M.R.O. 1—10,006—25-2-50.

(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.	1668	Press
B.P. No. 4516453		Mis.
Dated	20-6-1951	195 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 20th June 1874.

Read the following papers :—

No. 451. Proceedings of the Board of Revenue, dated 21st April 1874, No. 939.

Read the following letter from J. R. COCKERELL, Esq., Commissioner of the Neilgherries, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 24th March 1874, No. 27 :—

GOVERNMENT Order, Public Works Department, 2nd March 1874, No. 530, upon the subject of Lady Canning's Seat and the Tiger Hill Road at Coonoor, remarks that the former road must be continued to Fern Hill Bridge, and proposes the prolongation should follow the steeper of two traces suggested by the District Engineer through Brookland's Tea Estate. In reference to this trace, the order declares no "valid grounds" appear for the broad margin allowed below it, and affirms that a rate of compensation proposed to the Proprietor of the Estate of Rupees 1,000, an acre, acquiesced in by the Commissioner is "evidently excessive." It states that the margin must be narrowed, and a "more reasonable valuation" of the land made, if necessary, under the Land Acquisition Act.

2. Prior to taking steps in the matter, I have the honour to request definite instructions on my proposal, submitted in a letter, dated 6th March 1874, No. 4, to carry the prolongation along the existing public trace, and to avoid Brooklands altogether. I submit a letter, on the subject, to my address from the District Engineer, in which the Engineer agrees with me.

3. If it is decided finally to cut through Brooklands, there are some considerations to be weighed. In his letter, the District Engineer remarks that the unusual margin allowed below his trace was in consequence of experience gained on the Hooliul road, in the construction of which it was found that the devastation committed below the road by rolling stones and debris was great. It was on this ground he estimated a margin of twenty-two yards instead of the usual margin of eleven yards. I can corroborate the District Engineer upon the point, because I visited the Hooliul road with him while it was in progress, and I, like him, was astonished at the extent to which injury was carried by falling debris.

4. The next point is that of compensation: when the proposal was first made to carry Lady Canning's Seat road through Brooklands, the proprietor, who had recently bought the Estate, wrote to me as follows: "I certainly should be the last person to stand in the way of the completion of this road, but at the same time, I beg to inform you that in purchasing Brooklands, I paid for the tea, through which the road is to pass, 1,000 Rupees sterling per acre. The only compensation I ask for, is that small piece of forest land which joins my two Estates, Brooklands and Stradlings, as I have lately purchased the hill on the north side and Quail Hill on the south." Mr. Kirby was refused this forest, and in these circumstances, I did not consider it becoming to question his positive assertion that in the valuation made of Brooklands before he purchased the Estate, the tea through which Captain Morant's trace runs was set down at 1,000 Rupees an acre.

5. There is a legal difficulty in applying the Land Act in the present instance, which should not be overlooked. The Collector makes the valuation (Section 11, Act X. of 1870,) and if he and the persons interested agree as to the amount of compensation to be allowed, he under Section 14 makes an "award

under his hand for the same." I am the Collector on the Neilgherries, and my opinion is committed already to compensation of 1,000 Rupees an acre.

ENCLOSURE No. 1.

From Captain J. MORANT, R.E., District Engineer, to J. R. COCKERELL, Esq., Commissioner of the Neilgherries, dated Ootacamund, 19th March 1874, No. 84 :—

I HAVE the honour to address you with regard to Public Works Department, G. O., No. 530, of the 2nd instant.

2. The 2nd and 3rd paragraphs of that order deal with that as yet unfinished portion of road at Coonoor which is common to the Lady Canning's Seat and Tiger Hill Roads, and which, if carried out, at even the steep gradient of one in seventeen, must infringe more or less on the Brookland's Tea Estate.

