

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

P. W. DEPARTMENT.

G.O. No.	1144.	Press Mis.
231-3		
Dated	16-4-	1868

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

Read the following papers:—

No. 231. From the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 14th March 1868, No. 3,364.

G. O., No. 705, of 3rd March 1868.
" " 744, of 5th do.

1. I have the honor to acknowledge the receipt of the Orders, as per margin, which, agreeably to instructions,

I have passed on to Captain Hunter for such explanation as he may wish to offer, and for the preparation of the plans and estimates called for.

2. As I think I can give full explanation on the subjects mentioned by the Collector of Kurnool, in which he has, as I consider, unfairly blamed this department, I submit this letter without waiting for Captain Hunter's reply.

3. Before making the charges in paragraphs 2 and 3 of his letter No. 30, of 20th January 1868, to the Secretary to the Board of Revenue, I think it would have been better for the Collector of Kurnool to have made himself thoroughly acquainted with the facts of the case, and to have perused the Government Orders connected with the subject.

4. In G. O., No. 2,109, of 9th September 1867, in the Revenue Department, which was communicated with G. O., No. 2,839, of 13th idem, in the Public Works Department, the Collector of Kurnool was directed to give immediate attention to the formation of so much of the road in question as is chargeable to the District Road Fund, and to ascertain and report what is likely to be done to the portion of the line which is in municipal limits. I beg to draw your particular attention to this last part of the Government Order.

5. The order in question was received by me on the 20th September 1867, and was communicated on the same day to Captain Hunter, with a request to submit the necessary estimate, &c. In the meantime, however, the Collector of Kurnool, in his letter No. 66, of 17th September 1867, wrote to Captain Hunter, and sent to me a copy of his letter, in reply to which I informed him that I had already directed Captain Hunter to submit the survey, &c., for the road from the Jorapoor bridge to the Gadidamadgu road. I made no mention about the other portion, which, being in municipal limits, is not under my charge.

6. On the 23rd December 1867 I received from Captain Hunter the survey, &c., referred to in paragraph 4 of Mr. Chase's letter, and as the survey plan was not countersigned by the Collector in token of approval, I forwarded it to him "for signature and approval." At the same time I requested to know if it was the line of road required, or if it would not be better to make it to run in a more easterly direction; in which case, however, the estimate would be greater, as perhaps some masonry works would be wanted.

7. Mr. Chase, with his letter No. 14, of 6th January 1868, received by me on the 10th, returned the plan, and stated that he considered the road as laid down by Captain Hunter the best line that could be taken; he, however, had not signed the survey plan, as I had asked him. On the 11th January, I sent the survey, &c., to the Collector of Kurnool, with my letter No. 2,741, of 11th January 1868.

8. As regards paragraph 5 of Mr. Chase's letter, I beg to state that, until the 10th January, I did not know that Captain Hunter had sent any estimates to

with J. O. No. 2099 of 10th idem in the margin.
Collector

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

Mr. Chase, which had been returned as being excessively high. If I had known that Captain Hunter was preparing the survey and estimate for the portion of road in the municipal limits, for which I had made no call, I would have informed both Mr. Chase and Captain Hunter that this department had nothing to do with it, as stated in paragraph 4 of my letter No. 2,741, of 11th January 1868. I can only suppose Mr. Chase was ignorant of G. O., No. 2,768, of 31st August 1866, in the Public Works Department, or he would neither have used the expression "I consider the refusal as unjustifiable," in the last part of paragraph 2 of his letter, nor would he have written as he has done in the latter part of paragraph 5.

9. Reverting now to the last part of paragraph 4 of this letter, in which I have drawn your particular attention to the latter portion of G. O., No. 2,109, of 9th September 1867, in the Revenue Department, I beg to inform you it was not until the receipt of G. O., No. 364, of 1st February 1868, in the Public Works Department, communicating G. O., No. 236, of 28th January 1868, that I became aware any report had been submitted by Mr. Chase, and so I contend that this department is neither to blame in this matter, nor was my refusal unjustifiable.

