

(1) Number of pages 10(2) Date of repair 5-10-35(3) Initials of the Referencer **MADRAS RECORD OFFICE.****Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 3371

Press
Mis.

184-188

Dated 6-11-1865

Not to be folded or roughly handled

No. 184. Read the following letter from the Superintending Engineer, 8th Division, to the Secretary to Government, Department Public Works, dated Madura, 30th October 1865, No. 1,470 :—

1. Referring to G. O. No. 2,991, 10th instant, I have the honor to observe that I have used my utmost endeavours to turn to the best account the funds granted for roads in this Division, and

1 Sketch.

believe that much improvement has lately been effected.

2. There is much yet to be done, but till further funds are supplied I can do little. I would urge upon Government the advisability of a cart tax, which would press lightly on the people, and enable us to do much good.

3. I have not found that cart hire is higher generally in Tinnevely than it is elsewhere, but in Tuticorin "the price of every thing is higher," see paragraph 83, and I doubt not but that the charge to Mr. Clarke was higher, as it is to me when I travel by the same line.

4. The so-called coast road is carried along the back of the beach following the edges of the back-waters, wherever the hard soil offers any inducement; but passes frequently over deep sand, and is often crossed by the numerous streams which find their way into the sea by shallow muddy channels, it would be exceed-

Rupees 10,000 a mile besides masonry. ingly costly to make a good road along this line, and none but a good road would be of any use. Except pilgrims few pass

along it, nowhere (save I believe a portion from Cuddalore to Negapatam) on the coast from Ganjam to Tinnevely has any Engineer proposed to make such a road.

5. They have been marked on maps, and even dignified with a number; but there, so far as I know, the project has dropped; of this, Road No. 21 is a specimen, paragraph 14, what would have ever been the object of a road between Tuticorin and Palayacoil I do not know; it may be necessary to supply the latter place with salt when the manufacture there is abandoned; the Maddagerry river, where the road crosses it, is in wet weather a swamp upwards of a mile broad and impassable, in the dry weather the spread of water depends on the tide. I never could understand why travellers persist in passing at this point, when by going quarter of a mile up-stream, they can head the tidal flow and cross, as I did, on hard soil.

6. I cannot recall any place where any risk of losing a horse could occur between Tuticorin and Arasady. I have ridden over it myself, and empty carts constantly traverse it. A glance at the accompanying sketch will, I think, satisfy Government that the branch road is rightly laid out, unless it is proposed to expend a very large sum in making two.

7. The widening and extending of the road to Vypaur Salt platform was carried on after Mr. Clarke's visit, and is making progress. I do not think it possible to dam out the salt water at Vypaur, the situation is similar to that of Muturagunadapatnam—See my No. 653, and G. O. 2,259 of 5th August 1865. Mr. Clarke, paragraph 83, suggests another line to the Carapad (or Tuticorin) platform. I fail to see the advantage to the trader. From the centre of the town the road at present runs one mile due west and two and three-quarters south and south-east, estimated

crossed by the numerous streams which find their way into the sea by shallow muddy channels.

*Proceedings of the Madras Government, Public Works Department,
10th November 1865.*

cost Rupees 24,000; the salt is taken, I conclude, for inland use, in which case the carter after proceeding $1 \times \frac{1}{2}$ is 1 mile on his way home. I do not know how long the direct line across the swamp is, but I doubt if it is less than two and a half miles, the carter after going five miles will still only be in Tuticorin, he may save himself half a mile, but this would be at a cost to Government of a bridge, which Mr. Clarke values at Rupees 40,000, and two and a half miles of road probably 15,000 Rupees more.

8. I feel confident that nobody will go to Carapad except export traders, unless compelled by the closure of the pans at Arasady, a proceeding which I am glad to see that Mr. Clarke condemns.

9. An estimate for a portion of the road from Coilpatam Salt pans, amounting to Rupees 3,650, was forwarded to Government on the 17th August 1864, No. 848.
See G. O., Public Works Department, 12th September 1864, No. 2,635.

10. In No. 2,379, 2nd October 1865, paragraph 36, Government take up the subject of a road to Cooelosagarapatam, but as in paragraph 38 the retention of the manufacture at that place is considered doubtful, I beg to suggest the postponement of any estimates, one for a portion of this road was sanctioned in G. O. No. 2,163, 28th July 1864. Under the late Collector's requisitions much time was occupied in making estimates for works which were afterwards abandoned, e. g., a road to Manjanolam, now given up as a salt station, estimate for 63,000 Rupees forwarded to Government on the 17th August 1864.

No. 185. ORDER THEREON, 10th November 1865, No. 3,371.

CIVIL WORKS, No. 28.

Communicated to the Revenue Department, with reference to the orders in that Department, dated 2nd October 1865, No. 2,379.

(True Extract.)

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

To the Revenue Department.
Superintending Engineer of the 8th Division.

Erd. S. T. Augustin.