3. In my letter No. 65, of the 2nd instant, to your address, I pointed out that it appeared now unnecessary to complete this portion, as carriages en route to Lady Canning's Seat could easily go round the Tiger Hill Road, on which they can pass each other, and where three or four wide spaces have been formed for turning. I also stated that, in my opinion, it was far more desirable, in the general interests of the district and of the planters who possess Estates there, to complete the portion between the seat and the Dolphin's nose at the moderate cost of Rupees 900, rather than to expend a larger sum on this small unfinished half a mile, the completion of which is now, in my humble opinion, quite unnecessary. As Government, however, state that this half mile cannot be omitted, I suppose it is of no use reviving that question.

4. In my letter, No. 55, of the 31st October last, to your address, I suggested the advisability, while Government was about it, of making this portion of road of an easier gradient than one in seventeen, without increasing its length, by running it up at one continuous gradient of one in twenty-three, right up to the Australian Tope. But as this trace would pass through more of the Brookland's property, its cost in the way of compensation would be greater. In making that proposal I considered that a much pleasanter road would be secured at no additional cost in its manufacture; and that the advantages gained, well outweighed the additional sum needed for compensation. I also reflected that it would be next to impossible at any future time to alter this trace; that it was desirable to look to the future wants of Coonoor instead of only to its immediate present demands; and that Coonoor and the hills in general would be sure to increase, and might by and bye look upon a trace of one in seventeen as an intolerable inconvenience.

5. Government, however, is pleased to say that a gradient of one in twenty-three is "*needlessly* easy." You will doubtless be as surprised as I am at this expression, considering that the force to draw a carriage up one in seventeen and one in twenty-three is as 875 : 653 and that the equivalent length of *level* road in each case for one mile on the gradients is reckoned as 2 miles : 1·8 miles, and also taking into account that the easier gradient does not involve any increase in the length of the road. However, as Government seem so well satisfied with a gradient of one in seventeen, I am strongly of opinion that the best plan would be not to go through the Brookland's Estate at all, but to cut out the present path to twelve feet wide at a very small cost, and make the road of a gradient of about one in twelve, with which the Government, I have no doubt, will be well pleased.

6. In case, however, of the one in seventeen trace being insisted upon, I have the honour to address you on the subject of the requisite compensation for the land taken up thereby.

7. In the above quoted Government Order, Government take objection on two points to the compensation I ventured to mention in my letter to you. First they object to the distance taken up for the road from below its centre, viz., twenty-two yards, and consider that eleven yards should suffice. With regard to this, I have to observe that the ground is steep, and that in forming the road, the debris of hard earth and very small stones, etc., will, without doubt, injure and destroy the Tea trees to a distance of at least twenty-two yards from centre of road. I speak on this point from actual experience gained on the road recently made through Mr. Allan's Coffee and Mr. Stanes' Tea Estates on the way to Hooliecul. I was, I confess, astonished at the extent to which the injury extended. Both those gentlemen could be addressed on the subject.

Secondly, Government object to the valuation of the land, viz., Rupees 1,000 per acre, which they are pleased to say is "evidently excessive." On this point you will, of course, be better able than I to speak. But I beg to be allowed to observe that, I am under the impression (and I believe it is a true one) that Mr. Kirby, the owner of Brooklands, a year or two ago paid Rs. 1,000 per acre for the land; and that since then it has been manured, etc. The road will not, in any way, benefit his Estate nor does he desire it to be run through it. You are aware that some Government waste land was lately sold so far out as Colacumbay for Rupees 120 per acre. Surely cleared, planted and manured land, within the Municipal limits of Coonoor, is worth a great deal more. Moreover, if you will turn to G. Os., Revenue Department, No. 3,037, of 25th November 1869, and No. 480 of the 8th April 1870, you will observe that Rupees 300 for ·28 of an acre was paid to a Mr. Steevens for some common unplanted land taken up for the road from Coonoor to Wellington, although the Superintending Engineer and the Superintendent of the Revenue Survey both asserted that his land had been improved as a building site by the construction of the road. This was at the rate of Rupees 1,071 per acre.

8. I am, therefore, strongly of opinion that twenty-two yards below the road from its centre, and a rate of Rupees 1,000 per acre should be given to Mr. Kirby as compensation. This he is willing to accept, and I trust I have clearly shown that it is not excessive.

