Hobbes
represents that it would
be utterly useless to
raise ~~into~~ ^{into} an embanked
road without a proper
covering of metalling
(which it is evidently the
intention of the Collector
to dispense with) such
soil as is to be found
in the localities referred to

28
to. On this point
the Government resolves
to inform the Super-
intending Engineer that
he should use his dis-
cretion in determining
what portions ^{of road} require
being ^{regularly} made and what
left on the ^{natural} surface of
the Country, taking care
to provide for metalling
only where ^{utterly} necessary;

Captain Hobbes' attention will be again
drawn to the list of
roads appended to the
Collector's letter of
15th August 1864, and he
will be requested to prepare

prepare and submit the
estimate for their im-
provement and main-
tenance

which was the
estimated cost in
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The Supp. 8th -
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 Pro: of Govt for
 Nov.

N^o 3183
 Pro: of the Algot
 Of 4th Nov/64

Letter from the Supg.
 Engr. of the M. R. requesting
 further instructions
 as to the improvement
 and maintenance
 of Salt roads in the
 Madras District,
 for which estimates
 are called in G. A. No.
 2854 of 1864 with
 orders thereon.

N^o 108. 106.

Pro 25th December/63. 585
 " 4th January/64. " 586
 " 4th Oct 81. " 1-2
 " 18. " 17-18
 " 18. " 315-316

W 1864 Depart
 Pro: of Govt for Nov. 1451
 Show. J. 457
 The Supg Engineer
 8th Division 136
 The Secy to Government
 O.P. W

Dated 18th } October 1864
 Recd 22 }

Requests further instruc-
 tions as to the improvement
 and maintenance of salt
 roads for which estimates
 were called in G. A. No. 2854
 dated 4th October 1864.

N^o 108

C. P. No. 17864 of 3125

N^o 3183 - 4th Nov 1864