

- (1) Number _____
- (2) Date of repair _____
- (3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	604	Press
B.P. No.		Mis.
176-144.		
Dated	4. 3. 1894	195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th March 1874.*

Read the following:—

No. 176. From the District Engineer, Madura, dated 19th December 1873, No. 3,998.

ABSTRACT.—Submits certain documents connected with the Cotton Road No. 6, and informs the utter state of confusion into which the work has drifted under the charge of the Executive Engineer Mr. Leggatt.

No. 177. ORDER THEREON, 7th March 1874, No. 607.

ESTABLISHMENT, No. 11.

IN his letter No. 3,998, of 19th December 1873, the District Engineer of Madura reports that the work of the

cotton road of the Madura District, on an estimate of Rupees 48,000, had drifted into utter confusion owing to the apathy and professional inability of the Madura Range Officer, Mr. G. R. Leggatt, whose removal to another district he accordingly advocated.

2. In support of these charges he forwards a statement of 22 paragraphs, and 17 documents, lettered A to Q, of which—

I.—Paragraphs 1 to 3 and 12 to 14, with papers A to C and J to L, relate to neglect to prepare and submit proper contract bonds.

II.—Paragraphs 4, 5, and 19, 20, with papers D, E, and P, relate to neglect to provide adequate accommodation for traffic while the road was under reconstruction.

III.—Paragraphs 6 to 11, and papers F to I, relate to improper payments of bills without adequate examination and measurement of materials.

IV.—Paragraphs 15 to 18 and 21, 22, with papers M, N, O, and Q, relate to neglect to revise the estimate for the road, whereby an unnecessary outlay of Rupees 2,100 might have been saved.

3. The point in charge No. I. is, that contract bonds called for on 19th May had not been submitted up to 2nd September. But from papers A to C it would appear that a new form of bond had been issued on the 18th August; and from papers J to L that possibly Mr. Leggatt's absence from Madura may have had something to do with non-submission of bonds between that date and 2nd September. An explanation of the cause of delay complained of should have been insisted on from Mr. Leggatt and submitted for orders.

4. Mr. Leggatt has not attempted to defend himself from the accusation of charge No. II., which is supported by the testimony of a Municipal Commissioner and by Lieutenant-Colonel Roberts's own inspection, or to explain the endorsement put upon the Toll-keeper's petition. He is convicted therefore of gross neglect, resulting in the greatest inconvenience to the traffic along a very important line of communication, and, when it was brought to notice, of having addressed a note intended, as it would appear, to mislead his superior officer. And remembering the great complaints which were made in 1872-73 as to similar obstruction to traffic on the road between Trichinopoly and Madura, within the limits of the latter district, His Excellency the Governor in Council desires to be informed whether Mr. Leggatt was the officer also in fault on that occasion.

5. On charge No. III. it is proved that Mr. Leggatt paid on 28th June, on his Overseer's measurements, Rupees 878.4-0 for gravelling done between 1st April and 27th June, certifying the materials to have been laid down and inspected and examination. Whereas his last examination had been made in the first week of May when he made no measurements; and he had consequently no personal

*Proceedings of the Madras Government, Public Works Department,
7th March 1874.*

knowledge of the quantity or quality of the gravelling done in all May and June, or for two-thirds of the period which his certificate covered. The payment of Rupees 921 on 12th July was for 494 cubic yards of rough stone and 18 cubic yards of cut stone, "passed on inspection" of 6th July by Mr. Leggatt, on a bill of measurements, dated 9th July, and signed by Overseer Moothoosawmy Pillay, whereas a Local Fund Maistry really made them. Actual measurements there appear to have been none; merely an assumption that so many cart-loads went to a cubic yard, on which computation made by his deputy's deputy Mr. Leggatt considered himself justified to make payments "on account," as he says in excuse. The extreme laxity of his practice, and the disingenuous character of his certificates, and their results upon the practice and certificates of his subordinates, require no comment.

6. The saving of Rupees 2,100 on the estimate of Rupees 48,000, already reduced by Mr. Hawsworth from Mr. Colquhoun's estimate of Rupees 56,500, non-realization of which forms charge No. IV., may have been possible; but in the opinion of His Excellency the Governor in Council attention to the subject had been too long postponed since the 20th July 1872, when Mr. Leggatt reported his inability to make further reductions. And His Excellency in Council is constrained further to remark on the apparent anomaly of the District Engineer having allowed the work of this road to have crept on for two years, till a climax of abuses was reached, without his attention having been aroused to it. Coincident as are his headquarters with those of the Range Officer, and with one terminus of the road which appears to be only 40 miles long, his inspection of 33 miles of it, recorded under date the 23rd October 1873, would appear to have been much too long delayed; and he must share with Mr. Leggatt the discredit of so many miles having been thrown out of use while under repair. District Engineers are not now called on to send in Inspection Lists to the Government Office or to the Chief Engineer, the Government desiring to judge of their activity in discharge of their duties by results, rather than narrowly to scan their daily proceedings. But when it appears that a state of neglect and apathy has become chronic, as in the present case, it seems doubtful whether a minuter scrutiny of the District Engineer's proceedings may not become desirable. Lieutenant-Colonel Roberts' proceeding in calling upon a Taluq Overseer to report on the state of the road in question was unseemly and must be reprobated.

7. Mr. G. R. Leggatt will be removed from the Madura District, as requested by him, and will relieve Mr. G. R. Harris of charge of the Berhampore Range within the period of his privilege leave. And as a mark of the dissatisfaction of the Government he will lose the rank of Executive Engineer he has so lately attained, and take rank among the Assistants next below Lieutenant McNeil Campbell, R.E.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

To the District Engineer, Madura.

Ganjam.

Officiating Controller of Public Works Accounts.

Mr. G. R. Leggatt.

Exd. S. T. Austin.

Spare Copies.

*District Engineer's Office
No 3998 Madras 19 December 1873
Decr 22 - Do -
From
Lieut Colonel W. A. Roberts R.E.
District Engineer, Madras.*

*To
Colonel G. W. Walker R.E.
Secretary to Government P.W.D.*

*Sir,
I have the honor to submit
herewith a narrative of facts, in
connection with the carrying out
of the sanctioned estimate of Rupees
48,000, for constructing and putting
into order, respectively, what is
called the bottom road of this District
(i.e. the road from Madras leading
direct to Inchevini) as I think
it only right that the Government
should be made aware of the state
of confusion into which
the work has drifted owing to*

*Enclosures 19
1 Narrative
17 enclosures -
1 list of enclosures*

the apathy and professional inability
on the part of the present Range Officer,
Executive Engineer Mr E. A. Leggatt
2. I have both officially
and Demi-Officially acquainted
you with my opinion of Mr Leggatt's
unfitness for his present post, and
it was my intention to have
given here in detail my reasons
for desiring his transfer to another
District. But as since drafting
the letter, I have received Mr Leggatt's
letter, No 818, dated 13 December 1873,
requesting, on the plea of ill-health,
to be transferred to another District,
there appears no occasion to trouble
the Government with this further
matter, as I trust that no difficulty
will arise in regard to his transfer,
as pointed out in my covering
letter No 3911, dated 15 instant.

I

I have the honor to be,
Sir
Your Most Obedient Servant
F. J. Roberts Sent per A. E.
District Engineer

9.

- I { A District Engineer's Circular No. 2086 d/19th May/73
B Do Memo: No. 2020 d/14th August/73
C Do No. 2295 d/29th Do
II { D Petition with District Engineer's endorsement
No. 1872 d/4th August 1873 with: R. O's endorsement
No. 385 d/5th Idem
E District Engineer's Memo: No. 1957 d/8th August 1873.
F Bill of Rs 878-4-
G Do of Rs 921-
III { H District Engineer's Diary
I Mr. Secgalt's letter No. 404 d/19th August 1873.
J Deposition of District Engineer's Office Room d/
2nd September 1873.
I { K Deposition of Irrigation Maistry Vinoba Rao
d/2nd September 1873.
L District Engineer's Memo No. 2064 d/2nd Sept/73.
M Do No. 4506 d/16th Feby./73 on.
IV { N Range Officer's letter No. 799 d/9th Do
O Range Officer's letter No. 325 d/20th July 1873.
O Comparative Statement
IV { P Range Officer's endorsement. No. 599 d/3rd Oct/73
on Talook Overseer's letter.
Q Revised Statement prepared by Overseer Soobaya.
Ings

Rio de Janeiro Sr. Lab. M.
Diretor Engenheiro Madureira

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Statement

of circumstances connected with the Madura Cotton Road. Road No. 6

1. It is necessary to premise by saying that with my Circular No. 2086 dated 19 May 1873, I forwarded to the Range and Sub Division Officers printed Forms of Contract Bonds which I had had prepared for use of all work to be executed by contract during the current official year.

Enclosure "A"

2. In Memo No. 2020 dated 14 August 1873, I reminded the Executive Engineer in charge of the Madura Range that no Contract Bond had been received up to date for the work executing this year on the road under notice and I distinctly informed him that I declined to be in any way responsible for the expenditure that

Enclosure "B"

Proclamation No. 19, no. 2086
from the District Engineer
Madura dated 19 May 1873.

No. 3998

No. 2086
No. 2086

No. 2086

Set of documents to accompany
the statement of facts
connected with the Madura
Cotton Road. Road No. 6.

No. 2086
No. 2086

No. 2086

that was being incurred in this informal way on the road in question.

3. In Memo No. 2295 dated 29 August 1873 and marked "urgent" I requested the Range Officer to expedite the transmission of the Bond for this and other roads.

4. In my endorsement No. 1872 dated 4 August 1873, on a petition from the Contractor of the Toll Gate at Madura on the Tuticorin road bringing to notice the loss he was sustaining by reason of no temporary road way being provided on the portions of this road under construction whereby the bandies were compelled to leave the track and enter Madura by another Toll Gate, I requested Mr. Leggatt to report whether adequate temporary roadway has been provided for the portions of

road in question. And Mr. Leggatt in his endorsement No. 385 dated 5th idem replied that the petition was "all nonsense" and that "sufficient temporary road way has been given".

Enclosure E. 5. In Memo No. 1957 dated 8th August 1873, I pointed out to Mr. Leggatt that at the Municipal Meeting held on the previous day, his explanation had not been accepted by the Commissioners, one of whom the Reverend Mr. Chandler, stated that he himself had seen carts diverted from the line of road in question in consequence of the repairs undertaken. And I informed him that I had directed the Talook Overseer in the Range Officer's absence from Madura to ascertain and report through the Range Officer where the carts leave the road, as stated by the Reverend Mr.

Mr. Lehandler and why they do so.
6. I took the opportunity to point out to Mr. Leggatt that on examining the accounts of expenditure on this road in order to ascertain what length is open to the public I observed in a bill of Rs 878-4- for work stated to be executed up to 27th June 1873, that the Range Officer has paid it on the following day with the remark "Paid on my inspection and examination". As it appears from his Inspection Report that the road had not even been inspected in June by the Range Officer, I called upon him for information as to the date on which this inspection was made, and in what Diary the measurements are entered.

