

*Proceedings of the Madras Government, Public Works Department,
1st May 1875.*

No. 15. Read the following Proceedings of the Madras Government in the Financial Department, dated 2nd April 1875, No. 713:—

ABSTRACT.—*Local Funds—Roads.*—Certain correspondence regarding delays in the preparation of estimates by the Department of Public Works to receive immediate consideration in that Department, but concurrence expressed in opinion of the Board of Revenue that the proposals of the President for the organization of a separate Public Works Establishment for the Chingleput Local Fund Board must await discussion together with the other replies to the general reference made in G. O., dated 9th January 1875, No. 82.

No. 16. ORDER THEREON, 1st May 1875, No. 1,224.

CIVIL WORKS No. 3.

As it would appear from the correspondence referred to in Financial Order No. 713, of 2nd April, that the Superintending Engineer in charge of the Chingleput District is unable to furnish the Chingleput Local Fund Board with estimates for three roads through the agency of his Range Officers, he is instructed to take the work into his own hands, and supply what is required from his own personal information, and report each month what has been done.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Chingleput.
" Financial Department.

Exd. S. T. Austin.
Spare Copies

Local Funds—Roads.

No. 32. Read the following Proceedings of the Board of Revenue, dated 9th March 1875, No. 560:—

Read the following letters:—

From R. W. BARLOW, Esq., President of the Local Fund Boards, Chingleput District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Sydapet, 8th February 1875, No. 15.

I HAVE the honor, with reference to the enclosed Resolution, No. 14, of the Local Fund Board of the Chingleput Circle, dated 17th December 1874, to forward, for the orders of Government, the correspondence as per margin, and to observe that the District Engineer was written to three times, on the first occasion as far back as 27th October 1873, about the estimate for the road from Stripermatur to Trivellore Railway Station, and twice, on the 30th June and 16th October 1874, regarding the roads from 41st milestone on Southern Trunk Road to Tetry, and from Wallajabad to Vandalore on the Southern Trunk Road.

To District Engineer, Chingleput, 27th October 1873, No. 371.
To District Engineer, Chingleput, 30th June 1874, No. 257.
To District Engineer, Chingleput, 30th June 1874, No. 258.
From Vice-President, Chingleput Circle, 8th October 1874, No. 284.
To District Engineer, 16th Oct. 1874, No. 444.
To Vice-President, Chingleput Circle, 21st Oct. 1874, No. 459.
Extract from a letter from the Vice-President, Chingleput Circle, 12th Nov. 1874, No. 342.
From District Engineer, 14th Nov. 1874, No. 2,844.
From District Engineer, 10th December 1874, No. 3,218.
From District Engineer, 11th December 1874, No. 3,234.
To District Engineer, 18th Dec. 1874, No. 595.
From Vice-President, Chingleput Circle, 13th January 1875, No. 34.

* On the 10th and 11th December 1874.

2. It will be seen from the correspondence enclosed that the District Engineer has since forwarded* estimates for the first two roads; but, as they were not countersigned, or indeed approved of by that officer, they were returned to him in view to the omission being supplied, and this has not yet been done.

3. I forward the correspondence as I have, I believe, no option in the face of the resolution, the more so as I am of opinion that the Circle Board has grave ground for dissatisfaction; but I think the real remedy lies in having a separate agency for the execution of Local Fund Works directly under the control of the Circle Boards, and I am addressing the Board specially on this subject with reference to a recent resolution.

ENCLOSURE No. 1.—Extract from Proceedings of Local Fund Board.

ENCLOSURE No. 2.—Copies of Correspondence.

From R. W. BARLOW, Esq., President of the Local Fund Boards, Chingleput District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Carunguly, 17th February 1875, No. 21.

ADVERTING to my No. 15, dated 8th instant, I have the honor to forward, for the orders of Government, copy of a letter and its enclosure from the Vice-Presi-

dent of the Chingleput Circle, dated 11th ultimo, No. 18, from which it will be seen that the members of the Circle Board desire to sever their connection altogether with the Department of Public Works, and to have a separate small establishment under their own control.

2. It is needless for me to recapitulate the causes that have led to this conclusion. They are put forcibly and clearly in the correspondence forwarded. It is sufficient to remark that, subsequent to the resolution, I visited Chingleput and took the opportunity of conversing on the subject with several of the leading members of that Board. There can be no question as to the earnestness of their views on the subject, and I am of opinion that, under all the circumstances, their wishes may, with advantage, be complied with.