10. Before concluding the subject of the road from the Jorapoor bridge to the Gadidamadgu road, I consider it my duty, as Superintending Engineer of this Division, to state that the line of road which has been sanctioned does not meet the objects of the Chief Engineer of the Madras Irrigation and Canal Company, as stated in his letter which accompanied the Endorsement of the Consulting Engineer for Irrigation, attached to G. O., No. 2,109, of 9th September 1867. A glance at the survey plan will show this, and I am sure if the question is referred to those two Officers, they will both say that the line now sanctioned from the Jorapoor bridge to the Gadidamadgu road will not shorten the distance from Kurnool, to which the Chief Engineer of the Irrigation and Canal Company particularly refers in clause I, of paragraph 1, and paragraph 4 of his letter already mentioned.

11. As regards the submission of the estimate for the road on the north side of the bridge, which is entirely in municipal limits, as called for in paragraph 2 of G. O., No. 236, of 28th January 1866, I beg to inform you that I received the survey, &c., on the 10th instant from Captain Hunter, who stated that they were sent to me at the request of the Collector. I immediately sent them on to the Collector without my signature, as, being a municipal road, it is not under my charge.

12. As regards paragraph 6 of the Collector's letter, I beg to say that the estimate for the road from Yeldoorty to Ramalcotta was sent to the Collector with my letter No. 2,981, of 7th February 1868. The estimate, &c., were received by me on the 19th December, and were returned by me for some alterations and corrections, they were re-transmitted by Captain Hunter on 24th January, and after examination in my Office were forwarded to the Collector on 7th February.

13. As regards paragraph 10 of Mr. Chase's letter, I beg to inform you that G. O., No. 3,474, of 31st October 1866, was received by me on 5th November 1866, and was communicated to Captain Hunter on the same day. In paragraph 4 of that G. O., it is stated that the Consulting Engineer's suggestion, in paragraph 28 of his letter, to construct a road from the Terogopila aqueduct in a south-west direction to join the road from Parmancherla to Nagatore will be considered in the Revenue Department. Since that date no further instructions have been received.

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

On the 5th instant I received a letter from the Collector of Kurnool on the subject, and immediately called on Captain Hunter for the survey and estimate.

14. With reference to paragraph 11 of Mr. Chase's letter, I beg to inform you that I have not had an opportunity of inspecting the road from Jonnagerry to Pyapully since November 1866, when I passed along it with the Honorable Mr. L. J., who was on his tour of inspection of the famine districts. It is true that I made objections on the score of the road being so zigzag, but that was not my principal objection. What I chiefly found fault with was the kind of work that was being done, stones of all sorts and sizes were being thrown on the ground, and over them a layer of gravel was being spread, watered, and rammed. If these stones have not been all taken up, which I do not think is the case, we shall in a short time have to take them up; for they will soon wear up to the surface, and become a constant source of trouble and annoyance until we have got rid of them all, unless we adopt the other plan of breaking up the road and re-making it.

15. Immediately, after my inspection of the road, I requested Captain Hunter to prepare a survey, &c., of the road, to make arrangements for correcting the mistakes that had been made, to straighten the line where it was possible to do so, to make provision for the drainage, and not to allow any stone of longer dimensions than 1½ inch cube to be used on the road.

16. I am at a loss to understand how Mr. Chase, on the 20th January, could say that this road was completed, when, on the 5th February, he wrote and asked me for plans and estimates for two road dams; and in a survey which I received two days ago from Captain Hunter, only about half the length of this road is shown as completed. I have called on Captain Hunter to report when this survey was made. As regards the road from Pyapully to Rungapoor I did not say anything, as I have never inspected it.

17. Mr. Chase states that the road from Jonnagerry to Pyapully was made a little zigzag in order to save expense, and avoid having to pay compensation; it is a question, in my opinion, whether this is really economy, as compensation, except in paddy lands, is, I think, cheaper than the cost of road-making.

18. In paragraph 12, Mr. Chase seems to think that it should be only necessary to call for a survey and estimate, and that these should be immediately ready; he forgets that Range Officers and Overseers have other works to look after, and that it is often very inconvenient for the public service to depute a person at once for such duty. It is easy enough to get a party of coolies to collect stones of all sorts and sizes from the surrounding country, to throw them down without paying attention to the thickness spread, to put some gravel over the stones, and then call this a road; but it takes some time to choose a proper line, mark it out, and survey, &c., for the estimate.