9. In case, however, only eleven yards from centre of road is allowed, the area taken up will be Acre 1, Perches 2, Yards 10, Feet 5, as per enclosed sketch.

10. As the Government seem anxious that this matter should be speedily settled, and as I can do nothing more until the question of compensation is decided, I have the honour to request your early attention to this matter.

ENCLOSURE No. 2.—Sketch.

SUBMITTED for the orders of Government.

2. The road is provided for in the Provincial Budget.

TRANSFERRED to the Public Works Accounts.

(Signed) C. G. MASTER,
Acting Secretary to Government.

11*th May* 1874.

No. 452. From Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Ootacamund, 23rd April 1874, No. 117 :—

WITH reference to your memorandum, No. 203, of the 16th ultimo, I have the honour to submit an estimate for cutting down the old road from A to B as marked in the accompanying plan and section to a slope of 1 in 16 keeping it 12 feet wide, as well as for completing the rest of the unfinished portion of the Tiger Hill and Lady Canning's Seat Roads between Fern Hill Bridge and the Acacia Tope.

2. The whole estimate aggregates 1,365 + 285 = Rupees 1,650.

Proceedings of the Madras Government, Public Works Department, 20th June 1874.

No. 453. ORDER THEREON, 20th June 1874, No. 1,668.

CIVIL WORKS, No. 29.

IN his letter of the 24th March to the address of the Secretary to the Revenue Board the Commissioner of the Neilgherries requests definite instructions on the proposal of his letter of the 6th March to the address of the Chief Secretary to Government, to widen the existing road above the Brookland's Estate to 12 feet, and so avoid the payment of any compensation for going through that property.

2. In his letter to the Secretary to Government, No. 117, of 23rd April, the District Engineer of the Neilgherries submits an estimate of Rupees 1,650 for the work in question; which added to his estimate of Rupees 5,450 for the road east of the tope, makes a total of Rupees 7,100, or Rupees 1,100 in excess of the sanction of G. O., No. 1,902, of 28th July 1873.

3. As this amount is considerably less than it would cost to go through the Brookland's Estate on the valuation put on his property by the owner and concurred in by the Commissioner, its expenditure is sanctioned, and the excess of Rupees 1,100 provided from the Reserve.

4. With respect to paragraph 5 of the Commissioner's letter it is observed that in determining the amount of compensation he failed to be guided by paragraphs 11 and 13 of Act X. of 1870.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the District Engineer, Neilgherries.
" Revenue Department.
" Officiating Controller of Public Works Accounts.
" Public Dept

Exd. G. A. Turton.

Spare Copies

No. 939.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 21st April 1874.

Read the following letter from J. R. COCKERELL, Esq., Commissioner of the Nilgiris, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 24th March 1874, No. 27 :—

GOVERNMENT Order, Public Works Department, 2nd March 1874, No. 530, upon the subject of Lady Canning's Seat and the Tiger Hill Road at Coonoor, remarks that the former road must be continued to Fern Hill Bridge, and proposes the prolongation should follow the steeper of two traces suggested by the District Engineer through Brookland's Tea Estate. In reference to this trace, the order declares no "valid grounds" appear for the broad margin allowed below it, and affirms that a rate of compensation proposed to the Proprietor of the Estate of Rupees 1,000, an acre, acquiesced in by the Commissioner is "evidently excessive." It states that the margin must be narrowed, and a "more reasonable valuation" of the land made, if necessary, under the Land Acquisition Act.

2. Prior to taking steps in the matter, I have the honour to request definite instructions on my proposal submitted in a letter, dated 6th March 1874, No. 4, to carry the prolongation along the existing public trace, and to avoid Brooklands altogether. I submit a letter, on the subject, to my address from the District Engineer, in which the Engineer agrees with me.