3. Should the Government sanction the proposal, I shall move the Sydapet Board to adopt similar arrangements. The relations of that Board with the Department of Public Works are not, I am glad to say, the same as those described by Mr. Crole as subsisting at Chingleput, though there have not been wanting unpleasantnesses, more especially as regards the transfer of some of the roads from Department of Public Works to "Other Agency," and delays have occurred in submitting estimates and in the execution of new works. I might instance the proposed road from Sathiaived to Thadai *via* Kambakam, the estimate for which was called for as far back as March 1874, and Rupees 3,000 allotted for the current year now drawing to its close, but which has not yet been submitted complete.

4. Apart, however, from the relationship between the Boards and the Department of Public Works, the present system is in itself costly, and I consider unworkable. Most of the road maintenance works require little or no engineering skill, while even the construction of an ordinary line is within the capacity of a Supervisor; yet we are paying the enormous sums of Rupees 30,720 and Rupees 17,990 in the Sydapet and Chingleput Circles, respectively, for supervision by highly-skilled Engineers, while the sum spent on New Works in 1873-74 was only Rupees 24,798 and Rupees 26,435. These charges too, high as they are, do not include salary, &c., of the Petty Establishment of Overseers and Maistries, which are debited to Local Funds. A small separate establishment would not only be cheaper, but having only Local Fund work to do, and responsible directly to the President, the delays, &c., now complained of would for the most part cease.

5. The Board are aware that, in order to economize and save the 25 per cent. for Department of Public Works supervision, the Sydapet Board some time since had four roads, above alluded to, transferred to "Other Agency," and employed contractors. Though, out of deference to some of the leading members of the Board, I acquiesced in the experiment and the employment of contractors, my own opinion has been for a long time that a separate establishment, working directly under the Board or Revenue Department, would be eventually necessary.

6. I may mention here that the first four miles of the Western Trunk Road, recently handed over by the Department of Public Works to "Other Agency," for the reconstruction of which an estimate for Rupees 14,700 was prepared by the

District Engineer in October last, and which was almost impassable in places, was put into fair passable, though not perfect, order in December and January last out of the maintenance grant of Rupees 2,132 for the current year by the late Acting Tahsildar of Sydapet, Srinivassa Rao, and heavy expenditure thus staved off for several years to come.

7. Of the two schemes suggested in the papers under reference, I prefer the one sketched by the Vice-President, *viz.*, one Supervisor on Rupees 175 per month at the Local Fund Board's head-quarters, with an office establishment to be provided by strengthening that of the Local Fund Board already existing, and three Overseers, one to each Tahsildar, with the necessary staff of Maistries. The pay of this establishment will be little if compared with the sums hitherto expended for Department of Public Works supervision, and a large amount will become annually available for the construction of some of the more urgently needed of the projected lines.

8. With reference to paragraphs 18, 19, and 20 of the Vice-President's letter, I hardly deem it advisable to complicate the present question by discussing whether, with a somewhat stronger establishment, a portion of the charge for which would have to be debited to Imperial Funds, the Revenue Department might not supervise the execution of all ordinary repairs not requiring engineering skill, though I am strongly of opinion that, if such works could be entrusted to a good Tahsildar, assisted by a competent establishment, the result would be great economy with efficient and more prompt repairs.

ENCLOSURE No. 1.

From C. S. CROLE, Esq., Vice-President of the Local Fund Board, Chingleput Circle, to R. W. BARLOW, Esq., President of the Local Fund Boards, Chingleput District, dated Carunguly, 11th January 1875, No. 18.

I HAVE the honor to forward, for your information and for eventual submission to Government, through the Revenue Board, for early orders, an extract from the Proceedings of this Circle Board at a meeting held on the 17th ultimo. These papers speak for themselves.

2. The point on which a decision is sought is a change of agency in executing Local Fund works. My own opinion has for some time been that a considerable modification in the present system is required.

3. The present Department of Public Works Agency has been tried. The various Local Fund reports, the Proceedings of this Board, and the state of the works show that it has been found grievously wanting.