No. 232. Endorsement of the Superintending Engineer, 3rd Division, dated Camp at Hospet, Bellary, 1st April 1868, No. 10.
From the Executive Engineer in charge of Kurnool Range, to the Superintending Engineer, 3rd Division, dated Kurnool, 24th March 1868, No. 676.

1. I have the honor to acknowledge the receipt of your Endorsement No. 3,305, dated 7th March 1868, forwarding Orders of Government No. 705, dated 3rd

*was y. v. m. 2899/73. Idem in the P.W.D. the
Collector*

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

March 1868, calling for explanations from me regarding the strictures conveyed in certain paragraphs of a letter from the Collector of Kurnool.

2. These, as far as they concern me, are:—

First.—That I made alternative estimates for certain roads to be executed from Local Funds, allowing in the first case for a first rate road, metalled with broken stone; and, in the second, for the rough metal of stones unbroken, and merely picked up in the neighbouring fields, such as is very generally in use all over the district—in short for expensive first class roads and inexpensive roads of an inferior description.

Second.—For delay regarding a road from Parmancherla to Nagatore.

3. I think that I cannot better reply to the first charge than by referring to Mr. Chase's letter to the Board of Revenue, No. 170, dated 14th June 1867. To facilitate reference I quote from this letter:—

"I am sorry to see that round pebbles are constantly used for road repairs. These pebbles will not bind, and only become displaced by the traffic. My query, why such are used, is met by the reply, what can be done with only Rupees 100 per mile, and that the roads are good enough for the traffic. This is to be regretted, for no part of India is better provided with good road material than this district, in which a fine hard black stone, like whin stone, the best material in the world, abounds, and surely it would be better to make some small but really first rate repairs to the roads, than to make such repairs to a great extent as is at present the case; and the better the roads become, the better will become the conveyances used for traffic on the roads. These remarks apply particularly to the roads under the charge of Captain Hunter, R. E."

Surely, after so positive an expression of opinion as this, I had reason to believe that Mr. Chase really wanted roads made of broken whin stone; indeed, he goes so far as to say, better a very small portion of first rate road than a very large portion of anything else. It will be observed that Mr. Chase's expressions all refer to road "repairs," and must be, therefore, supposed to have additional weight when applied to road "constructions."

4. Now, I submit that the main object of making estimates is, that everybody concerned may, before actually incurring expenditure on a work, have an opportunity of seeing exactly what is to be done, and of weighing the advantages against the cost; and time spent in this way is not wasted; indeed, the delay incurred in making two estimates instead of one before commencing work, is infinitely preferable to that which must subsequently occur during the progress of a work subject to criticism and report by an officer whose ideas of the cost of different kinds of road-work are such as those expressed by Mr. Chase in his letter above quoted.

5. It seems to me that Mr. Chase's course here was either to adopt the more expensive estimate, and give his views in defence of it for the consideration of the Board, or else acknowledge that broken stone roads, though very desirable and infinitely preferable to the others, are too costly to be executed for the sums that Government wish to pay; instead of doing this, however, Mr. Chase blames me for believing that he meant what he wrote.

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

6. In paragraph 6 of his letter Mr. Chase says that on the 7th March, when he walked over the proposed road with me, I had a plan of it with me. He might have added that the plan was a trial survey made by a very young Overseer; that the line there proposed was rejected; that another survey had to be made; that the road in question was one of the famine roads; and that it was owing to his telling me that the pressing necessity for beginning on these roads in order to afford the means of living to the starving people, was over, that I postponed this estimate in favor of more emergent work. And I would here respectfully submit that my estimating staff is a small one, only one Draughtsman and Estimate-maker, and that the current work of the range gives myself and him ample occupation; during the past year especially the ordinary estimating work has been very heavy, including bridges for the Aspery and Gooty road, 40 miles of road estimate (Local Funds) from Nundicotcoor to Bairlooty, besides irrigation works and repairs, and alterations in the Cantonments and town as suggested by the Sanitary Commissioner and Military authorities; and I would suggest that the real plan of disposing of these estimates rapidly would be to sanction the employment, from the Road Cess, of an estimating establishment, Draughtsman and Estimator, at an aggregate cost of Rupees one hundred per mensem, as long as required.