7. I also pointed out that for the same road there is a bill of Rs 921-0-0, dated 9th July and paid

Enclosure F

Enclosure G

paid on 12th idem with the remark "Materials passed on my inspection". The Diary however for July shows no abstract of such measurements.
8. I consider it necessary therefore as I informed the Range Officer to place on record my strong sense of disapproval of the system in force in the Madura Range. It appears from the records that the Local Fund Maistry has under date 9th July submitted to the Talook Overseer, Moothoosawmy Pillay, certain alleged measurements of materials collected. This bill of quantities is received by the Talook Overseer on the 11th idem, and he proceeds to prepare a bill for the same, and dates it the 9th idem and it is passed in its entirety by the Range Officer on the 12th or day after its receipt by the overseer and as it is clear that neither the

the Overseer nor the Range Officer
can have taken any pains whatever
to check the authenticity of the
alleged measurements, the transaction
is highly unsatisfactory, the more
especially when it is seen that the
Bill itself admits that no actual
measurements were taken, but that
the amount has been assumed
at 3 bandy loads to a cubic yard.

Note:— On examining these materials
on the 23rd October 1873, I found that
they had neither been heaped
nor had the bandy loads been
kept distinct so as to enable them
to be counted, and the amount
of material checked in that manner.
See my Diary.

9. Mr. Leggatt in his letter
No 434 dated 19th August 1873 in
explanation of his having paid
the bill of Rs 878-4- for gravelling
2,308 yards of road stated that
on examining and measuring up
in

Enclosure. H

Enclosure. I

176
in the first week of May the
work done in last year he found
a large quantity of work done
during the current year and
that he ordered the Overseer
to make the measurements and
to submit a bill which he
accordingly did and which he
Mr. Leggatt "paid" and certified in
it was done on "Inspection and
"examination of materials good" on
28th June. The bill itself is
thus worded "Paid on my inspection
"and examination. Materials
"good". From the above wording
and the fact of the bill being
paid in full the natural inference
would be that the Range Officer
has made his examination at the
time of or subsequent to the preparation
of the bill, whereas Mr.
Leggatt himself admits that
he took no measurements, and
that his visit to the spot was
made

Seven weeks previous to the date of the bill; and he could not possibly therefore know how much of the work had been done in the interval.

10. As regards the bill of Rs. 921 Mr. Seegatt states that "the materials were inspected by him on the 5th and 6th July with Overseer Moothoo-saunmy Pillay who was ordered "to make out a bill which was done on the 9th, and paid on 12th. "He proceeds to say "the Bill submitted to me bears Moothoo-saunmy's signature, and I presumed he made the measurements himself. I did not know he had entrusted them to the Local Fund Maistry. No measurements were made by me, as certified by me: materials passed on my inspection."

11. The whole of the transaction appears to me eminently unsatisfactory, and is only one of numerous instances that have come to my

notice of the careless manner in which Mr. Seegatt expends public money. The material in question is deposited in 9 different spots and the greater portion of it is worthless being a rotten stone unfit for the purpose as mentioned in my Diary.

Enclosure. J & K.

12. Not being able to obtain Contract Bond or even a reply on the subject from Mr. Seegatt, I sent for the Contractor. He seemed most unwilling to appear before me, and was only in the 2nd day after he had received my order that he presented himself. In fact I had to send an official Peon with orders not to return to the Office except with the Contract. The Peon's deposition is enclosed, as also that of Venkoba Rao the Irrigation Maistry of Madam Talook. From these depositions it will be seen that although the

the Contractor received at 6 A.M. my
2^d order urging him to appear before
me, he did not choose to come till

2 P.M. of that day and then only
after having sent his Goomastah
to the house of Gopaul Dyer, the
Head Accountant, for instructions.

When the Contractor did come he
declared that he was not prepared
to give a Contract Bond for the
remainder of the work, as the Estimate
was "too low", and he gave that as
his excuse for so little work having
been done lately.

13. In my Memo: No 2364 Enclosure L. -
dated 2^d September 1873, I brought
this matter to the notice of the
Range Officer, who remarked
that such a statement as the above
is simply ridiculous, considering that
the Contractor has had the very
handsome rate of 1 anna 3 pice per
cubic yard for all the earth work
along the line, whereas the average

rate for the same description of
work in the District is only 1 anna
per cubic yard.

14. I further stated that the
Contractor would appear to think
that he is at liberty to do the
work on which a large profit is
to be made, and to shirk the
remainder. But this cannot be
allowed. I desired Mr. Leggatt
therefore to be so good as to defer
passing any further payments to
the Contractor until he furnishes
the Contract Bond long over due
for the work in question.

15. It is right to state here
that before any work was done
on this road, I called the attention
of Mr. Leggatt in my Memo: No 4506
dated 16th February 1872 to the high
rates of Estimate and I requested
him to be so good as to state the
amount of saving that can be
effected on the Estimate by the
adoption

adoption of the revised rates introduced
by me, on my taking charge of the
8th Division.

16. In his reply, No. 325 dated. Enclosure N. -

20th July 1872 Mr. Leggatt stated
that the rates of the original Estimate
prepared by Mr. Colquhoun had been
considerably reduced by Mr. Hawksworth,
who had succeeded him as Range
Officer, and that the revised rates
could not be further reduced.

17. As a matter of fact, I
have ascertained, beyond a shadow
of a doubt in my mind, that the
late Talook Overseer Moothosawmy
Pillay while engaged in revising
the Estimate in conformity with
my instructions conveyed to him
by the Range Officer, received a
letter from the late Head Accountant
Joseph Iyer to come over to his house.
The Overseer taking from the hands
of his Writer the Comparative Statement
which he was then writing went
over.

over with it to Joseph Iyer's house
and from that date the completion
of the Statement was relinquished.
18. In questioning Moothoo-
sawmy Pillay on the subject he
denied the facts as above detailed
and professed ignorance of any
comparative Statement having been
commenced. Moothosawmy Pillay
however has unfortunately a reputa-
tion for saying the thing which
is not. The Range Officer has
stated of this individual that
he is always telling lies and that
he cannot be trusted. The in-
finished comparative Statement
prepared in the hand writing of
the Talook Overseer's Writer of the
period has been found among the
records of the Talook Overseers Office
and it is herewith forwarded
for information. From this state-
ment it will be seen that had
it been completed, the saving of the
Estimate

*
Letter No. A
dated 21st April 1873

Enclosure O. -

Estimate would have amounted to upwards of Rs 3000.

19. It was only on the 3rd October ^{Enclosure P} or nearly two months after the receipt of my urgent orders that Mr Seggatt submitted without any explanatory remark whatever with his endorsement of 599 dated 23rd October 1873. I took Overseer Soobaya's report on the subject of the bandies being compelled to leave the track. So far from this being all nonsense as stated by Mr Seggatt (See Para 4) the Overseer reported that the bandies from Kulicoor come as far as Kulcoorchee, where they leave the line of road by a track which leads them to Road No 4, i.e. the High Road from Tirunelveli to Madurai. He also reported that bandies from Tiruchochy and that part of the country have to leave the line of road at Kariapattin 17 miles from Madurai which they reach

reach by a cross country track that joins the Tirunungallur road (Road No 4) about 8 or 9 miles from Madurai. 20. From my Diary it will be observed that for a length of 14 miles on end vizt. from Talayunkulam to Kulcoorchee the road as a road is at the present moment a complete blank for the cart traffic which is entirely cut off by a continuous strip of unfinished embankment consisting for the greater portion of black cotton soil. The road was certainly in very indifferent order before the work was set in hand but that it was passable for carts at that time there can be no doubt. Indeed, I have myself driven to Tiruchochy in 1871 whereas at the present moment between Talayunkulam and Kariapattin a distance of 9 miles on that road is now unpassable for carts.

21. Having carefully inspected the
line mile per mile and made
enquiries as to the distances from
which stone and gravel and other
materials are obtainable for each
mile, I have satisfied myself
that not only is the amount
of the Estimate sufficient for the
purpose, but that a saving of
Rs 2100 ought to have been effected
upon it, if my letter No. 4506 dated
16th February 1872 had been properly
considered as it should have been
by the Range Officer. The accompanying ^{Enclosure Q}
statement. Enclosure Q shows
how in my opinion the abovementioned
saving of Rs 2100 should have been
effected. There is no reason whatever
why the standard rate laid down
by me of 1 anna per cubic yard for
earth work of the description in
question should not have been
adhered to, instead of 1-3 as
insisted upon by Mr. Seegalt. But

22. Unfortunately as almost the whole
of the earth work is now completed,
it is not possible at the present
moment to effect any saving on
the Estimate.

I have only in conclusion
to add that I have just seen
the contractor and that after
explaining to him carefully the
circumstances of the case, he has
consented to complete the road
in a workmanlike manner as per
the provisions of the sanctioned
estimate. I would have preferred
to dispense with his services, but
the whole of the accounts are in
such a state of confusion, for he
has been paid by the Range Officer
for extra earth work not included
in the Estimate, that it would
be very difficult to settle up with
him. Moreover I believe that
the contractor, now that there
will no longer be any collusion in

in the Range Office will do his work
honestly and fairly. As for the
stamped tunnel work it is rather
his Agents than himself who are
responsible for these. He consents
to rebuild them and to carry out
the work faithfully according to
instructions.

Dist. Engineer's Office
Madura 19 Decr/73.
Lieut. Col. R. S. S. S. S.
District Engineer, Madura.

Enclosure No. 1 in a Letter
from the District Engineer
Madura dated 19th December
1873. No. 3998.

The Secy to Govt.
Madras.

W 4005/73

Ph. 7th March 1874
In No. 176.
Narrative of facts
connected with the Madura
Cotton Road. Road No. 6.

5/8 2 1/2

8 Aug 73

top Kater & his wife / - Thunder had been
himself had seen the old man with the dog
from that road, & consequently he was
ever so much.

1. *Chrysomelidae* (1000)
 2. *Curculionidae* (1000)
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 9. *Chrysomelidae* (1000)
 10. *Curculionidae* (1000)

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Information is being
 taken as to what they inspect? ring made in what they
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 10th the same road there is a little of the police

1. *Phyllophaga* (1000)
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 9. *Phyllophaga* (1000)
 10. *Phyllophaga* (1000)

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The Road will
 be the half-belt
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Enclosure No. 6. in a letter
from the District Engineer
Madras dated 19th Dec. 1873.
No. 3998.

To The Secy to Govt.
Madras.

Pl. P. W. D. 27th March
1874
In No. 176.
E. —

District Engineer's Memo.
No. 1767 dated 8th August 1873.

100000/73

Charles P. O.

Dated 8th August 1873

Expresses his
great disapprobation
of the manner
in which our country papers
of the Range give paper
bills for the imaginary
included volume has
not been executed on
the Cotton Road.

5-7-73

W. J. H. H.

[Illegible handwritten text]

Stone Mill

Quantity brought State Amount Total Quantity State Amount

29 3/2 18 438 3069 5/8 1 3069 10

162 3/4 3 15 213 9 9

630 2 15 590 10

231 16 17

1360 5/8 1 49 765 5 9

656 1/4 1/2 6 296 16 2032 6 10

3069 5/8

W. Adams 1872

Madura Cotton Road Road No 6
 Comparative Statement showing amounts of Original Estimate, of the Estimate as per revision of the late Taluk Overseer of Madura, and of the Estimate, as it might, in the opinion of the District Engineer, have been revised, were the work commenced.