4. The crying want of this Circle is roads, not trunk roads (we have two very expensive lines of that description). What is required is a system of cheap, useful cross-roads for the special benefit of the rate-payers in the Circle. Since the institution of this Circle Board in 1871, although every possible means has been tried by it for this end, not a single mile of new road of any description has been opened by the Department of Public Works.

5. This lamentable result has been caused by no want of funds. Ever since the Board was a Board, we have closed each year with large balances as follows:—

	RS.
1871-72	7,820
1872-73	58,812
1873-74	71,280
1874-75	40,000 probably.

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2nd April 1875.*

When the Board was formed, the balance was Rupees 1,340 only. It is clear that no stone should be left unturned to prevent this from becoming chronic.

6. We cannot get estimates from the Department of Public Works. When we do get them, the works do not progress. Result—

- (1.) No new roads as shown above.
- (2.) Reduction by Government of the Provincial Grant. This stood for the above years as under :—

	RS.
1871-72	58,220
1872-73	70,580
1873-74	70,580
1874-75	58,580

7. The decrease in the Government grant is a most unmerited hardship, for it is equivalent to the diversion of the Road Cess from the improvement of the internal communications of the Circle to objects for which Government had, for the two previous years, confessed its responsibility. Moreover, if the gloomy anticipations (justified by the last Progress Report) of continued short expenditure be fulfilled, this retrenchment will have done little or no good, because the current year will, in all probability, close with nearly as large a balance as ever.

8. This is no fault of the Board. The Native members especially have done their thankless work well, undeterred alike by want of co-operation, by active opposition, and by the bad effect of the great delays inseparable from the complicated machinery created by the Act and Rules. They have displayed the deepest interest in the improvement of the communications of the Circle, and have given me great assistance by their advice when privately consulted. Had an agency been at its disposal, able and willing to respond with heartiness and alacrity to the calls of the Board, and to co-operate with it cordially, I am certain that it would not have fallen to my lot to-day to report failure.

9. Leaving out of sight for a moment the incongruous nature of the duties imposed on the Department of Public Works as noticed in paragraph 19 of this letter, there are two other elements at work conducing to the collapse of the present system—(1) The Department of Public Works, for reasons which it is unnecessary to detail in this place, are in very bad odour with all classes of natives; (2) I do not wish to make sweeping charges, but the impression on my mind is that certain members of that department are (perhaps as a consequence of their knowledge of the state of public feeling) not capable of working harmoniously with a Native Board whose legal position they do not seem quite to comprehend. The history of the relations between this Board and the present District Engineer may be exceptional. I trust it is; but it none the less justifies my contention.

10. The extract forwarded shows how the Board consider the difficulty may be overcome. They advocate the appointment of a special Native Engineer, on a salary not exceeding Rs. 450, immediately responsible to themselves.

11. I have given the subject long and anxious consideration, and am of opinion that a slightly different plan holds out prospects of at least equal success. This consists of the execution of all Local Fund works by other agency, viz., the Revenue Department. The latter works well with the Board, and, possessing great influence in the Circle, is likewise interested in its welfare after a way not to be expected of a purely professional department. It has besides proved its capacity by last year executing the only completed work that the Circle has ever had, while this year it has got well through with another road (thirteen miles in length), that from Carungul to Tirukalikundram. This likewise promises to be the only completed work of its year.

12. The establishment required would be (1) a Supervisor (if possible a Native) at the Local Fund Board's head-quarters; (2) three Overseers, one to each Tahsildar.

13. A slight increase to the provision for Petty Establishment, which now provides for two Local Fund Overseers, is all that would be required to meet the second charge.

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2nd April 1875.*

14. In regard to the Supervisor, his pay would be Rupees $175 \times 12 =$ Rupees 2,100 per annum. His office establishment should be supplied by increase to that of the Local Fund Board.

15. This question of cost brings me to a part of the pith and marrow of the late resolution of the Board. During the current year we provided for the enormous sum of Rupees 23,330 for Department of Public Works supervision, and budgeted for Rupees 2,900 for Overseers, &c.; besides, I confess to having been always unable to see the reason for fixing 26 per cent. as the percentage upon which the former charge is calculated. Not half of the money can possibly be required for our share of an Executive and District Engineer. Moreover, by G. O., dated 14th October 1874, No. 328, Public Works Department, the charge, when work is done for Municipalities, where the works are incomparably smaller, is only 15 per cent. One main object of the resolution under report is to get quit of this heavy and, as I respectfully submit, unnecessary charge, and to apply the funds so liberated to the more legitimate purpose of making roads.