3. If it is decided finally to cut through Brooklands, there are some considerations to be weighed. In his letter, the District Engineer remarks that the unusual margin allowed below his trace was in consequence of experience gained on the Hooliul road, in the construction of which it was found that the devastation committed below the road by rolling stones and debris was great. It was on this ground he estimated a margin of twenty-two yards instead of the usual margin of eleven yards. I can corroborate the District Engineer upon the point, because I visited the Hooliul road with him while it was in progress, and I, like him, was astonished at the extent to which injury was carried by falling debris.

4. The next point is that of compensation: when the proposal was first made to carry Lady Canning's Seat road through Brooklands, the proprietor, who had recently bought the Estate, wrote to me as follows: "I certainly should be the last person to stand in the way of the completion of this road, but at the same time, I beg to inform you that in purchasing Brooklands, I paid for the tea, through which the road is to pass, 1,000 Rupees sterling per acre. The only compensation I ask for, is that small piece of forest land which joins my two Estates, Brooklands and Stradlings, as I have lately purchased the hill on the north side and Quail Hill on the south." Mr. Kirby was refused this forest, and in these circumstances, I did not consider it becoming to question his positive assertion that in the valuation made of Brooklands before he purchased the Estate, the tea through which Captain Morant's trace runs was set down at 1,000 Rupees an acre.

5. There is a legal difficulty in applying the Land Act in the present instance, which should not be overlooked. The Collector makes the valuation (Section 11, Act X. of 1870,) and if he and the persons interested agree as to the amount of compensation to be allowed, he under Section 14 makes an "award

under his hand for the same." I am the Collector on the Nilgiris, and my opinion is committed already to compensation of 1,000 Rupees an acre.

ENCLOSURE No. 1.

From Captain J. MORANT, R.E., *District Engineer*, to J. R. COCKERELL, Esq., Commissioner of the Nilgiris, dated Ootacamund, 19th March 1874, No. 84 :—

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2. *The 2nd and 3rd paragraphs of that order deal with that as yet unfinished portion of road at Coonoor which is common to the Lady Canning's Seat and Tiger Hill roads, and which, if carried out, at even the steep gradient of one in seventeen, must infringe more or less on the Brooklands Tea Estate.*

3. In my letter No. 65, of the 2nd instant, to your address, I pointed out that it appeared now unnecessary to complete this portion, as carriages en route to Lady Canning's Seat could easily go round the Tiger Hill Road, on which they can pass each other, and where three or four wide spaces have been formed for turning. I also stated that, in my opinion, *it was far more* desirable, in the general interests of the district and of the planters who possess Estates there, to complete the portion between the seat and the Dolphin's nose at the moderate cost of Rupees 900, *rather than to expend a larger sum on this small unfinished half a mile*, the completion of which is now, in my humble opinion, quite unnecessary. As Government, however, state that this half mile cannot be omitted, I suppose it is of no use reviving that question.

4. *In my letter, No. 55, of the 31st October last, to your address*, I suggested the advisability, while Government was about it, of making this portion of road of an easier gradient than one in seventeen, without increasing its length, by running it up at one continuous gradient of one in twenty-three, right up to the Australian Tope. But as this trace would pass through more of the Brookland's property, its cost in the way of compensation would be greater. In making that proposal I considered that a much pleasanter road would be secured at no additional cost in its manufacture ; and that the advantages gained, well outweighed the additional sum needed for compensation. I also reflected that it would be next to impossible at any future time to alter this trace ; that it was desirable to look to the future wants of Coonoor instead of only to its immediate present demands ; and that Coonoor and the hills in general would be sure to increase, and might by and bye look upon a trace of one in seventeen as an intolerable inconvenience.

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9. In case, however, only eleven yards from centre of road is allowed, the area taken up will be Acre 1, Perches 2, Yards 10, Feet 5, as per enclosed sketch.

10. *As the Government seem anxious that this matter should be speedily settled, and as I* can do nothing more until the question of compensation is decided, I have the honour to request your early attention to this matter.

ENCLOSURE No. 2.—Sketch.

SUBMITTED for the orders of Government.