Description of works	Sanctioned Estimate			Estimate as per revision of the late Talukoversee of Madurai			Estimate as revised by the Dist Engr			Total Saving/Increase	Remarks				
	Quantity	Rate	Amount	Quantity	Rate	Amount	Quantity	Rate	Amount						
Earth Cuts	62361 1/4	13	4872	262361 1/4	1	3897	99	974	65	62361 1/4	1	3897	99	974	65
Gravelly soil	28011 1/8	2	3501	793608 3/2	3	1140	106	305	9	442	8	321	10	3695	152
				219283		2055	1263	305	9	442	1	6584	107	695	152
Stone jelly	3069 5/8	1	3069	10	3069 5/8	1	3069	10				2032	610	1037	32
Granite	7311	8	3655	8	7311	8	3055	10							
do	3319 1/2	1	3319	8	3319 1/2	1	3319	8				4140	99		1762 139
do	6407	1	8008	12	6407	1	4	2028	12						
Surfing	28338	1	1771	2	28338	10	1475	5	295	13	28338	10	1475	5	295 13
Rolling & Tamping	49472	6	1855	2	49472	6	1855	32				1855	32		
1 1/2 Tunnel of 4 1/2 x 4 1/2			30053	31		28474	1411	1575	42			28812	131	3003	59 1762 139 12408
Rough stone in Chumam	54 1/8	3	8	189	7	54 1/8	3	162	6	29	1	54 1/8	3	162	6
Cut stone	3 1/2	12		42		3 1/2	11	38	8	3	8	3 1/2	11	38	8
Excavating foundation	18	9		18	9	18	2		7	13 1/2	11	18	2		
			250			219		31				219		31	

See statement S.T. attached.

See statement A attached.

(2) Tunnel No 5 of 5 vents of 4 1/2 x 4 1/2									
Rough stone in Chumam	154 1/4	3	8	542	54	154 1/4	3	464	109
Which in Chumam	15	5		75		15	4	67	8
Cut stone	19 1/16	12		236	4	19 1/16	11	216	9
Quard Stones	4	1		4		4	12	3	
Excavating foundation				92	68			83	43
				950				835	115

(3) No 4 Tunnel of 4 1/2 x 4 1/2									
Rough stone in Chumam	54 1/8	3	8	189	7	54 1/8	3	162	6
Cut stone	3 1/2	12		42		3 1/2	11	38	8
				250				219	31

(4) No 7 Tunnel of 3 vents of 4 1/2 x 3									
Rough stone in Chumam	70 249/256	3	8	248	66	70 249/256	3	212	148
Cut stone	7 1/8	12		94	8	7 1/8	11	86	10
Excavating foundation				27	16			20	74
				370				320	50

(5) No 8 Side Dam of 15 yards									
Rough stone in Chumam	14 1/16	3		42	3	14 1/16	3	42	3
Stone jelly	7 1/2	1		7	8	7 1/2	1	7	8
Cranel	9 3/8	12		7	6	9 3/8	12	7	6
				3	46			3	46
				60				60	

(6) No 14 Tunnel of 4 1/2 x 3									
Rough stone in Chumam	46 5/8	3	8	163	3	46 5/8	3	139	14
Cut stone	3 1/2	12		42		3 1/2	11	38	8
Excavating foundation				24	13			21	10
				230				200	30

(7) No 8 Side Dam of 15 yards									
Rough stone	14 1/16	3		42	3	14 1/16	3	42	3
Stone jelly	7 1/2	1		7	8	7 1/2	1	7	8
Cranel	9 3/8	12		7	6	9 3/8	12	7	6
Aundries				3	46			3	46
				60				60	

(8) No 10 Tunnel of 3 x 1 1/2									
Rough stone	22 7/8	3		66	6	22 7/8	3	60	6
Cut stone	2 5/8	12		31	8	2 5/8	12	34	8
Excavating foundation				7	2			7	2
				105				105	

(9) No 10 Tunnel of 3 x 1 1/2									
Rough stone	22 7/8	3		66	6	22 7/8	3	60	6
Cut stone	2 5/8	12		31	8	2 5/8	12	34	8
Excavating foundation				7	2			7	2
				105				105	

(10) No 8 Side Dam of 15 yards									
Rough stone in Chumam	14 1/16	3		42	3	14 1/16	3	42	3
Stone jelly	7 1/2	1		7	8	7 1/2	1	7	8
				3	46			3	46
				60				60	

Gravel	cyp	9 3/8	12	7	6	6	9 3/8	12	7	6	6	9 3/8	12	7	6	6
Sundries				3	4	6			3	4	6			3	4	6
				60					60					60		

(11) h2 8 Side Dam of 15 yards

60			60			60		
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(12) h2 10 Tunnel of 3 x 1 1/2

Rough stone in Chumam cyp	2 2/8	3	6	6	2 2/8	3	6	6	2 2/8	3	6	6
Cut stone	2 5/8	12	31	8	2 5/8	12	31	8	2 5/8	12	31	8
Excavating foundation h2			7	2			7	2			7	2
			105				105				105	

(13) h2 11 Tunnel of 4 1/2 x 3

Rough stone	4 6 7/8	3	8	163	3	4 6 7/8	3	8	139	14	4 6 7/8	3	8	139	14
Cut stone	3 1/2	12	42		3 1/2	11	38	8	3 1/2	12	42		3 1/2	12	42
Excavating h2			24	13			21	10			24	13			24
			230				200	30			230			20	

(14) h2 8 Side Dam of 15 yards

Rough Stone in Chumam	14 7/16	3	42	3	14 7/16	3	42	3	14 7/16	3	42	3	
Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8	
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6	
Sundries			3	4	6		3	4	6		3	4	6
			60				60				60		

(15) h2 8 Side Dam of 15 yards

Rough stone in Chumam cyp	14 7/16	3	42	3	14 7/16	3	42	3	14 7/16	3	42	3
Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6
Sundries			3	46			3	46			3	46
			60				60				60	

(16) h2 11 Side Dam of 10 yards

Rough stone in Chumam cyp	9 3/8	3	28	2	9 3/8	3	28	2	9 3/8	3	28	2
Stone jelly	5	1	5		5	1	5		5	1	5	
Gravel	6 1/4	12	4	11	6 1/4	12	4	11	6 1/4	12	4	11
Sundries			2	3			2	3			2	3
			40				40				40	

(17) h2 12 Tunnel of 4 vents of 4 1/2 x 4 1/2

Rough stone in Chumam cyp	14 7/16	3	42	3	14 7/16	3	42	3	14 7/16	3	42	3	
Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8	
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6	
Sundries			3	4	6		3	4	6		3	4	6
			60				60				60		

(18) h2 12 Tunnel of 4 vents of 4 1/2 x 4 1/2

Rough stone in Chumam	132 15/16	3	8	464	1	132 15/16	3	8	397	12	3	8	464	1
Whisk in Chumam cyp	12 3/4	5	63	12	12 3/4	4	8	57	6	12 3/4	5	63	12	57
Cut stone	15 3/4	12	189		15 3/4	11	173	4	15 3/4	12	189		15 3/4	11
Guard stones	h2	4	4		4	12	3		4	1	4		4	1
Excavating foundation h2			59	3			48	99			59	3		
			480				680	100			480			

(19) h213 Tunnel of 2 vents of $4\frac{1}{2} \times 4\frac{1}{2}$

Rough Stone	$81\frac{253}{256}$	3	8	286	15.5	$81\frac{253}{256}$	3	245	15.5	$81\frac{253}{256}$	3	286	15.5
Cut Stone	$7\frac{7}{8}$	12		94	8	$7\frac{7}{8}$	11	86	10	$7\frac{7}{8}$	12	94	8
Excavating/foundation etc				28	87			27	67			28	87
				410				360	50			410	

(20) h29 Tunnel of $4\frac{1}{2} \times 4\frac{1}{2}$

Rough Stone in Chumam	$36\frac{3}{32}$	3		110	14.6	$36\frac{3}{32}$	3	110	14.6	$36\frac{3}{32}$	3	110	14.6
Cut Stone	$3\frac{1}{2}$	12		42		$3\frac{1}{2}$	12	42		$3\frac{1}{2}$	12	42	
Excavating/foundation etc				7	16			7	16			7	16
				160				160				160	

(21) h29 Tunnel of $4\frac{1}{2} \times 4\frac{1}{2}$

				160				160				160	
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(22) h215 Tunnel of 3 vents of $4\frac{1}{2} \times 4\frac{1}{2}$

Rough Stone in Chumam	$117\frac{101}{128}$	3	8	412	4.2	$117\frac{101}{128}$	3	353	5.10	$117\frac{101}{128}$	3	412	4.2
Cut Stone	$11\frac{13}{16}$	12		141	12	$11\frac{13}{16}$	11	129	15	$11\frac{13}{16}$	12	141	12
Excavating/foundation				45	15.10			46	11.2			45	15.10
				600				530	70			600	

(23) h28 Road Dam of 15 yards

Rough Stone in Chumam	$14\frac{7}{16}$	3		42	3	$14\frac{7}{16}$	3	42	3	$14\frac{7}{16}$	3	42	3
Stone jelly	$7\frac{1}{2}$	1		7	8	$7\frac{1}{2}$	1	7	8	$7\frac{1}{2}$	1	7	8
Gravel	$9\frac{3}{8}$		12	7	6	$9\frac{3}{8}$		7	6	$9\frac{3}{8}$		7	6
Sundries				3	4.6			3	4.6			3	4.6
				60				60				60	

(24) h29 Tunnel of $4\frac{1}{2} \times 2\frac{1}{4}$

Rough Stone in Chumam	$36\frac{3}{32}$	3		110	14.6	$36\frac{3}{32}$	3	110	14.6	$36\frac{3}{32}$	3	110	14.6
Cut Stone	$3\frac{1}{2}$	12		42		$3\frac{1}{2}$	12	42		$3\frac{1}{2}$	12	42	
Excavating/foundation etc				7	16			7	16			7	16
				160				160				160	

(25) h216 Tunnel of 4 vents of 6×6

Rough Stone in Chumam	$159\frac{231}{256}$	3	8	559	10.6	$159\frac{231}{256}$	3	479	11.3	$159\frac{231}{256}$	3	559	10.6
Brick in Chumam	$14\frac{3}{4}$	5		73	12	$14\frac{3}{4}$	4	66	6	$14\frac{3}{4}$	4	66	6
Cut Stone	$19\frac{7}{4}$	12		231		$19\frac{7}{4}$	11	211	12	$19\frac{7}{4}$	11	211	12
Guard Stones	h2	4	1	4		4		3		4		3	
Excavating/foundation etc				81	9.6			89	2.9			89	2.9
				950				850	100			850	100

(26) h214 Tunnel of $4\frac{1}{2} \times 3$

Rough Stone in Chumam	$46\frac{5}{8}$	3	8	163	3	$46\frac{5}{8}$	3	139	14	$46\frac{5}{8}$	3	163	3
Cut Stone	$3\frac{1}{2}$	12		42		$3\frac{1}{2}$	11	38	8	$3\frac{1}{2}$	12	42	
Excavating/foundation etc				24	13			228	10			228	10
				230				200	30			200	30