16. Under my plan, although works would be designed and executed by the Vice-President with the aid of the Revenue Department, the granting of completion certificates would fall upon the present Department of Public Works staff. One per cent. on the expenditure would be ample remuneration for this.

17. The only difficulty I foresee is the competition for labor likely to arise by two departments working over the same area. This, however, is much more specious than real. The Revenue Department is even more closely concerned in the proper condition of irrigation works than of roads, and it would not be difficult to take effectual steps to prevent any clashing.

18. The Tahsildars of Conjeveram and Madurantakum, both most efficient officers, are not only willing but anxious to undertake the charge of roads, as well as ordinary irrigation repairs, *if the proper establishment of Overseers, &c., is given to them.* With the communications in the state shown by the figures given above, and the tanks and channels of the sub-division in ruins, it seems tolerably certain that the Government will be compelled to have recourse to that expedient sooner or later.

19. The present system of estimate making, the execution, and the passing of works being centred in one department, even were it as strong as it is under-officered, being unsound in principle, is sufficient of itself to account for a state of things which, although prominently brought to notice by the Local Fund Board in regard to roads, is none the less a true description of the manner in which irrigation works are neglected.

20. Being much struck with the described past as compared with the then existing condition of the Trichinopoly District, I made certain recommendations, in effect the same as are submitted now, and the Secretary of State, in reiteration of paragraph 4 of a despatch to the Government of Madras, dated the 19th March 1868, was thereon pleased to suggest the transfer of all minor irrigation works and roads to the care of the Revenue Officers of districts (*vide* paragraph 3 of a despatch, dated 23rd July 1868, No. 34). The original proposition was, however, lost amid the mass of intricate discussion which arose during the progress of the Public Works Commission which was thereupon appointed, and was consequently abortive. I would strongly advocate a fair trial being given to that system now, seeing that circumstances have forced the question into prominence once more.

(True Copy.)

(Signed) R. W. BARLOW,
President.

ENCLOSURE No. 2.—Extract from Proceedings of Local Fund Board.

With the first of the foregoing letters the President of the Local Fund Board, Chingleput Circle, submits, at the instance of the Circle Board, for transmission

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to Government, certain resolutions of the Board and correspondence with the District Engineer regarding delays in the preparation of estimates by the Public Works Department.

2. The chief complaint appears to be regarding the road from Stripermatur to Trivellore, which has been entered in every Budget since the Local Fund organization has been introduced, and for which estimates have been repeatedly called for, but in vain. The District Engineer at last sent up, but without counter-signature, estimates prepared by the Range Officer. These the President has very properly returned, and there seems to be no prospect of the desired estimates being obtained.

3. There have long been complaints of this kind in the Chingleput District. The Board of the Chingleput Circle, one of the most energetic in the Presidency and of the most anxious to do justice to the interests entrusted to it, is forced to see its unutilized balances accumulating, and is driven to ask that it may be permitted to spend money without sanctioned estimate.

4. In a resolution sanctioning a small grant for taking sections and preparing plans for two roads, of which the road above referred to is one, they request the President to bring Colonel Moberly's conduct to the notice of Government and record their opinion that his delay in this and similar matters is simply paralyzing the work in the Circle.

5. The correspondence will be forwarded for the orders of Government.

6. The second letter read above will also be laid before Government as showing in strong light the state of affairs in the Chingleput Circle and the feeling of the members of the Local Fund Board on the subject of the working of the Public Works Department as at present constituted. The President forwards a resolution of the Board containing proposals for the organization of a separate staff, to be entirely under the orders of the Local Fund Board, and a letter from the Vice-President making some alternative and larger proposals.

7. It is unnecessary that the Board should at the present time discuss these proposals in detail. In G. O., No. 82, dated 19th January 1875, Government directed the Board to call for report from all local Boards and Municipalities as to the possibility of organizing some separate establishment for the execution of works under them; but the Board, before communicating the Government Order, ventured to ask Government to give greater precision to the reference (Board's Proceedings, dated 13th February 1875, Miscellaneous No. 1,138), and the proposals now made can be discussed hereafter in connection with this general reference.

(True Copies and Extract.)

(Signed)

H E. STOKES,

Acting Secretary.