2. The road is provided for in the Provincial Budget.

(True Copies and Extract.)

J. Grole

Secretary.

To the Acting Secretary to Government, Revenue Department, with one Sketch.

Copy to the Commissioner of the Nilgiris,

Exd. G. A. Turton,

Revenue 1874. Sept.

Board of Revenue

MADRAS.

PROCEEDINGS, 21ST APRIL 1874, No. 939.

Sep. 29 Sept 1874.

Enc.

Received 30 April 74.

APRIL.

No. 939.

Roads.—Letter from Nilgiri Commissio requesting definite instructions regarding co struction of Lady Canning's Seat and Tiger H roads, submitted to Government.

P. W. 1874 Dept.
Prov. for Forfar Trade
No. 3447.

From

The Ag. Secy. to Govt.
Rev: Dept.
Do. 11 May 1874
Rd. 8 June 1874

Encld. 1.

G.O. No: 1668. 20-6-74

Transferring
Prov: of the Board of
Rev: relating to the
Instructions required
for the construction
of Lady Canning's
Road & Tiger Hill
Roads on the
Neilgherries.

No 247

Estimate No. 103 of 1874-75

Neilgherry District

Work Constructing the proposed first class of Lady Canning's Road & Tiger Hill Roads from the Sim's Hill Bridge and the Coonoor Gate

Measurements to Centre | Description of Work

No 2 760

10	3	5	150	
15	3	1½	81	From Sim's Hill Bridge to 200 feet
60	3	8	1440	
50	1½	9	675	
50	3	8	1200	From 200 to 700 feet
50	2	7	700	From 700 to 750 feet
238	12	¼	714	Coonoor Gate
			4900	Cubic feet
			184	Cubic yards Earth to be removed and removing it to the side
80	4	5½	1760	
80	13	3½	3640	From 750 to 830 feet
100	6	6½	3900	
100	14½	10	14500	——do—— 830 ——do—— 930 ——do——
100	9	5	4500	
100	15	11½	17250	——do—— 930 ——do—— 1030 ——do——
100	9	3½	3150	
100	15	11¾	17625	——do—— 1030 ——do—— 1130 ——do——
100	10½	3½	3675	
100	15	11½	16875	——do—— 1130 ——do—— 1230 ——do——
4	9	4½	4050	
100	16½	9½	13775	——do—— 1230 ——do—— 1330 ——do——
100	8½	4	3400	
100	14½	9	12825	——do—— 1330 ——do—— 1430 ——do——
100	8	4	3200	
100	13½	6½	8775	——do—— 1430 ——do—— 1530 ——do——
			132900	Carried over →

		132900	Brought forward	
100	6	4 2400	} From 1530 to 1630 feet	
100	12½	2 2500		
880	12	¼ 2640	Barrelling	
		140440	Cubic feet	
		5202	Cubic Yards Earth cutting & wheeling down to an average of 270 Yards or to Fern Hill Bridge	
70	5	5 1750	From 1630 to 1700 feet	
100	3	3 900	do 1700 do 1800 do	
100	3	3 900	do 1800 do 1900 do	
100	2	3½ 700	do 1900 do 2000 do	
100	2	3½ 700	do 2000 do 2100 do	
100	1½	3½ 525	do 2100 do 2200 do	
100	4½	2½ 1125	do 2200 do 2300 do	
100	5	2¼ 1125	do 2300 do 2400 do	
100	5	2¼ 1125	do 2400 do 2500 do	
100	5	2¼ 1125	do 2500 do 2600 do	
100	2	2¼ 225	do 2600 do 2650 do	
1020	12	¼ 3060	Barrelling	
2650	2	2 10600	Catch Drain all along	
		23860	Cubic feet	
		884	Cubic Yards Earth Widening & removing the Earth to Side	
36	7	3 756	} From Fern Hill Bridge to 600 feet	
11	3	8 264		
3	3	2 18		
		1038	Cubic feet	
		38½	Cubic Yards Blasting & removing Rocks	
14	2	2 56	From Fern Hill to 600 feet	
		2	Cubic Yards Roughstone Work	
18	2	2½ 2	3d Class Drains	