(27) h214 Tunnel of $4\frac{1}{2} \times 3$

				230				200	30			210	
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(28) h215 Tunnel of 3 vents $4\frac{1}{2} \times 4\frac{1}{2}$

Rough Stone in Chumam	$117\frac{101}{128}$	3	8	412	4.2	$117\frac{101}{128}$	3	353	5.10	$117\frac{101}{128}$	3	412	4.2
Cut Stone	$11\frac{13}{16}$	12		141	12	$11\frac{13}{16}$	11	129	15	$11\frac{13}{16}$	12	141	12

Oceanating foundation

45 15 10

46 11 2

45 15 10

(29) h2 15 Tunnel of 3 vents of 4 1/2 x 4 1/2

600

530 70

600

(30) h2 15 Tunnel of 3 vents of 4 1/2 x 4 1/2

600

530 70

600

(31) h2 8 a side dam of 15 yards

Rough stone in Chumam

Stone jelly

Gravel

Lundries

600

530 70

600

60

60

60

(32) h2 8 side dam of 15 yards

60

60

60

(33) h2 14 Tunnel of 4 1/2 x 3

Rough stone

Cut stone

Oceanating foundation

46 3/8 3 8

163 3

24 13

230

46 3/8 3

139 14

38 8

21 10

200 30

46 3/8 3

139 14

38 8

28 10

210 20

(34) h2 13 Tunnel of 3 vents of 4 1/2 x 4 1/2

Rough stone in Chumam

Cut stone

Oceanating foundation

81 253 3 8

286 15 5

28 8 7

410

81 253 3

245 15 5

86 10

27 6 7

360 50

81 253 3 8

286 15 5

94 8

28 8 7

410

(35) h2 14 Tunnel of 4 1/2 x 3

Rough stone

Cut stone

Oceanating

46 3/8 3 8

163 3

24 13

230

46 3/8 3

139 14

38 8

21 10

200 30

46 3/8 3

139 14

38 8

28 10

210 20

(36) h2 14 Tunnel of 4 1/2 x 4 1/2

Rough stone

Cut stone

Oceanating foundation

54 3/8 3 8

189 7

18 9

250

54 3/8 3

162 6

18 2

219 31

54 3/8 3

162 6

38 8

219 31

(37) h2 15 Tunnel of 3 vents of 4 1/2 x 4 1/2

Rough stone in Chumam

Cut stone

Oceanating foundation

117 101 3 8

412 4 2

145 15 10

600

117 101 3

353 5 10

129 15

46 11 2

530 70

117 101 3 8

412 4 2

141 12

45 15 10

600

(38) h2 15 Tunnel of 3 vents of 4 1/2 x 4 1/2

600

530 70

600

(39) No 10 Tunnel of 3x1 1/2

Rough Stone in Chumam	32 7/8	3	66	6	32 7/8	3	66	6	32 7/8	3	66	6
Cut Stone	2 7/8	12	31	8	2 7/8	12	31	8	2 7/8	12	31	8
Excavating foundation			7	2			7	2			7	2
			105				105				105	

(40) No 14 Tunnel of 4 1/2 x 3

Rough Stone	46 5/8	3	8	163	3	46 5/8	3	139	14	46 5/8	3	139	14
Cut Stone	3 1/2	12		42		3 1/2	11	38	8	3 1/2	12	42	
Excavating foundation				24	13			21	10			28	20

(41) No 14 Tunnel of 4 1/2 x 4 1/2

Rough Stone	54 7/8	3	8	189	7	54 7/8	3	162	6	54 7/8	3	162	6
Cut Stone	3 1/2	12		42		3 1/2	11	38	8	3 1/2	11	38	8
Excavating foundation				18	9			18	20			18	20
				250				219		31		219	31

(42) No 14 Tunnel of 4 1/2 x 3

Rough Stone	46 5/8	3	8	163	3	46 5/8	3	139	14	46 5/8	3	139	14
Cut Stone	3 1/2	12		42		3 1/2	11	38	8	3 1/2	12	42	
Excavating foundation				24	13			21	10			21	20
				230				200		30		210	20

(43) No 14 Tunnel of 4 1/2 x 3

				230				200		30		210	20
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(44) No 5 Tunnel of 5 vents of 4 1/2 x 4 1/2

Rough Stone in Chumam	154 61/64	3	8	542	54	154 61/64	3	464	109	154 61/64	3	464	109
Brick in Chumam	15	5		75		15	4	67	8	15	4	67	8
Cut Stone	19 1/16	12		236	4	19 1/16	11	216	9	19 1/16	11	216	9
Guard Stones	4	1		4		4	12	3		4	12	3	
Excavating foundation				92	68			83	13			83	13
				950				835		115		835	115

(45) No 14 Tunnel of 4 1/2 x 3

Rough Stone	46 5/8	3	8	163	3	46 5/8	3	139	14	46 5/8	3	139	14
Cut Stone	3 1/2	12		42		3 1/2	11	38	8	3 1/2	12	42	
Excavating foundation				24	13			21	10			28	20

(46) No 14 Tunnel of 4 1/2 x 3

				230				200		30		210	20
--	--	--	--	-----	--	--	--	-----	--	----	--	-----	----

(47) No 20 Tunnel of 3 vents of 4 1/2 x 4 1/2

Rough Stone in Chumam	15 15/32	3	8	54	15	15 15/32	3	46	66	15 15/32	3	46	66
Sundries				1	139			3	96			3	96
				56				50		6		50	6

(48) No 8 Side Dam of 15 yards

Rough Stone	14 7/16	3		42	3	14 7/16	3	42	3	14 7/16	3	42	3
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Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6
Sundries			3	4	6		3	4	6		3	4
			60				60				60	

(49) No 9 Tunnel of 4 1/2 x 2 1/4

Rough stone	36 3/32	3	110	14	6	36 3/32	3	110	14	6	36 3/32	3	110	14	6
Cut stone	3 1/2	12	42		3 1/2	12	42		3 1/2	12	42		3 1/2	12	42
Excavating foundation			7	1	6		7	1	6		7	1	6		7
			160				160				160				160

(50) No 14 Tunnel of 4 1/2 x 3

Rough stone	40 7/8	3	100	5	40 7/8	3	100	5	40 7/8	3	100	5	40 7/8	3	100
Cut stone	3 1/2	12	42		3 1/2	11	38	8	3 1/2	12	42		3 1/2	12	42
Excavating foundation			24	13			21	10			24	13			28
			230				200	0	0	30		230			210

(51) No 8 Side Dam of 15 yards

Rough stone in Churn	14 1/16	3	42	3	14 1/16	3	42	3	14 1/16	3	42	3
Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6
Sundries			3	4	6		3	4	6		3	4
			60				60				60	

(52) No 9 Tunnel of 4 1/2 x 2 1/4

Rough stone	36 3/32	3	110	14	6	36 3/32	3	110	14	6	36 3/32	3	110	14	6
Cut stone	3 1/2	12	42		3 1/2	12	42		3 1/2	12	42		3 1/2	12	42
Excavating foundation			7	1	6		7	1	6		7	1	6		7
			160				160				160				160

(53) No 8 Side Dam of 15 yards

Rough stone	14 1/16	3	42	3	14 1/16	3	42	3	14 1/16	3	42	3
Stone jelly	7 1/2	1	7	8	7 1/2	1	7	8	7 1/2	1	7	8
Gravel	9 3/8	12	7	6	9 3/8	12	7	6	9 3/8	12	7	6
Sundries			3	4	6		3	4	6		3	4
			60				60				60	

(54) No 4 Tunnel of 4 x 2 1/2

Rough stone	70 $\frac{249}{256}$	3	8	248	6	6	70 $\frac{249}{256}$	3	8	248	6	6	70 $\frac{249}{256}$	3	8	248
Cut stone	7 $\frac{1}{8}$	12	94	8	7 $\frac{1}{8}$	11	86	10	7 $\frac{1}{8}$	12	94	8	7 $\frac{1}{8}$	11	86	10
Excavating foundation			27	1	6		20	7	4		27	1	6		20	7
			370				320		50		370				320	50

5) R 2 11 Side Dam of 10 yards

(55) No 11 Side Dam of 10 yards

Rough stone in Churn	9 3/8	3	28	2	9 3/8	3	28	2	9 3/8	3	28	2
Stone jelly	5	1	5		5	1	5		5	1	5	
Gravel	6 1/4	12	4	11	6 1/4	12	4	11	6 1/4	12	4	11
Sundries			2	3			2	3			2	3
			40				40				40	

(56) No 11 Side Sam of 1000

40

40

40

(57) No 14 Tunnel of 45X3

Rough stone 46 5/8 3 8 163 3 46 5/8 3 129 14
Cult stone 3 1/2 12 42 3 1/2 11 38 8
Excavating foundation 24 13

46 5/8 3 163
3 1/2 12 42

28
210 20

(58) No 14 Tunnel of 45X3

220

200 30

210

Sundries Mile Stones 760 12 11
Superintendence 2000

736 11 24 11 10
2000

701 11 59 12
2000

Total Rupees 48000

44800 3200

45900 2100

District Engineer's Office
Madurai
19 December 1873

Recd. & Ld. Dist. Col. G. E.
District Engineer Madurai

Enclosure No 18. in a letter
from the District Engineer
Madras dated 17 Dec
1873. No 3998.

To. The District Engineer
Madras

PM 4005/43
P. 4 PM D. 77th March
In No 176.

Q.

Reside.
Comparative Statement.
prepared by Overseer
Sobraya Ayer

No 599.

From
The District Engineer
Madras
To The District Engineer
Madras

dated 3^d
Rec^d. 3 October 1873.

Inwards Madras Taluk
overseer's letter reporting
where the bandies are
diverted on the cotton
Road from Madras to
Sivacur.

67

Enclosure No. 17 in a letter
from the District Engineer
Madras dated 19th December
1873.

No. 3998.

W. E. P. Secretary to Govt.
P. W. D.
Madras

800005/73

P.

Range Officer's endorsement
No. 599 d. d. 3rd October
1873. on Taluk Officer's
letter

P. W. D. 7th March 1874
In No. 176.

Dech.

11
100 100 250
of General's Office
Madison
1st October 1893

The Officer in Charge of Madras
Camp

En

In obedience to my Memo
No. 690 I inspected the road
24-9-73

24-9-73
from Madurai to Tattam
the 29th & 30th - The following
are gravelled & fit for easy traffic
1. From Madurai to Tattam
2. From Kulkuratchi to Paliamputty
i.e. from the 22nd mile to 27th
3. From Arupporottu to the limit
i.e. from the 29th to 30th

The boulders from Laticorin I understand
used to go to Lumenelly & then come to
Madura. Therefore the road began to be
made, but now that it is made from
the limits of Kumburche with the exception
of the 2 miles between Aruppothah &
Palanpatty the boulders leave

No 325

Madura Range office
Madura 20th July 1872
698

No 2012

From

The Assistant Engr.
in charge of Madura
Range

The Superintending Engr.
3^d Division

From the explanation
afforded in this letter it
is impossible to ascertain

To

the comparative difference
between the standard
rates and the rates allowed

Sir,

in the Estimate, inasmuch your Memo No 4506 dated
9th July 1872 requesting me
as the Estimated rates
are not specified, and therefore to state what saving can
be effected in the sanctioned
Estimate of Rs 48000 for road
work in this Office.