No. 33. ORDER THEREON, 2nd April 1875, No. 713.

The correspondence referred to in paragraph 5 of the Proceedings of the Board of Revenue will at once receive consideration in the Public Works Department, but the Government concur with the Board of Revenue that the proposals

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2nd April 1875.*

for the organization of a separate Public Works Establishment for the Local Fund Board must await discussion along with the other replies to the general reference made in Government Order, dated 19th January 1875, No. 82.

(True Extract.)

Chief Secretary.

To the Board of Revenue.

Public Works Department, with the correspondence.

Extract from the Proceedings of
the Local Fund Board Chicago
Circle at a meeting held on the 17th
December 1874.

15. The Vice President handed in the following minute written by H. Remakist. as a member of the Board whom they all knew as taking a great interest in the works in the Circle but who the Vice President regretted had not yet sufficiently recovered from the severe illness from which he has for some time been suffering, to attend and explain his views to the Board in person.

The Local Fund Board was established in 1871 and is in operation for the last four years, and from this year's budget I find that the total receipts, including the Provincial Grants, amount to Rs 164,690, of which Rs 137,470 Rs is allotted for the Public works expenditure. Of this we find Rs 93,220 set apart to be expended by the P.W.D., the establishment alone, exclusive of the other one, costing 23,000 Rs, or $\frac{1}{4}$ of the sum to be spent by them, or $\frac{1}{7}$ of the total Revenue. Even when

Proc No 119 of 18th March 75
Guel. G.O. 19th Jan 1/75
90850

Bdlt. of 1873

FINANCIAL.

THE BOARD OF REVENUE.

Printed April 2nd

Issued 8-14

Week 13th

G.O. 2nd April 1875. No. 713.

APRIL
NO. 3283.

Local Fund—Bonds.—Certain correspondence regarding delays in the preparation of estimates by the Department of Public Works to receive immediate consideration in that Department, but concurrence expressed in opinion of the Board of Revenue that the proposals of the Local Fund for the organization of a separate Public Works Establishment for the Chicago Local Fund Board must await discussion together with the other replies to the general reference made in Government Order, dated 2nd January 1875. No. 82.

He 15-
G.O. No. 1224. 1-5-75

621-4-75

there is such a heavily paid establishment under the Local Fund Board there have been considerable balances left unexpended during the last two years. These balances during 1872-73 and 1873-74 amounted to Rs. 5,900 and Rs. 6,500 respectively. The consequence is that not only many of the works projected by the Board the speedy completion of which has on many occasions been urged, have been allowed to remain as incomplete as ever, but also the Provincial Grants began to fall off from year to year in proportion. This state of things if permitted to continue will certainly cripple the resources of the Local Fund Board, and give no proper return for the rate-payers.

2. Again there is an unusual amount of delay in the execution of works entrusted to the P.M.W. For instance the Corgeneram Road of which so often complaints were made by the public and so repeatedly urged by the Board was allowed to remain incomplete for more than two years. till at last the Board was compelled to get it done by other Agency; viz Revenue Department, which, to the credit of this Board had the work accomplished but only more

expeditiously but also with greater efficiency and economy than could be expected if done by the P.M.W. The road that made no progress in more than two years was completed in as many months. Again the Tempur Road which, if I am not mistaken is said to be in progress for more than ^{two} years has not, as yet, been opened out for traffic. Also the time that is lost in getting estimates prepared by the P.M.W. and sanctioned by Government is well known to all the members. For instance the estimate for the road from Straperumattur to Tiruvellore Railway Station, and that for the one between Western Trunk Road and Mathuramangalam, together with many, which I could not exactly now remember, have not, as far as I am aware, been submitted as yet.

Moreover the suggestions made by this Board with reference to the making of cheap cross-country roads to render the whole circle to be profited, have not been carried out by the P.M.W. The only means left for the Board for effecting this was by the transfer of such works to other Agency. Already a road of this nature, I mean the road from Karamangudi to Perukal-Rundrum, has been commenced by the

Revenue Department, and considering the progress it is said to have made in so short a time, there is every reason to hope for its speedy completion. But for the delay in the P.W.D. and the consequent inconvenience to the public this would not have been undertaken for the no small amount of trouble and additional labour to a Department already taxed with many and miscellaneous works, when there is a separate Department maintained partly at the expense of the Board.