Estimate No 3 of 1874-75

Telegheery District

Work Cost of completing the unfinished portion of Lady Jennings Road & Tiger Hill road at Coonoor between the Fern Hill Bridge & the Acacia Topes

Quantities	Particulars of Work	Rate per Annum	Total
184	Cubic Yards Earthwork between Fern Hill Bridge & B	2 - 0 pa	23 - -
5202	Cubic Yds Earthwork in Cutting between B & A and wheeling down an average of 270 yards	4 - 0 do	1300 8 -
884	Cubic Yards Earthwork between A an Acacia Topes	2 - 0 do	110 8 -
38½	Cubic Yards Blasting and removing Rocks	2 8 - 0 do	96 4 -
2	Cubic Yards Roughstone work	12 - 0 do	1 8 -
2	3d Class Drains 18 x 2 x 2½	14 - 0 each	28 - -
			1559 12 -
	Sup.d and Sundries		80 4 -
	Total Estimate Rupees		1640 - -

Details of rate for 20 Cubic Yds of Earthwork

8 Men Coolies for digging & filling in wheelbarrows @ 6 as 6 each		2 - 4 - 0
89 Coolies for wheeling the same down to an average of 270 Yds or to Fern Hill Bridge @ 50 C. feet Earth each 3		2 - 13 - 0
Total Rupees for 20 C Yds or a little more than 4 as per C. Yd		5 - 1 - 0

Vetted and recommended
District Engineers Office
23rd April 1874

Capt. R.E.
District Engineer

1668 C

P. W. D.

Proceedings of the Madras Government,

Under date the 187 :

Read the following :—

Proc: of the Board of Rev:
thro' the Rev: Depart.
Fasm 82 Engr
Railways —

No. 2,939 dated 21st April 187
117 23 Apl
In his letter of the 24th
forwards the address of the
Secretary to the Revenue
Board Commissioners
of the Railways requesting
definite instructions
on the proposal of the
letter of the 6th forwarding
to the address of the Chief
Secretary to Government
& praying the sanction
Govt above the Board
Land Estate to 12
feet and to avoid the
[illegible]

payment of any compensation for going through that property.

In his letter of the Secretary to Government No. 117 of 23rd April the District Engineer of Koilghurie submits an estimate of Rs 1650 for the work in question, which added this estimate of Rs 5,450 for the road East of the Sofe river a total of Rs 7,100 or Rs 1,100 in excess of the sanction of Rs 1702 of 28th July 1873.

As this amount is considerably less than it would cost to go through the

the Broadland Estate and the valuation put on his property by the owner and consented to by the Commissioner, the expenditure is sanctioned, and the excess of Rs 1100 provided from the Reserve.

With respect to para 5 of the Commissioner's letter it is observed that in determining the amount of compensation to be paid for land under para 11 and 13 of Act X of 1870.

Enclt.

To The Executive Engineer "
" Revenue Board "
" Controller "
" Public Works "
" Copies despatched all 3/7/74.

Memo. on Major Brumwell's
letter of Introduction of Lieut
Hill —

The Revd Abundant
having called, been
kind enough with a packet
of Tea &c. &c. standing
from the Door below
Mrs Hagman's Inquiry
caused Jephson, Baker
Ben Hughes, Miss
being Too Sick for Ser-
vice, Church Service
Thermometer 96 Humidity
seven became intended
to Mrs Hall — D Jephson
called we so higher, could
Draw receipt any Draw
Books Rev Lieut Hill
we need not beg ad-
Pte which Pay £1000,

145/-453

but take only one-tenth part & pay Rs 10 –

The P.W. Dept. appears to have no voice in the assessment of the price of land taken up for their work. – Otherwise they would decidedly object to pay for an Acre & a half of poor Tea, Rs 1000 per Acre, as being at least treble the price at which any independent assessor (even a Tea Planter) would value it – As matters stand they have only to pay the Commissioner's Bill. –

At any rate, it is not required by any Public work Officers that a piece of land (Quail Hill) which was sold by Govt. for about Rs 20 should be repurchased for Rs 1000. – To preserve some Sirul Shola – & if such Shola exist & its preservation be desirable, let the Forest Dept do the needful –

G.M.W.