2. It is therefore requested from Madura to Anoopocottay
that in all cases where the I have the honor to report
Standard rates have been that during last year, I
exceeded in the Estimate arranged to have earth
taken for such excessive work done at the rate of
one anna, but as the
rates, should be furnished Railway Department are
to this Office by return now paying from 1 1/2 to 2 annas
per cubic yard of earth
work, the whole of the coolies
signed to pass that were working on the
such Road in question have left.

Madura 20th July 1872
The Assistant Engr.
in charge of Madura
Range
To The Superintending Engr.
3^d Division
Madura

Accd.
20th July 1872
To The Assistant Engr.
in charge of Madura
Range
From The Superintending Engr.
3^d Division
Madura

6

and the work has come
to a stand still.

Such rates if approved.

With regard to other rates
allowed in the Estimate,
I beg to inform you that
they are very reasonable,
and cannot be reduced
as the materials are not
procureable in the vicinity
of the Road and Stones for
the masonry works have
to be brought from a dis-
tance of about 10 miles
to work spot. This Estimate
was framed by Mr. Colquhoun
and was afterwards reduced
by Mr. Hawksworth from Rs 56,500
to 48,000

Under these circumstances
I must request that the rates
allowed in the revised Estimate

for the various description
of works may be sanctioned
otherwise no progress can be
made in the execution of the
work.

Shaw & Co.

Asst. Commr. & Asst. Secy.
In charge of Madras Range

Madras } Supg. Engineer S.D.
27 July 1872

No 375 To be noted & returned.
The Estimate is submitted
as requested the rules must be
in red clear & there they have
been passed for which no
caution is to be taken.

E. H. H. H. H.

30-7-72

See Abstract of Est. signed
by Mr. Hawksworth - with
Encls - 2.

No 2214 1. Sanctioned Estimate
1. Abstract Estimate signed by
Mr. Hawksworth

The Estimate is herewith
returned.

6 Aug 7/72

Supd. Engineer

To be noted & returned

No 325 71

From
The Asst. Engineer
In ch. of Madras Range
To The Supg. Engineer
8th Division

Dated 20 July 1872
Received

29

Reports that no saving can
be effected in the sanctioned
Estimate of Rs 48,000 for Road
from Madras to Kuroo/100 =
Cottah. & request to sanction
the rates allowed in the revised
Estimate of the said Road.
Within 2

appro

23
Enclosure No 15 in a letter
from the District Engineer
Madras dated 19th Decr 1893
No 3998.

By Order of the
District Engineer
Madras

5007008/43
By P. W. D. 27th March
N. In No 176.

Range Officer letter
No 325 dated 20th Feb 1894.

Encls 3

1 Plan

1 Detail Estimate

N-4506

1 Abt. ~~from~~

Memor.

No. 799

Madura
9th February 1872

The Asst. Engineer,
Encl. of Madura Range

The Supt. Engr.
8 Division.

Sir,

The Estimate of
Rs 48,000 referred to is
herewith returned as
requested.

2 The Assistant Engineer In reference to your Memo
Madura Range is requested No 4364 dated 6th February 1872
to be so good as to state the authorizing me to commence
amount of saving that at an... the undere...
can be effected on this works, I have the honor to
Estimate by the adoption request that you will be
of the revised rates as so good as to favor me
specified in the Supt. Engineer's circular with the sanctioned plans
No 311 dated 3rd May 1871. Estimates and Specifications

3. The other Estimate... to enable
of Rs 2450, required by me to ~~be~~ ~~the~~
Mr. Leggatt, cannot
be traced from the records

Road from Madura to
to ~~the~~ ~~the~~
2 miles of Road

As built
Rs
48,000

an between Thattancolum & records of this office
 to Ensignman - 20 2452 and he is therefore
 requested to be so good
 as to send in his
 Office Copy of this
 Estimate for the ap-
 proved of the under-
 signed who will
 return the same
 with the necessary
 instructions thereon

Ensignman
Ensignman
 No 830
 hereunto sent
Ensignman
 21.2.71

Madura
 16th February 1872
 Sup^d Engineer

To be noted & returned

I m
 all
 for
 of
 sta
 mo
 wo

No. 7992

Chief The. Sup^d Engineer
 at the Madura
 Range
 The Sup^d Engineer
 at the

Dated 9th February
 1872

Requests to favour him
 with the sanctioned
 Plan, Estimates &c.
 to enable him to commu-
 nicate the works
 within

Madura dated 17th Sept 1873

Ph. Ph. D. 7th March 1874
In No 1/76
M. -

1873

no 2364
dated 2nd Sept 73

The Lieutenant Colonel
in charge of the Madura Range
is informed that the Contractor
of the Road between Madura &
Mopacottai has informed the
undersigned that the Road is little
used & has been neglected recently. The
Road in question is because the rates
are too low.
The Report will be so good that
as to the Road being and further

payment
such a statement as the above
is very ridiculous considering that the Contractor
has had a very handsome rate of 1a 3p. per sq.
for all the earthwork along the line, whereas
the actual rate for the same descrip. of work
in the District is only 1a. per sq. -
3. The Contractor would appear to think
that he is entitled to do the work on which
a large profit is to be made, & to think the
remainder - But this cannot be allowed.
The Report will therefore be so good as to be
passing any further payments until the Contractor
settles the balance of the Road long over due
on the work in question. -

1873

5374

1873

25

Madras

Recd 20/10/73

Memorandum to the

Sanitary Department

Sanitary Department

Sanitary Department

Sanitary Department

Sanitary Department

13

Enclosure No. 13 in a letter
from the District Engineer
Madras dated 19th December
1873.

No. 3998.

P. C. E. P. C. E.
Madras

17

P. C. P. C. 2. 774
March 1874.
L. N. 176.

District Engineer's Memo.
No. 2364 of 2nd September 1873.

4/10/73

No 2195 The undersigned refers to
 in tractor being paid on materials on a job
 delivered, after measurement. What he refers
 to is there being paid without measurement in the
 present instance. It is useless to make the
 owner's name in the matter, as he
 is the party to make.

It is requested that the report be made in
 in para. 2 of the Bill. This Bill may be submitted without further delay.

Chas. D. Dura
 23rd August/23

Dist. Engineer, Chas. D. Dura

To be paid & returned at once

No. 457.

At a meeting between the Board of Directors and the
 District Engineer and the Board of Directors of the
 San Francisco Water Works, held at the City and County
 Engineer's Office, on the 19th day of August, 1910,
 the following was presented and read:
 The Board of Directors of the San Francisco Water Works
 has the honor to acknowledge the receipt of your letter
 of the 15th inst. and in reply to inform you that the same
 has been forwarded to the proper authorities for their
 consideration.

Resd 19th of August 1910

No. 457

Respect regarding the
 program made over to the
 Contractor of the waterworks
 and during June of 1910

San Francisco Engineer
 to
 The District Engineer
 San Francisco

Enclosure No 12 in a letter
from the District Engineer
Madras dated 19th Dec^r
1873. No 3998.

2/ E. J. The Secy to Govt
P. W. D.
Madras

P. W. D. 4003/73

K. -

Deposition of Irrigation
Ministry Wencoba Rao

P. G. P. W. D. 27th
March 1874.
In No 176.

Enclosure No 11 in a letter
from the District Engineer
Madras dated 19th Dec^r
1873. No 3998.

2/ E. J. The Secy to Govt
P. W. D.
Madras

P. W. D. 4003/73

J. -

Deposition of District
Engineer's Office Pono.

P. G. P. W. D. 27th March
1874.
In No 176.

se munda. also

Madura Range Office

Ms. A. 34. Madura 19th August 1873.

938

N. 2302

$\phi_0 = 2\pi \cdot f \cdot T$

From The Enactment Engineer's
Madhura Rao

When the District

To The District Engineer

your small number
of letters I will be

Sir, In reference to your order

ged. He cannot understand
how we can think it

801957 dated 8th Instant, on the

Sufficient excuse for inattention
on the part of an Officer

subject of certain payments.

6 am. Sunday April.
 Dr. J. W. Sayre, Feb.
 Dr. J. W. Sayre, Feb.

made to the Contractor of the

2. ~~From attached to that order.~~
Road No. 23 (Rate 14) is the

aropocottay road in the

~~He~~ would not conduct under
the supposed orders of the
M...

of June and July

between, & altho' a considerable
sum of money has been expended

ing certain ~~not~~ to inform you

The new answer has not yet
reached.

have the honor to
1. ... Para 3, that on

3. The responsibility is on all of us.

measuring up

He left and he had committed

the anniversary
of the first week of May, the

The undersigned The District
 of course expects that there may
 be a further extension of the

done in last year, on the

and requires the careful supervision

and I found a large quantity

Heeding & Dickard that the mother
will not be there at the time can

work done during the summer

and as the average

with one I ordered him

make the measurement, which he accord-

submit a bill which

ingly did and when I

and certified it was true.

inspections and examinations
28th July

materials good. ok

With reference to para 4.

The materials were inspected

RAM

1-28-41

by me on the 5th and 6th July with Overseer
 Mootsawmy Pillay, who was ordered
 to make out a bill which was done on
 the 9th and paid on 12th. The bill submitted
 to me bears Mootsawmy's signature
 and I presumed he made the measure-
 ments himself. I did not know he had
 entrusted them to the Local Fund Maistry.
 No measurements were made by me as
 certified in the bill merely materials
 passed on my inspection. —

3. When the works are carried out
 amounts paid on material will of course
 be deducted. —

I have the honor to be,

Sir

Yours Most Obedt Servt

M. V. S. Pillay — Encl Engr

In ch of Madras Range.

P.T. Srinivas mentions that though the Contractor
 was paid on material 921 Rs the actual
 cost of the same would be Rs 1300 or there-
 abouts — It is simply an advance
 on material delivered as this course was

Noted by Mr. Srinivas on his file
 and approved of by the Dist. Engineer.
 H. S. S.

Translation of the statement given by the
 -be Row, Irrigation Maistry, Madras
 Talook dated 2nd September 1913 —

Between 9th & 10th this morning
 (2nd Sept 1913) Lascar Dasaswamy Cramé
 called me saying that Gentkanna
 wanted me. Immediately I started
 from my house, I saw Venkataswami
 - my Rajoo (Contractor's Goomastah) coming
 out of the Madras Range Accounts
 house, I met & asked him why
 he did not favour me with his
 visit for a long time. He said
 that he had no time to do so
 because he had been struggling
 for his belly's sake and that
 he has been a Goomastah
 under Contractor Nayana
 Naiker. Then Lascar Dasaswamy
 and Govindas were with me.

87

Ordnance No 10 in a letter
from the District Engineer
Madras dated 19th Decr/93
No 3998.

W. V. P. C. S.
District Engineer
Madras

24. 27 March/94
1. 2. 1/6

M. S. S. S. S.
as dated 19. 12. 93.

17. 10. 93

Translation of the statement given by Appa Rao
in the District Engineer's office
Madurai.

