M.R.O. 1—77,000—9-6-37.

(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. 1583 Press —Misc.—

599—600

Dated 25—5— 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
25th May 1867.

No. 599. Read the following Proceedings of the Madras Government in the Judicial Department :—

Directing that the station road opposite to Mr. Robert's house be repaired and reformed at its original level, and that the superfluous material be stored in the vacant triangular space adjacent to the above road. } (Here enter 15th May 1867, No. 794.)

No. 600. ORDER THEREON, 25th May 1867, No. 1,583.

CIVIL WORKS, No. 66. Communicated to the Superintending Engineer of the 4th Division.

(True Extract.)

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

To the Superintending Engineer, 4th Division.

Fd. S. T. Augustin.

Read the following papers :—

No. 166. From Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, Fort Saint George; dated Madras, 26th February 1867, No. 4653.

With reference to the Order of Government, Public Works Department, No. 3794, dated 29th November 1866, I have the honor to report that I recently visited Chittoor, and decided what should be done with the portion of the station road opposite to Mr. Roberts' house, and, although Government do not call upon me to report to them, I do so because the works will have to be executed by the Jail Department, and the orders of Government will be required by that Department.

2. The raising of the road, whereby an easy uniform slope was obtained, is no doubt an improvement, although not one that was urgently called for. Nevertheless, so much having been done, I should have counselled its completion had convict labor been as abundant now as it was when Dr. deFabeck commenced the work. This, however, is not so, as a large proportion of the convicts have been drafted off to Vellore.

3. What I have now decided is to make use of a part of the gravel of the road already raised, and to draw it over to make the unmade half. The slope will not be carried half so far as Dr. deFabeck has taken it, but the gradient will still be very easy, and much of the embankment, which has been the theme of so much correspondence, will be lowered, and it is believed that the pleasant prospect from the Judge's house, which, by the way, is fully 100 yards distant from the road, will not be interfered with.

4. My views are known to the Assistant Engineer, and, as soon as the Superintendent of Jails at Chittoor receives instructions to act on them, Mr. O'Shaughnessy will explain them to him.

Transferred to the Judicial Department, with reference to the Orders in that Department, No. 1837, of the 21st November 1866.

FORT SAINT GEORGE,
28*th February* 1867.

(Signed) C. A. ORR, Colonel, R. E.,
Secretary to Government, P. W. D.

Referred to the Magistrate of North Arcot, who will report, after communicating with Mr. Roberts, whether he sees any objection to the arrangement proposed by the Superintending Engineer.

FORT SAINT GEORGE,
13*th March* 1867.

(Signed) A. J. ARBUTHNOT,
Chief Secretary.

No. 167. From the Magistrate of North Arcot, to the Chief Secretary to Government, Fort Saint George; dated Chittoor, 26th March 1867, No. 21.

I have the honor, after communicating with Mr. Roberts, to reply to your reference of the 13th instant, in regard to Colonel Boileau's report on the road opposite to Mr. Roberts' house.

2. As to the raising of the road being an improvement, I would observe that as much might perhaps be said of every road on the face of the land, if Government were prepared to pay for putting them all on railway gradients. Colonel Boileau does not state nor explain that the raising of the road thus was in any way required, but speaks of it as "not urgently called for".

3. The road thus partially embanked is less traversed by carts than any other road in the station, and neither Mr. Roberts nor I, though we drive the heaviest

conveyances in the place, have ever observed that our horses were put to a severer strain at this point of the road than at any other.

4. Colonel Boileau is much mistaken (as was pointed out to him when here) when he writes that convict labor was abundant when the work was commenced. The roads at that time were in a worse state than they have been during the six years I have known Chittoor, and the consequence of their neglect is now especially apparent. Moreover, the whole surplus labor, if there were any, should have been directed to levelling the earth outworks of the Fort, and opening out the ventilation of the new Dispensary, which one would have thought would have had the Civil Surgeon's especial regard. As it is, the only loop-hole through which the air now fully permeates is the passage through which my new approach is carried into the Fort, and it will yet take a very long time to complete the levelling required.

5. It was also pointed out to Colonel Boileau that, on observation after the late heavy monsoon rains, it had been found that no water lodged, as alleged, on the portion of the road still untouched, and that the formation and slope of the road rendered any such lodgment of water impossible. Under its former condition, this piece of road did not require repair more frequently than any other road at the station, nor indeed has it ever had or required more than the ordinary share of labor and attention.

6. Both Mr. Roberts and I have, on former occasions, pointed out to the Jailer, who is *de facto* the originator and executor of such repairs, the waste of labor and the inconvenience caused by raising the levels of the roads in other parts of the station. It was, therefore, all the more annoying that the very system which we steadily deprecated should be applied to the repairs of a road running in front of our private houses.

7. We would, therefore, respectfully ask that this part of the road may be merely repaired and re-sectioned at its original level, and that the superfluous material be stored in a vacant triangular space closely adjoining, where it can be most usefully employed in repairing the three lines of road which unite at that point.

8. We are very willing to leave it to Government to decide whether the opinion of two of the oldest residents of the place should give way to a compromise in the terms of Colonel Boileau's letter, suggested on a hasty visit, and with, as paragraph 2 shows, a very imperfect acquaintance with the facts most material to the right appreciation of the point at issue.

No. 168. ORDER THEREON, 15th May 1867, No. 794.

The Governor in Council directs that the road referred to in the foregoing letters be repaired and reformed at its original level, and that the superfluous material be stored in the vacant triangular space alluded to in paragraph 7 of Mr. Robinson's letter.

(True Extract).

Chief Secretary.

To the Magistrate of North Arcot.
" Inspector General of Jails.
" Public Works Department.

Exd. J. H. Burns.

3B.

List

C.L.S. 1583

Commd. to the Supg Engineer of the 4th Div.

2 - S.E.L. Dn. / Grant St Thomas / 25th March 1675

Dupl. 27/5/67

No. 599 - 600

Sir Colin Campbell
Gr. Lobby 1855

Gr. to the Master Gnrl
in the Ord. Office

Dy 15" } 1 Mch 1854
Carr 12" }

No 1914

Directing that the Station
Road opposite to Nos Redoubt
Tower be repaired & restored
to its original Level & that
the excrescence created at
the Station where the Road
turns suddenly to the
Eastward shall be
taken down
& the above road
widened 25th March 1857

White cor