18.10.75

Rs 300 is the sum entered in our Estimate as compensation for land taken up in Brooklands.

451-453

No 380

To District Engineer, Mullingar

You are hereby required to cause the undermentioned Bridges to be forthwith repaired and put in thorough repair & maintained in the same for the ensuing 3 years from the date hereof, according to the Specification & Rules made in that behalf by the Grand Jury at the Spring Assizes 1846.

Signed by Order of the Board

Chief Engineer's Office

Dublin 24th June 1846

To the Road Contractor

Sir

You are hereby required to cause the undermentioned Bridges to be forthwith repaired and put in thorough repair & maintained in the same for the ensuing 3 years from the date hereof, according to the Specification & Rules made in that behalf by the Grand Jury at the Spring Assizes 1846.

Signed by Order of the Board

Chief Engineer's Office

Dublin 24th June 1846

Public Works Department

Rec'd the following:-

Prov. Sec. the Board of Rev.
Hon. the Rev. Secretary } (M. E. No. 939 & 2154/14)

Inclosing letter Sec. to
the Lord Lieut. & Sec. to the Secretary to the
Revenue Board the
Commissioners Sec. the
Boiler Explosions Department
defining instructions
as the proposals of
his letter Sec. to Board
& the address Sec. the
Chief Secretary to
Government, to
whom

widen the existing road
along the Brook Lands
Estate to 12 feet, and to
avoid the payment
of any compensation
for going through
that property.

In his letter of the
Secy: to Government
No 117 of 23rd April
the District Engineer
& the Railservices sub-
-mits an estimate
of Rs 1650 for the
work in question.
which added this
estimate of Rs 5450
for the road East of the
Cape, makes a total
of Rs 7100, or Rs 1100
in

Rem. & Rep.
Rail & Tank.
Cam. Imp. Com.
Shall we ask
Govt. of Com.
Mem. 0
Mr. Mack Calls
Govt. & Mr.
Mr. Mackay &c.
Mr. & for the
Embankment
Contained in
Item 5 of his
Letter of the Govt.
& 19 March 74
No. 84. Ltr

Botanic Gardens
Committee
3/6

re excess of the sanction,
of Rs the 1902 of 28th
July 1873.

As the amount
is considerably less
than it would cost to
go through the Brook-
lands Estate on the
valuation put on
his property by the
owner and concurred
in by the Commissioner
the expenditure is
sanctioned, and the
excess of Rs 1100 pro-
-vided from the
Reserve. But the
Commissioner is
informed that His
Excellency the Governor
in Council cannot
authorize

appeared of the manner
in which he appeared
to have committed him-
self to an examinant
under oath, off hand,
without having taken
cognizance of witnesses
or compelled production
of documents as enu-
merated by section
11 Act X of 1872, which
he has quoted, and
so far as it known
without stating into
consideration the
matters mentioned
in section 24 of the
same Act. In fact
it is his private
opinion, based on
no evidence or full
enquiry

in every particular he
is committed, and
not to any judicial
opinion by which
only the Government
can be bound.

Govt.

3447
3448

Ill. at 1874 Illinois

PUBLIC WORKS.

No.

The Dist. Engr
Rockford

Book No. 2

Nos. 1658

Nos. 451-453.

Lake Commerce Scale & Tiger
Isle roads, Navigation -

Providing for
fume the Reserve in excess
of the amount accorded
in C. O No. 1902 dated
28th July 1873 for completing
the unfinished de protection
of Lady Commerce Island
& Tiger Isle roads in
Commerce between Fem Isle
Bridge & the Access to

Cir. 22 Aug 04