At 6 o'clock this morning
Anna Naidoo (Contractor) & Venkatasamy
Rajoo (Contractor) were at
the outside of the house
of Venkatasamy Rajoo. The letter
I carried I put into the hand of
Anna Naidoo. Venkatasamy Rajoo
Rajoo read the letter for Anna Naidoo
& both of them said "I will come
I will come" & they went
by the house to bring new
clothes. Then they left the place
to the flower Bazaar, orders
flower Bazaar man to have
garland of prepared. Then proceed
to the river, cleaned their mouth
re turned to the District Engineer's
head clerk's house, not to
them to go to the office of the
District Engineer. They again went
to flower Bazaar & told the
man to hasten the preparation
of the garland. Then went to
Soolich.

Loobiah Pally's House situated
in the Sumadec Street they
were there for about 4 Indian
hours. Venkatacary Rajoo then
took leave from Nina haadoo,
telling him that he ^{would} return
after his meals. But he first
went to Lypaul Dyer's House
(District Madura Range) & had a
conversation with the Dyest
again came to Nina haadoo
was talking to him for about
Indian hours & then both
of them had a bath in "Potta-
marai" & went to take their
meals. Nina haadoo took his
meals in Club House & returned
to Loobiah Pally's House where
he met Venkatacary Rajoo &
came together to the District
Engineer's office —
dated 22 Sept 73 —

DIARY
No 90. 23rd October 1873

Road. No. 6 or Kollam Road
Valayankulam to Carinipully.

Maistry Ramu Vignu, who is the Maistry on
the Kollam Road from the Vale Gate to the
mile stone - a distance of 8 miles was duly
warned to meet me at Valayankulam this
morning. But he has failed to do so, or to
send any intimation for his neglect in coming
out.

8: Mile. Near Valayankulam two new tunnels
built without any foundation but merely on a
layerment of small stones; gravel heap left
on road by the Contractor, such to have been
there for the last 2 months although the road
has been reported to be completed up to the
end of the 8 mile, and there is a maintenance
allowance for the same, and North side of 8:
mile there is a Road Dam still unfinished
and it is built across the Road, large
stones have moreover been left by the Contractor
to block up the Roadway.

A bank of earth has been raised along 9th Mile the whole mile. but it has not been properly pegged out or sectioned, nor has anything further been done to it.

It would appear that the Contractor has been paid considerably in excess of the estimated allotment for this mile, both in quantity and kind. but the accounts have been kept in such a confused manner, that it will be necessary in order to ascertain this correctly for the Engineer to go over this and indeed each mile carefully with the estimate and show what deviations have occurred, & have accordingly ordered him to do so.

A Tunnel of 3x4 ft is not yet commenced. A Tunnel of 4 ft x 4 ft in lieu of one of 6 ft 6 in has been built on a foundation of small stones and a 2nd Tunnel remains unfinished for Jelliarputty channel a Road Dam of 15 yards is allowed, and is much required but not yet commenced.

A bank of earth has been raised of light 10th Mile rail throughout the whole mile, but it has not

918
not been pegged out or sectioned, nor has any thing further been done to it; and it is quite impassable for carts.

A Road Dam of 15 yards each allowed in estimate, but not yet commenced.

11th Mile

Earth works as in previous two miles, viz a bank impassable for traffic. There are Parapully, on bank through paddy fields, the old hard road has been covered with black & yellow soil. A Road Dam is required near this Village path but it is not included in the estimate.

12th Mile

Incomplete earth embankment as before for the whole mile quite impassable for carts. A Tunnel of 4 vents under construction; walls raised to full height but covering stones not yet fixed. A considerable portion of the stones used are of a very inferior description, being rotten stones; and the Tunnel cannot be passed in the present condition. I have taken with me specimens of the stone - a decomposed granite. A Tunnel of 3 vents which is allowed in estimate is not yet commenced

Commenced. This is by the Surveyor's
line. The Road near Puchary Aich
Corney takes a turn at right angles over
a disused old tunnel. A tunnel
is allowed in estimate, but nothing done
towards its construction.

A ramp like that mentioned as 13th Mile
before, not passable for carts. 2 tunnels
of 100 and 120 ft respectively not yet
commenced, but a small quantity of
materials brought. In this mile a portion
of the Road has been properly pegged out
and staked; and it is not clear why
the rest of the Road has not been done in
the same manner, instead of being left
in its present very unsatisfactory state.

A Road Dam not yet commenced.

The 13th Mile stone is set crookedly to the
Road; indeed there is scarcely one mile
where on this Road that is set parallel
to it.

A ramp like that mentioned as 14th Mile
before, a tunnel of 200 ft has been
commenced, and the rafter stone before

before mentioned has been used. The
stones are laid as usual, on edge instead
of on flat. There must have been a covering
of good quality, have been collected
on the spot, as work is said to have been
done for the last 8 months.

The Surveyor, man who has been
employed for 8 months appears to have
begun work this morning. He should not
be paid for September.

A broken tunnel at Grandy Hammy
is to be replaced, to work yet commenced.

For the Limbygeedy channel,
materials have been brought and paid
for to the amount of Rupees 280. The materials
have not been measured nor even stacked
and the rough stone is of the same worthless
description as before described. The covering
stones collected are of good quality.

It is for these materials that a
bill of Rupees 921 dated 9th July 1873 was
paid on the 12th Idem. by the Range Officer,
Mr. Leggall, with the remarks paid owing
in full. In the Diary, however for
July

July shows no abstract of such measure-
ments. Mr. Leggatt was called upon
for an explanation and he reports in
reply. Vide his letter No 434 dated 17th
August 1873, that the materials were
inspected by him on the 5th & 6th July with
Overseer Maathocumny Pillay who was
ordered to make out a bill which was
clew on the 7th and paid on the 12th - in
other words, the bill was paid in full on
the Overseer's alleged measurements, i.e.
without the usual drawback in such
cases of 10 per cent. - It appears, however from
the Records that the Overseer never attempted
to measure the quantities at all. As Mr.
Leggatt had deposited the duty to the
Overseer, so the Overseer transferred the
duty to the Local. I found. May be this
latter functionary rose equal to the occasion
and he boldly submits on the 7th July a
bill of alleged measurements of materials
collected. This bill of quantities is
received by the Overseer on the 11th idem,
and

and he prepares a bill for the same ⁹⁵⁸
dates it the 9th idem, and the Range
Officer passes it in its entirety on the
12th instant, i.e. on its receipt from the
Overseer, although the overseer was not in
charge of the Talook when he submitted
the bill, as he had been invalidated by the
Gillak Surgeon on the 8th idem, and he
had commenced handing over charge on
the following day to his successor.

Considering the inferiority of the
materials collected and that they have
not even yet been stacked for measurement,
the unsatisfactory nature of the whole
of this transaction is sufficiently apparent,
the more especially as this is the 2^d instance
in which a payment has been made in
full on the Overseer's alleged measurements
see Bill of No 878-1-11 for work stated
to be executed up to 27th June 1873.

For the bank as before - but the road
has been sectioned for nearly the whole
mile.

The Avenue branches in this mile
appear

16th Mile

appear to have received some little attention
but a considerable number have not
yet struck. A Tunnel allowed in
the Estimate, but nothing done as yet.

Earth Banks as before, but not sectioned.
Tunnel allowed on south side
of Panddea Chullum not yet commenced.
new materials brought. Q. for the
Podyaneculum Channel - but for Sunday
Q day which is separated by a bund
from the above channel, no allowance
is made in the Estimate - a Road Dam
is required.

For the surplus channel of
Chinna Cariaputty tank a Tunnel of 3
cents is allowed, but nothing done as yet.
The Road has recently been breached at
this spot in consequence of the breaking
of the Linki Bank. It will be necessary in
constructing this Tunnel to slope down the
approaches on either side in the form of a
Road Dam as per Circular No. 4298 dated 2 Febry/73
Earth Banks as before, but not sectioned

18. Mile

sectioned. 4.3 Cent Tunnel is allowed for
the Cariaputty Chua Kaleyum Q day - but
nothing done yet.

Earth Banks as before, nothing as yet
done for the two Road Dams allowed in
the Estimate. The Village of Cariaputty is
nearly swamped. I require the Road Dam
to be constructed at once. & the Road
carried out. There is a bend in this Road
on south side of the Village & north of the
Juncion of the Diocchooly Road. This
should be straightened. On north side
of the 18. Mile Lane & immediately south
Juncion of the Diocchooly Road, a Road
Dam is required for the Jungle stream
that feeds the Lacuan Corany.
The Contractor states as a reason
why he has put long ditches by the Road
side, without the intervening bunds, as laid
down in my Circular No. 2402 dated 30.11.72
Sept. 1871. That he has received no
order to do so. This defect is especially
noticeable near Choralputty.

Bank of earth for whole mile. 19th Mile
hardly passable for foot passengers and
of course therefore not passable for carts
and the side tracks are not passable
for carts in this weather. There are no
American branches planted in this mile.

In the supplying channel of the Leticia by
Lanka, a tunnel of 3 vents is provided
but nothing yet done. and a second
tunnel 4 ft x 6 ft is also not commenced. These
tunnels appear to give scarcely sufficient
waterway. The Road is very badly laid out
in this mile.

Bank of earth as in last mile. 20th Mile
and Road very carefully laid out.

The Takkanan (Gondar) Lanka
presents a fearful gap, which completely
closes the Road to traffic, as it is waist
- deep. A tunnel of 3 vents of 4 ft x 6 ft is
allowed. But two vents of 6 ft x 6 ft would be
better. A few stones of decomposed granite
have been brought on the spot.

For the Banagal River nothing
is allowed in estimate. It is a broad
stream

and runs in flood to a great
body feet deep, but it soon runs off.
Some stone rock is found in the bed.
A Bridge should be built here eventually,
but in the mean time a Road and
appears advisable.

21st Mile. Bank of earth as in last mile.
Wholly impassable for hand traffic
even by the side tracks.

For the Allergilly Ferry a Tunnel
is allowed in the estimate but there
villagers do not require it but would
prefer it being built a little south of
the Ferry. This may be done.

A tunnel of ancient finished
about 4 or 5 months ago but left high
& dry and cut off from the Road.
The work is very inferior. Small
stones have been used & laid on edge.

The Tunnel provided 1 foot short
of the Road way. allowed in the estimate
The contractor now says that he himself
has rejected the work & that it will be
reconstructed.

become frayed. The covering stones
have no proper means of support being
of insufficient length and not properly
bedded.

Two other tunnels about foot
short in length of Road-way have been
built and the Contractor says that he
is going to rebuild them. In the mean
time he is doing nothing. These tunnels
cannot be passed. they must be rebuilt.

Impassable Banks of earth at 22nd Mile
before. A fine new Tunnel is allowed on
north side of Culladacorehy & route of
 $4\frac{1}{2} \times 4\frac{1}{2}$ whereas there are only 2 routes of
 $4\frac{1}{2} \times 4\frac{1}{2}$. & 3 of $3\frac{1}{2} \times 4\frac{1}{2}$. The work is abominable.
By Road on north side of the village the road
is to cross fields until it passes thro the
village. Nothing however is yet done in
laying out this line.

To be: It will be thus seen that for
a distance of 14 miles as yet, the Road
as a Road, is a complete blank for the part
Traffic, which is entirely cut off by

by a center
ments consisting for the greater portion of
black & yellow soil.

21st Mile. The Old Road here commences and it
is available for traffic. For about half
a mile there are avenue branches planted
but they stop suddenly. The gravel recently
used at the commencement of this mile
is more like mud than gravel.