7. In paragraph 10 Mr. Chase brings forward, what he calls, another case of delay. The facts of this case are very curiously put. The Government Order calls for a report from the Collector regarding a road suggested by the Consulting Engineer for the Irrigation Company, from the Terrigopalah aqueduct to Parmancherla, to enable them to decide probably whether to call for an estimate. This the Collector appears not to have sent, and accordingly finds fault with me for not making an estimate for a perfectly different line, viz., from Parmancherla to Nagatore.

8. In paragraph 11 Mr. Chase having apparently exhausted his objections to the practice of careful estimating, turns to the other side of the picture, and gravely congratulates the Board on the fact that he and his Deputy Collector have, untrammelled by estimates, surveys, or specifications, contrived to lavish the enormous sum of one lac and sixty-five thousand Rupees on 16½ miles of bad road, and further states that this is about one thousand Rupees per mile. The real mileage rate is ten thousand Rupees, and if these figures are right, Mr. Chase and his Deputy Collector deserve severe censure, and Government will probably hesitate before entrusting any more roads to a department and system that have failed so grievously here. I trust, however, that this is a clerical error, and Mr. Chase responsible for nothing more serious than a want of accuracy and arithmetic. In any case, it shows the paramount importance of being able at once to compare expenditure with estimate; and I must also add that the roads referred to in paragraph 12 of the Collector's letter have not been actually completed, that of the road from Pyapully to Jonnagiry there is one mile of road surface even undone, and nothing whatever has been done on the streams crossed by the road, except one small tunnel at the junction with the main line near Pyapully and three road dams, each under 20 feet in length.

9. On the Rampoor road the masonry works, though more frequent, are still incomplete, and many of them unfinished.

*with G. O. No. 2839 of 13th Idem in the P.W.D., the
Collector*

Proceedings of the Madras Government, Public Works Department.
16th April 1868.

Forwarded to Government with reference to G. O., No. 705, of 3rd March 1868.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, 3rd Division.

No 233.

ORDER THEREON, 16th April 1868; No. 1,147.

LOCAL FUNDS, No. 29.

Civil Works.

Ordered that these papers be communicated to the Revenue Department, with reference to the Orders in that Department of the 25th February 1868, No. 525.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Revenue Department.

Superintending Engineer, 3rd Division.

Exd. S. T. Augustin.

No. 3364.

Supag. Engrs. J. 3rd Div.
Billary 14th March 1868

From,

The Superintending Engineer,
3rd Division

To,

The Secretary to Government.
P. N. D.

Re,

G.O. No. 705 of 3rd March 1868.
--- 74495th ---

I have the honor to acknowledge the receipt of the orders, as per margin, which agree-ably to instructions, I have passed on to Captain Hunter for such explanation as he may wish to offer, and for the preparation of the Plan and Estimate called for.

2. As I think I can give full explanation on the subjects mentioned by the Collector of Tirunelveli in which he has, as I consider, unfairly blamed this Department, I submit this letter without waiting for Captain Hunter's reply.

3. Before making the changes in para 2 and 3 of his letter No. 20 of 20th January 1868, to the Secy. to the Board of Revenue, I think it would have been better for the Collector of Tirunelveli to have made himself thoroughly acquainted with the facts of the case and to have perused the Government orders connected with the subject.

4. In G.O. No. 2109 of 9th September 1867 in the Revenue Department, which was communicated with G.O. No. 2839 of 13th Idem in the P.N.D., the Collector

Collector of Murmoal was directed to give prime-
riate attention to the formation of so much of the
road in question as is chargeable to the District
Road Fund, and to ascertain and report what is
likely to be done to the portion of the line which is
in Municipal limits. I beg to draw your parti-
cular attention to this last part of the Government
order.

5. The order in question was received by me
on the 20th September 1867, and was communicated
on the same day to Captain Skemter, with a request
to submit the necessary Estimate &c. In the mean-
time however the Collector of Murmoal, in his letter
No. 66 of 14th September 1867, wrote to Captain Skemter
and sent to me a copy of his letter, in reply to which
I informed him that I had already directed Captain
Skemter to submit the survey &c. for the road from
the Jorajon Bridge to the Gardannadga Road.
I made no mention about the other portion which,
being in Municipal limits, is not under my
charge.