No. 1470 Sup^d Engineer's Office 8th Div.
Madras 30th October 1865.
From

Sir, Colonel F. J. Moberly R.E.,
Superintending Engineer 8th Division

Colonel C. A. Orr R.E.
Secretary to Government P.W.
Sir,

Referring to G.O. No. 2991, 10th Instant, I have the honor to observe that I have used my utmost endeavours to turn to the best account the funds granted for roads in this Division, and believe that much improvement has lately been effected.

2. There is much yet to be done but till further funds are supplied I can do little. I would urge upon Government the advisability of a cart tax which would press lightly on the people and enable us to do much good.

3. I have not found that cart hire is higher generally in Tinnevely than it is elsewhere, but in Tuticorin the price of every thing is higher: see para 83, and I doubt not but that the charge to Mr. Clarke was higher, as it is to me when I travel by the same line.

4. The so-called coast road is carried along the back of the beach following the edges of the backwaters, wherever the hard soil offers any inducement, but passes frequently over deep sand, and is often crossed by the numerous streams which find their way into the sea by shallow muddy channels.

Incl. 1
1 Sketch

it would be exceedingly costly to make a good road Rs 10000 a mile along this line and more but a good road would be of beside masonry any use. - Except pilgrims few pass along it. nowhere (save I believe a portion from Cuddalore to Negapatam.) on the coast from Ganjam to Timmelly has any Engineer proposed to make such a road. -

5. - They have been marked on maps and even dignified with a number; but there so far as I know the project has dropped. - of this road No. 21. is a specimen para 14. - what would have ever been the object of a road between Tuticorin and Palanjacil I do not know. it may be necessary to supply the latter place with salt when the manufacture there is abandoned. - the Maddagerry river, where the road crosses it, is in wet weather a swamp upwards of a mile broad and impassable. - in the dry weather the spread of water depends on the tide. - I never could understand why travellers persist in passing at this point, when by going 4 miles up stream they can head the tidal flow and cross, as I did, on hard soil. -

6. - I cannot recall any place where any risk of losing a horse could occur between Tuticorin and Arasady. - I have ridden over it myself and empty carts constantly traverse it. - A glance at the accompanying sketch will I think satisfy Government that the branch road is rightly laid out, unless it is proposed to expend a very large sum in making two. -

7. - The widening and extending of the road to Typpur salt platform was carried on after Mr. Clarke's visit and is making progress. - I do not think it possible to dam out the salt water at Typpur. the situation is similar to that of Mutturagunadapatnam see my No. 653 and G.O. 2259 of 5th August 1865. -

Mr.

Mr. Clarke para 83 suggests another line to the Carapad (or Tuticorin) platform. - I fail to see the advantage to the trader. - From the centre of the town the road at present runs 1 mile due west and $3\frac{1}{2}$ S and SE. estimated cost Rs 24000. the salt is taken I conclude for inland use in which case the carter after proceeding $1\frac{1}{2}$ is 1 mile on his way home. - I do not know how long the direct line across the swamp is but I doubt if it is less than $2\frac{1}{2}$ miles. - the carter after going 5 miles will still only be in Tuticorin. he may save himself $\frac{1}{2}$ mile but this would be at a cost to Government of a bridge which Mr. Clarke values at Rupees 40000 and $2\frac{1}{2}$ miles of road probably 15000 Rupees more. -

8. - I feel confident that nobody will go to Carapad, except export traders; unless compelled by the closure of the pans at Arasady, a proceeding which I am glad to see that Mr. Clarke condemns. -

9. - An estimate for a portion of the road from Coilpatam salt pans amounting to Rs 3650 was forwarded to Government on the 17th August 1864 No. 848. -

12 Sept 64
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10. - In No. 2379. 2nd October 1865. para 36 Government take up the subject of a road to Coilpatam but as in para 38. the retention of the manufacture at that place is considered doubtful I beg to suggest the postponement of any estimates. one for a portion of this road was sanctioned in G.O. 2163. 28th July 1864. Under the late Collector's requisitions much time was occupied in making estimates for works which were afterwards abandoned. e.g. a road to Manjancolam now given up as a salt station estimate for 63000 Rupees.

forwarded.

forwarded to Government on the 17th
August 1864

Shave & Co

Hubert St. George
Superintending Engineer 8th Div

Civil Works

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no. 3371

Communicated to the
Revenue Department with refer-
ence to the orders in that Department
dated 2^d October 1865. No 2379.

St. George }
10th Nov 1865 }

[Signature]

2nd The Revenue Department. H. St. George
6. Superintending Engineer
of the 8th Division

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90/15665 Depa
 Secy of Govt for the
 No. 4323
 Hon.
 The Sup^r Engineer
 8th Division

To The Secretary to Govt
 D. P. W.

Dated 30th
 Recd. 4 Nov. 1865

E1
 Reports, with reference
 to G. O. No. 2991, the measures
 taken towards improving the
 several Roads in the Tinnevely
 District & quotes the number
 & date of letters forwarding
 Estimates for their repair.

No. 184-185

No. 3371-10th Nov. 1865
 With an order