Heaps of gravel have been left for
more than 3 months by the Contractor in
the middle of the Road, completely blocking
it up: although the gravelling of this portion
of the Road was supposed to have
been completed last year.

The Tarrapoo and Tullymadoc
have been made by the Contractor & paid
in part out of the Estimate as I am informed
although there is no allowance for the same
in the Estimate.

24th Mile. Road as in last mile, but no gravel
has been done. The Road is destitute of
avenue branches for the whole mile.
25th Mile. Road as in last mile. gravel has been laid
& also left in heaps on Road. The Road is

is also fitted up. Several branches for the whole of the two miles.

Up to the 27th mile of Palyungung 27th Mile the Road is gravelled. There it takes a sharp turn to the right & leaves off in a point - it has several branches have been planted within the last 10 days.

Beyond the 27th mile, the Contractor has done no work whatever. The Road through the village is a piece of nothing although the red soil is there is very favorable for Road Construction.

Nothing has been done on the 28th & 29th miles. The red soil continues almost up to the 30th mile. The track though some what heavy is sufficiently available for heavy traffic in its present state.

Cottaw Road Continued:

From the 30th mile to the Sinnerelly Frontier.

The bank on which the Road runs 12th Mile requires sloping down at the commencement of the Road. Although this portion of the road is completed & a maintenance allotment provided

provided for the same. At 10th mile from the commencement of the traffic has to leave the line in consequence of its being flooded by the water of the 10th mile. A dam of 2 feet 6 inches high is required here and the Contractor has been directed to prepare an estimate for the same.

The Dam of 2 feet 6 inches high is in good order, but it requires the dropping of the soil as it has secured a deep hole. I have directed that all similar holes to be filled up & planted with the blue soil and green soil, as also with bushes of any kind growing in the vicinity. As this mile has been much neglected by the mile post, it will be changed.

3rd Mile

Being a road being used instead of gravel this mile is in indifferent order except for the first quarter where it passes through a reddish soil. There are some 10th mile in good order but the drops required to be in good order. As above explained the 10th mile has been got so loose of the 10th mile have got so loose

loosened and are so rough for the traffic that they should be taken up where uneven, and used as an apron for the Lamboggy. There should be taken to leave a width of 6 ft. of the lower portion of the Lamboggy untouched.

This mile is almost wholly devoid of Acacia trees, and the trees planted have scarcely any of them struck, as they are Acacia planted without Acacia.

Lamboggy in good order, but the drops requires being treated as before.

This mile is in very bad order from 4th mile mud being used instead of gravel. The bridge requires its approaches being protected by a bank, duly surfed and planted at foot with Acacia. The Lamboggy requires the fall filled up as above explained. The Acacia are very deficient, scarcely a branch of these recently planted has struck, owing to their being so carelessly planted.

Passes through black cotton soil. & the Road is in indifferent order. North of Village of Tal-Vanghy a Road-panement is covered with mud, which should be removed, and the hole at drop

drop duly filled up. All along the mile, sand & gravel are available at the road side, especially so at the Village of Tal-Vanghy. Close to No. 5 mile stand the bank of the channel of Chettyerorehy bank is breached, and should be repaired. The bank should be kept of course below the level of Road-way, so as to prevent the Road being injured. The expenditure of Rs. 100 would close this breach effectually.

6th mile. Road is better order because little interference with of late. There are a good many gaps in the Acacia. Acacia branches are being planted against my Acacia orders.

7th mile. A great many gaps in the Acacia. Mud and the Lamboggy not removed. Mud used instead of gravel for Road. The mud used instead of gravel for Road. The mud collected on Road-side have been paid for hitherto at 1 Rupee per cubic yard and the so-called gravel (half-mud & half-bunker) at 6 annas per cubic yard although dug out of holes at the Road-side!

The Mile-socky is in brother
of Kera & Jagann Reddy of Puntalagady
a man of influence in the Village and
from all accounts a man of a very
troublesome character. I observed
that a number of the Avenue trees have
been lopped of their branches, and one
of the two trunks of a Portia tree has
been recently cut down. V. Madeliat,
by name Namasampy Madeliat of
Puntalagady, states that these have been
cut down by the Reddy and that this
particular Portia tree was cut down
by the Reddy's brother who is the Mile-
socky of the 9th Mile.

Road is pretty good order. Further on Mile
Lamboggy there is an encroachment by the
formation of a garden for a small temple.
The Ministry states that he has reported
the circumstance to the Ranger Officer in
May last; the Magistrate will be addressed
in the view to the removal of the encroach-
ment. This Lamboggy is covered with
silt which requires to be removed. The
Avenue trees are much injured and
no branches are planted to replace them.

the

9th Mile

155
The gravel paid for at 6 annas is made
from the Road side; it is not worth
1/2 annas, and it should be used very
sparingly if at all.

Road is fair order, but the Road-
way has been recently spoilt in places
by much being put on quarry gravel.
V. Lamboggy has had the greater number
of its stones (blocks of marble) removed.
This is said to have been done 2 years ago
by a Reddy by name Kera Nagan
who has used them for the basement of
his own house and granary. I have
inspected both these buildings and
consider that the matter should be
magisterially investigated as the stones
certainly bear marks apparently due
to the friction of bandy-wheels. Avenue
gaps are not properly filled up.

10th 11th Miles

There is but 1 mile socky to look
after the 11th miles to frontier and as the
Mile socky rarely visits the road. It is no
wonder that it is not in such good order
as the other miles. Above beyond the 9th
mile stone propose the marble for which
this locality is celebrated. This marble
runs in a vein averaging from 15 to 25 ft
in

in mid the road in no place is it more than
3 or 4 feet above the level of the ground.
It runs in a direction nearly North
West and South East, and is only about
a mile in length. The battangar of
Pundalagoodi says that in no place is
it more than 3 yards in depth.

The Vadapoor and gaps in
Avenues not looked after. The trees on
the old avenues appear to be much
mutilated. It is said that the branches
are cut at night by shepherds who
steal them.

The Mistry lives 10 1/2 miles
off from the frontier and clearly
has systematically neglected his
duties. The Road on the Sinnerelly
side is indifferently maintained &
the large gap in the avenues on that
side marks the boundary only too
distinctly.

As to this portion of the Road
lies wholly within the limits of the
Criminal Sub Division it will be
handed over to the charge of the Sub
Division Officer who will at once make
the necessary arrangements for carrying
out

101
the various improvements required as
above pointed out. The Mistry and a
Namah is dismissed, and one Silar
Sahib is temporarily appointed in his
place. He is to live at Pundalagoodi
and he is to work 8 Road Coolies and
Avenue-men in a gang and be always
with them - these Coolies are not to be
maintained to their full strength after
the rains but 2 Road Coolies with the 2
Avenue-men will suffice as a permanent
establishment. The Entertainment of Mile
Coolies by the year and the Road with its
allowment of only Rs 95 per mile is
against the District Engineer's most
particular order (see Circular No. 25
dated 28 October 1871) in fact with the
pay of the Mile Coolies at Rs 6 permanent
a month ^{or 12 Rs per month} ~~or 12 Rs per month~~
has been paid hitherto by Mr. Leggett
on this Road, a balance of less than Rs
11 per mile is left for Road Material
which is less than 1 pie per month for every
10 linear yards of Road. This in itself is
sufficient to account for the deterioration
of the Road.

The Contractor Sina Naidoo is not to be

be employed hereafter in this Road. If
he is disposed to give the broken stone
collected by him but not paid for at 8
annas per cubic yard - and the so-called
gravel at 2 annas per cubic yard, these
materials can be measured up, paid for
and utilized at once.

In future only broken stone is to be
purchased, and it should be obtained
from a Contractor of responsibility
who lives on the spot. The gravel, which
is to be used in proportion of 1 of gravel
to 1 of stone must be dug by the Road
Police from the Road sides. The present
is the most favorable time for putting
down this broken stone.

To row the inquiries I have
made I am satisfied that a quantity
of old material has been mixed with
new material with a view of getting
payment for a second time of the old
materials. It appears that the brother
of the Maistry, Sethuramulu, to whose
aid I am temporarily for his brother I
alluded in my letter to the Madras Rang-
Office

Office No. 2170, dated 23rd August 1873.
is, and has been for some time past an
agent of the Contractor. Since said, and
that although Mr. Eggatt has
officially stated that he considered
him a fitting Maistry and in every
way qualified for a Road Maistry, that
can be no doubt, not only that he has
defrauded the Government by mixing
up old material with the new, but that
he has used the Mile-stones to get material
for the Contractor. The Maistry, his brother
has been mixed up in the fraud. There
Maistry has also, carried at the direction
of the Government by the Contractor
Puntalagady, Agent K. S. Raja Reddy.
This for these reasons that I have
dismissed the Maistry, and I would
prosecute him, but that it is now almost
impossible to recognize the old fraud the
new material. He will receive no further
pay.

The Mile-stones who are impli-
cated in these transactions will also be
dismissed, and the Mile-stones of the
Mile and the 2 brothers of K. S. Raja Reddy
at Le
Srin

and the 7 & 102 Miles respectively. The 11th
Co. of the 1st. Mile will also be dismissed.
as there is nothing to show that he has
done any recent work on his Mile. The
2d. of these 4 new 2d. New Crew will be
retained and as the 1st. Crew have
received their pay for August they will
receive no further pay.

Richd. Roberts Sent by R.E.
District Engineer

to Madras
to 19th December 1873

is now
done

and
of a
new
pay
and
of 11
at the
close

need be
board
at the
the for
Present

Enclosure No. 4. in a letter
from the District Engineer
Madurai dated 19th Decr
1892.

133978
The District Engineer
Madurai

H.
District Engineer

1892/005/73
P.L. P.W.D. 577th M.
L. N: 176.

1138

To Lieutenant Colonel C. A. Roberts A.B.
District Engineer
Madurai
Principal Commissioner
Madurai

The humble appeal of Syed Abdulkader
Said, the Luthman Sule. Gate
Contractor 1000 Madurai

1. Humbly sheweth that your honor's Appellant proffered
a petition to the Municipal Commissioners on the 2nd of
last June, stating that he undergoes a great loss as the
Bandra through the other roads on account of the repair of the
road from 7 to 17 miles. The petition was endorsed by the
Vice President stating that he finds no reason to take up
the subject.

2. Therefore, on the 12th June, the Appellant pro-
ffered another petition stating some reasons that the road
is under repair as if a new road to a distance of 17 miles
and that there being large flow both sides along the road
and many bridges are under construction and consequently
the waddies are not coming on the road and whereby the
Appellant undergoes to a great loss. When the petition
was accepted and referred to Jagannada Pillay, the local
Grand Overseer to ascertain the facts mentioned in the
petition.

3. While the petition was in the hands of the
Grand Overseer the other office it is some how is rejected
in this Office without on the 11th June, alleging any reasons
for

He
for
Remit

for it.

C. In the case being such, the Overseer went to the Road made strict inquiry on the subject mentioned in the petition, and reported to the Office on the 29 June.

5. It is on the part of the Commissioners who referred the Case to the Overseer for report to decide about it before finding out the result from the Overseer.

The Overseer has reported that the facts mentioned in the Petition were true, that the loaded Banders did not pass through the road, and only some empty banders are passing by the sides of the road, and that it will take a year for finishing the repair of the road.