6. On the 23rd December 1867 I received
from Captain Skemter the Survey &c. referred to in
Para 4 of Mr. Chare's letter and as the Survey Plan
was not countersigned by the Collector in token
of approval I forwarded it to him "for signature
and approval". At the same time I suggested to
him: if it was the line of road required or if it
would not be better to make it to run in a
more

more easterly direction, in which case however
the Estimate would be greater, as perhaps some
masonry works would be wanted.

7. Mr. Chare with his letter No. 14 of 6th
January 1868, received by me on the 10th, returned
the plan and stated that he considered ^{the road} as laid down
by Captain Skemter the best line that could be taken.
he however had not signed the survey Plan as I
had asked him. On the 11th January I sent
the survey &c. to the Collector of Murmoal with my
letter No. 2741 of 11th January 1868.

8. As regards Para 5 of Mr. Chare's letter
I beg to state that, until the 10th January I
did not know that Captain Skemter had sent
any Estimates to Mr. Chare which had been returned
as being excessively high. If I had known that
Captain Skemter was preparing the survey and
Estimate for the portion of road in the Municipal
limits for which I had made no call, I would
have informed both Mr. Chare and Captain
Skemter that this Department had nothing
to do with it, as stated in Para 4 of my letter
No. 2741 of 11th January 1868. I can only suppose
Mr. Chare was ignorant of G.O. No. 2760 of 31st Aug.
1866 in the P.W. Department, or he would neither
have used the expression "I consider the refusal
as unjustifiable" in the last part of para 2 of
his letter, nor would he have written as he has
done in the latter part of Para 5.

9. Reverting now to the last part of para 4
of

of this letter, in which I have drawn your particular attention to the latter portion of G. O. No. 2109 of 9th September 1867 in the Revenue Department. I beg to inform you it was not until the receipt of G. O. No. 364 of 1st February 1868 in the S. W. D. Communicating G. O. No. 236 of 28th January 1868 that I became aware any report had been submitted by Mr. Chace and so I content that this Department is neither to blame in this matter nor was my refusal unjustifiable.

10. Before concluding the subject of the road from the Jorapoor Bridge to the Gardamudga Road I consider it my duty as Superintending Engineer of this Division, to state that the line of road which has been sanctioned does not meet the objects of the Chief Engineer of the Indus Irrigation and Canal Company, as stated in his letter which accompanied the endorsement of the Consulting Engineer for Irrigation, attached to G. O. No. 2109 of 9th September 1867. A glance at the Survey Plan will show this and I am sure if the question is referred to those two Officers they will both say that the line now sanctioned from the Jorapoor Bridge to the Gardamudga Road will not shorten the distance from Murool, to which the Chief Engineer of the Irrigation and Canal Company particularly refers in Clause I of Para 1 and Para 4 of his letter already mentioned.

11. As regards the submission of the Estimate for

for the road on the north side of the Bridge which is entirely in Municipal limits, as called for in Para 2 of G. O. No. 236 of 28th January 1868 I beg to inform you that I received the Survey plan on the 10th of March from Captain Hunter who stated that they were sent to me at the request of the Collector. I immediately sent them on to the Collector without my signature, as, being a Municipal Road, it is not under my charge.

12. As regards Para 6 of the Collector's letter I beg to say that the Estimate for the road from Guldosty to Parnalcolia was sent to the Collector with my letter No. 298 of 1st February 1868. The Estimate was received by me on the 19th Dec. and was returned by me for some alterations and corrections - they were retransmitted by Captain Hunter on 26th January and after examination in my office were forwarded to the Collector on 7th February.

13. As regards Para 10 of Mr. Chace's letter I beg to inform you that G. O. No. 3474 of 31st October 1868 was received by me on 5th Nov. 1868 and was communicated to Captain Hunter on the same day. In Para 4 of that G. O. it is stated that the Consulting Engineer's suggestion in para 28 of his letter, to construct a road from the Terogopila Aqueduct in a S. W. direction to join the road from Parnanchula to Nagatuc will be considered in the Revenue Department. Since that date no further instructions have been received.

received. On the 5th Instant I received a letter from the Collector of Purnool on the subject and immediately called on Captain Hunter for the Survey and Estimate.