The appellant begs to say that the empty Bandies which the Overseas refer here are passing through some Punjab & Larkh with much difficulty as there are pits on both sides of the road.

of the road. The account of the above mentioned road
7. Your honor's Appellant undergoes a
loss of hundred Rs monthly which will be obvious
by referring to the Appellant's account.

Appellant therefore most humbly begs
your honor will be pleased to peruse the two ^{positions}
& the 3 statements which will be given to the Municipal
Office

Office and the report of the Overseer, & to render justice

"If not" your honors son Appellant will
entirely ruined by the great loss which he undergoes now

The Hon. the President
 I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the petition of the undersigned for the relief of the said Charles
 and to inform you that the same has been ordered to be
 considered on the ensuing day, your Honor's Affiliant
 hopes that your Honor being a proper judge will give
 justice and thereby protect
 your Honor from any
 for which act of Charles
 your Honor from Petitioner
 shall ever pray as in duty
 bound
 I am, Sir, your
 Obedt Servt
 J. W. Allen

1891

2 = 385.

4
The Eccentric Engineer
Madison Range

To the District Engineer
Madras

Sealed 5th Aug. 1872
Rev. ...

Informs that sufficient
 temporary road way
 has been given and that
 the Toll contractor wants
 to get off his agreement.

2001-10-15

2.385

N. 385
 Suffering from temporary loss of hearing
 since I have on several occasions
 been unable to hear the
 very heavy traffic. This petition is
 the sole petition for relief to get off the
 car, this is a very dangerous
 such of a nature

maison
B. Aug 173

Frederic
4th August 1873.

Robert Ingman, President

of the order of the names above

No 3998.

Madras

D. 277 March 1874

Engineer's Endorsement. *W. H. 1873*

Endorsement of 385
5. 8. 73.

2. The work on the New Road from Madras to Aroopocottah appears to have been commenced about two years ago, & it is not understood what steps have been taken by the Range Officers.

Officers towards obtaining
a Contract Bond for the
work in question. —

3. The serious delay
which has been allowed
to transpire in this
connection is apparently
unaccountable & the
Submission of the
Contract Bond, should be no longer
not be postponed
any longer. —

with no delay and
without any loss of time

Indorsement of
the same to the
proper authorities
and the same to be
submitted to the
proper authorities
and the same to be
submitted to the
proper authorities

1238

Indorsement
to the
proper
authorities

Indorsement
to the
proper
authorities

Indorsement
to the
proper
authorities

To

The Clerk
Judge

Dated 29 August 1871

Cash for the
transmission of the
Contract Bonds of
the various works
in his Charge

1238

W. A. P. Co. Secy. to the
D. W.
Madras.

PM7003/73

C.

Dietrich Christian Minsch
No. 2295 dated Feb. 29. 1873. Aug. 29.
1873.

1-9 P.H.D.
7th March 1/74
Lu N: 1/76.

2020

1258
14 Aug 1973

The Hon. Secy. in charge
Madras Presy. is informed
that no Contract Bond has
yet been received for the
rent of the building for the
year 1870. It is, however,
understood that, although
the Government has not yet
received the Bond, it is not
yet determined whether it
will be received or not.
It is not known who
is the contractor for the
rent of the building, and
therefore it will not be
known until the contract is
made at some time in the
future.

for present & intended to my improved map. It is so
held by James Green personally & cannot be
lost or improved without his permission & consent.
Jas. G. Green

Madison H. E.

Wm. A. St. Aubert

~~Wm. A. St. Aubert~~
 I am sorry that the
 will not be the D. A. St. Aubert
 because of the reason the
 for the words are
 in the hand and more
 given me. I am sorry
 for which no money
 has yet been found
 for the next year

No. 2086.

Madura
18th August 1873
1293

Circular

The Executive Engineer, Madura
Range, is requested to be so good
as to substitute the accompanying
form of the Contract Bond in
lieu of the one already sent from
this Office for the Range Officer's
information & guidance.

Encls - 1
1 Form of
Contract
Bond

Enclosure No. 3 in a letter
from the District Engineer
Madura dated 19th Decr
1873.

To Mr. Secy. to Govt.
Madura

PRY 4005/73

B. -

District Engineer's Memo
No. 1000 dated 14th August
1873.

Pl. P. W. D. 7th
March 1874
In No. 176.

Signed / R. A. Robert Smith Esq. R.E.
District Engineer Madura

True copy

Signed / R. A. Robert Smith Esq. R.E.
District Engineer Madura

12
1318

under letter

I remember that 3
years ago when I was in San Jose,
mother spoke to me about
a change from San Jose
District to which I had
been for some number
years. He is a democracy
view and I believe always
do, but best, so perhaps

accordingly advocated.

Deputy of the 1st District
The 1st District of the 1st
District of the 1st District
about 1898 or 1899.

1898.

Wm. B. George
George W. George
George W. George
George W. George

A.

Deputy of the 1st District
The 1st District of the 1st
District of the 1st District
about 1898 or 1899.

1898.

1898/93

1898/93
1898/93
1898/93

You will kindly make
a note of his request to
be posted somewhere where
it will be within reach
of the mass of educating
his children.

Yours sincerely
C. L. L. L.

19th Jan.

607
Public Works Department
Proceedings of the Madras Government
Read the following:-

From
The District Engineer
Madurai } (H. E. No. 3998 of 19 Decr/73.)

In his letter No. 3998
of 19 December 1873, the
District Engineer of Mad-
urai reports that the
work of the Zotton Road
of the Madurai District,
on an estimate of Rs. 18,000,
had drifted into utter
confusion owing to the
apathy and professional
inability of the Madurai
Range Officer Mr. G. R.
Leggatt, whose removal
to another District, he
accordingly advocated.

Mo
21/1

In support of these charges he forwards a statement of 22 paras, and 14 documents lettered A to L; of which

- I. Paras 3 and 12 to 14, with papers A to L, relate to neglect to prepare and submit proper Contract Bonds.
- II. Paras 4, 5, and 17, 20, with papers D, E, and O, relate to neglect to provide adequate accommodation for traffic while the road was under reconstruction.
- III. Paras 6 to 11, and papers F to I relate to improper payments of Bills without adequate examination and measurement of materials.
- IV. Paras 15 to 18 and 21, 22, with papers M, N, O, and L, relate to neglect to revise the estimate for the road, whereby an unnecessary outlay of Rs 2100 might have been saved.

The point in charge No. 1 is, that Contract Bonds called for on 19 May had not been submitted up to 2nd Sept. But from papers A to L

Bond must follow this. They were called for in May & not submitted till Sept. - I must see at the issue of new forms - sup. - impeded the preparation unless Mr L was directed to submit like supplied with new forms

I would argue this case. The Contracts ought to have been in before the date - before the stroke of work was done

Right. I really don't like giving orders without having the reference before me - Mr L has left the Dept. - I am perhaps the only one who has acted on the omission. The delay is between Mr L & myself. I am a committee for - I would not say that

to explain the disappearance of the proper endorsement - put on the Role Keepers Part

It would appear that a new form of Bond had been issued on the 18th August; and from papers F to L that possibly Mr Leggatt's absence from Madras may have had something to do with non-submission of Bonds between that date and 2nd Sept. - An explanation of the cause of delay complained of should have been insisted on from Mr Leggatt and submitted for orders. Mr Leggatt has not attempted to defend himself from the accusation of charge No. II, which is supported by the testimony of a Municipal Commissioner

renewed to the traffic
along a very important
line of communication.
And remembering the
great ^{crowd} ~~entry~~ which
~~prevailed~~ in 1872-73
as to similar obstruction
to traffic on the Road
between Trichinopoly
and Madurai within
the limits of the latter
District, His Excellency
the Governor in Council
desires to be informed
whether Mr Leggitt was
the officer also in fault
on that occasion.

x Den brot + noth + and so
a not intended mis-
lead his superiors

On charge &c. III it
is proved that Mr.
Leggatt paid on 28th
June on his Overseer's
measurements, Rs 18-4
for gravelling done be-
tween 1st April and
27th June, certifying the
materials to have been
found good on his
inspection and exa-
mination. Whereas
his last examination
had been made in
the first week of May
when he made no
measurements; and
he had consequently
no personal knowledge
of the quantity or quality
of the gravelling done
in all May and June,
or for two thirds of the
period which his

certificate covered. The
payment of Rs 921 on
12th July was for 494
cubic yards of rough
stone and 18 cubic yards
of cut stone, "passed on
inspection" of 6th July
by Mr. Leggatt, on a
bill of measurements
dated 9th July and signed
by Overseer Moolthawar.
- my Pillay, whereas
as Local Fund Ministry
really made them. Ac-
tual measurements
there appear to have been
none; merely an assump-
tion that so many
Castrodo went to a
Cubic Yard, on which
computation made
by his deputy's deputy
Mr. Leggatt considered

^{his}
misappreciation of duty &
accuracy statement

himself justified to make
payments "on account",
as he says in excuse. 4
the extreme laxity of
his practice, and dis-
ingenuousness of his
certificates, and their
results upon the prac-
tice and certificates
of his subordinates,
require no comment.

The saving of Rs
2,100 on the estimate
of Rs 48,000, already
reduced by Mr.
Hawthorne from
Mr. Colquhoun's esti-
mate of Rs 50,500, non-
realization of which
forms charge No. IV may
have been possible; but
in the opinion of His
Excellency the Governor

in Council attention
to the subject had been
too long postponed
since the 20th July 1872,
when Mr. Leggatt re-
ported his inability
to make further reduc-
tions. And His Excellency
in Council is constrained
to further to remark on
the apparent anomaly
of the District Engineer
having allowed the
work of the road
to have crept on for a
couple of years till a
climax of abuse was
reached without his
attention having been
drawn to it. Coin-
cident as are his
Head Quarters with
those of the Range

1418
Officer, and with one
terminus of the road
which appears to be only
40 miles long; his in-
spection of 33 miles
of it recorded under
date the 23rd October
1873, would appear
to have been much too
long delayed; and
he must share with
Mr. Leggatt the dis-
credit of so many
miles having been
thrown out of use
while under repair.
District Engineers are
not now called on to
send in inspections
to the Government
Office or to the Chief En-
gineer, the Government
desiring to judge of

their activity in discharge
of their duties by results,
rather than narrowly
become their daily pro-
ceedings - But when
it appears that a state
of neglect and apathy
has become chronic
as in the present case
it seems doubtful
whether a ministration
of the District
Engineer's proceedings
may not become

desirable. ^{to proceed in calling}
^{upon a Salok American}
^{to report on the state of the}
^{road in question}
^{unusually and much}
^{he reprobated}
Mr. Leggatt will
be removed from the
Madura District,
as requested by him,
and will relieve Mr.
G. R. Harris of charge
of the Berhampton

Rank within the period
of his Privilege Lease.
And as a mark of the
dissatisfaction of the
Government he will
lose the rank of
Executive Engineer
he has so lately at-
tained, and take
rank among the
Assistant next below
Lieut. Michael Campbell
R. E. C.M.

To Mr. Eng. Madura ✓
" " Bangalore ✓
Off. Controller of P.W.D. ✓
Mr. G. R. Leggatt ✓

Desp. with B.C. 11/3/74.