14. With reference to Para 11 of Mr. Chase's letter I beg to inform you that I have not had an opportunity of inspecting the road from Jomagherry to Papuly since November 1858 when I passed along it with Honorable Mr. Ellis, who was on his tour of inspection of the Province Districts. It is true that I made objections on the score of the road being so zigzag, but that was not my principal objection. What I chiefly found fault with was the kind of work that was being done. Stones of all sorts and sizes were being thrown on the ground and over them a layer of gravel was being spread, watered and rammed. If these stones have not been all taken up, which I do not think is the case, we shall in a short time have to take them up; for they will soon wear up to the surface and become a constant source of trouble and annoyance until we have got rid of them all. Unless we adopt the other plan of breaking up the road and re-making it.

15. Immediately after my inspection of the road I requested Captain Hunter to prepare a Survey and Estimate of the road, to make arrangements for correcting the mistakes that had been made, to straighten the line where it was possible to do so, to make provision for the drainage and not to

13. 4
to allow any stone of longer dimensions than 1 1/2 inch Cube to be used on the road.

16. I am at a loss to understand how Mr. Chase on the 20th of January could say that the road was completed, when on the 6th February he wrote and asked me for Plans and Estimates for 2 days Road Dams; and in a Survey which I received two days ago from Captain Hunter only about half the length of the road is shown as completed. I have called on Captain Hunter to report when this Survey was made. As regards the road from Jomagherry to Pungo-poon I did not say any thing as I have never inspected it.

17. Mr. Chase states that the road from Jomagherry to Papuly was made a little zigzag in order to save expense and avoid having to pay Compensation. It is a question, in my opinion, whether this is really economy, as Compensation, except in paddy lands, is I think cheaper than the cost of road making.

18. In Para 12 Mr. Chase seems to think that it should be only necessary to call for a Survey and Estimate and that there should be immediately ready a party of Range Officers and Overseers hence other works to look after and that it is often very inconvenient for the public service to depute a person at once for such duty. It is easy enough to get a party of Coolies to collect stones of all sorts & sizes from the surrounding Country, & throw them down without paying attention to the thickness & spread,

to put some gravel over the stones and then call
this a road; but it takes some time to choose a pro-
per line, mark it out and Survey &c for the
Estimate.

James Sea

A. W. Webb
Superintendent Engineer
Bureau

4231

M. P. 1582. 2. 20
 Prof. Goodrich April
 7/12

Thom. Med. Infy. Disp.
3rd Div.

To the Secretary of the
Board of Directors

No 3364.

Oct. 14. Sunday 1868.

July 1891

213 1147-165 ed/mi/bs

Accepted in Duennort

Distinct

Prizes & Education
in reference to the
Confidant of the Black
of America & Rep. action

to put some gravel over the stones and then call

P. H. Wood, Jr.
Kinnock District
Kinnock Range
Thy 4253/6-68.
The Assistant Engineer
In charge of Kinnock
Range
To The Sup. Engineer
3^d Division
Bellevue

Dated 24th } March 1868.
Recd }

No. 676

Furnishing explanations
regarding the delay &c.
in submitting certain
Estimates called for by
the Collector of Kinnock.

W. H. Wood, Jr.
March 1868

7 H 1868 Dept
Pro. of Govt April
1282.

From the Supy Engr
3d Div
No 10.

14 April/68
28 8

No 1147. 16 April/68

Forwarding letter
from the Ex Engr in ch.
of Turnool Range, con-
taining explanations
regarding the delay
in submitting certain
Estimates called for
by the Collector of
Turnool.

No. 232

Public Works Department.

No 1147

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 16 April/68

Read the following

From the Supy Engr 3rd Div (H. E. No 3364 of 11th March 1868.

" Do Do. (Here enter No. 10 dated 1st April) ..

Ordered that these
papers be communi-
cated to the Revenue
Department, with re-
ference to the orders
in that Department
of the 25th February
1868. No. 525.

The Rev Dept
S. Engr 3rd Div

Recd 17/4/68

W. B.

231 4-233

Pub. Works 1868 Septth

Pro: of Govt for April

No 1117

Pro: of the Madras Govt

D/16th April 1868

Communicating to the
Proc. Department Secretary
correspondence from the Supp
Cng. of the 3rd Division relative
to the alleged delay in the sub-
mission of plans and estimates
for Local Fund Roads
in the Tirunel District.

No 1117
A. 231 @ 233