4. Under these circumstances I beg to propose that a separate Executive Engineer on a salary of Rs. 450 or to a month, with a daily allowance of 5 or 6 Rs when on circuit, be appointed for this Circle who will work under the immediate supervision of this Board, and who might be able to devote all his attention and labour to the Local Fund works alone. Under this arrangement, the Public Works Supervision would not cost more than 7,000 Rs per annum, which is only less than a 3rd of what we are now contributing for that purpose. Thus there will be not only a saving for

the Board but shall also enable it to expend each year's allotment to the full extent, and at the same time, confer innumerable benefits upon the rate-payers by making all the roads and tracks in the Circle fairly passable in a short time.

5. "Illness and the consequent debility in the body has prevented my making the above proposition in person at the Local Fund Board at its meeting of tomorrow, but however I forward the same with a hope that it will receive favourable considerations from all the Native Members in general and the Vice President in particular."

Venkatramiah explained the subject of this Minute to other Native Members.

Dashegarao^{Kayulu} said all the difficulties arising from the impracticable character of the P.W.D.

Kroothu Venkatram Reddi agreed that the present system is totally unworkable and pointed out that the proposal would entail a large saving in expenditure.

Vinayathu Kood said a Special Enquiry is absolutely necessary.

Doraiswami Aiyar, in approving fully of the minute, proposed that the Special Engineer be a Native B.C.E. on the ground that he would work more cordially with the Native members, and be more prompt in complying with calls made by them.

Barbajagos Dandoo thought that a hard working man rather than a very bright genius was required for ordinary works such as those under the Board which require little professional skill.

After some further discussion on a resolution proposed by Barbajagos Dandoo, and seconded by Baboo Reddies, the following Resolution was passed.

That the President be requested to address Government, representing that the Department of Public Works has failed as an agency in carrying out the projects of the Board. It is almost as difficult to procure the preparation of an estimate as it is to get them to execute the work after the estimate has been passed and sanctioned.

The large unexpended balance with which each year closes, the want of that improvement in the communications which the Board considers it has a right to expect, and the fact that up to this time during the four years of the Board's existence, not a single mile of new road has been completed by the P.W.D., are sufficient justification for the above statement. The Board are convinced that unless some radical change is introduced, there is little prospect of any improvement.

The Board consider that the only plan offering any prospect of success is the appointment of a Special Engineer, responsible to them and the Government alone, and they consider that the Officer appointed should be a Native. The Board were obliged under the Rules to provide the enormous sum of Rs 23,330 or Rs 19,440 per annum this year for P.W.D. charges and their expenditure in former years under this head has been in the same proportion. They could therefore well afford to pay the proposed Engineer a salary of say Rs 4,500.

per diem, which, with travelling allowance, would constitute an annual charge, at the outside, of Rs. 2,000 only. The Board earnestly request that Government will take, into their favorable consideration, the desire of this Board for the public good, and the difficulties that beset it in securing any improvement and allow the plan now proposed to be tried from the beginning of next official year.

True Extract

Chairman

Vice President

11-1-78

July 11/77

Let it be known that the receipt of Rs. 2000 is hereby acknowledged by the Board dated 17th July 1878

24/5/78

24/5/78

Chingleput District
L. & Board's Office
Saidpet 27 October 1878

No 371

From

10
R. W. Barlow Esquire,
President of the L. & Board,
Chingleput D.

To

The District Engineer
Chingleput.

Sir,

I have the honor to request that you will be good enough to have a fresh estimate prepared for the road from Strupermattur to Tiruvellore as early as possible, one having been called for by the Board of Revenue.

I have &c

128, R. W. Barlow
President

(True copy)

M. W. Barlow
President

End

Chingleput District
L.F. Board's Office
Saidapet 30th June 1874.

No 258

From

R. W. Barlow Esquire,
President of the L.F. Board
Chingleput District

To

The District Engineer
Chingleput.

Sir,

I have the honor to request
that you will cause estimates to
be furnished to me at your early
convenience for the marginal roads
provided for in this year's Budget
the same having been called for by
the Board of Revenue in their Pro-
ceedings dated 27th April 1874 No 980.

I have &c

Yrs, R. W. Barlow
President.

(True copy)

M. S. S.
President.

End
by

In G.O. No 922/75

In a letter from the President
L.F. Bd. Chingp. Dist dated 8 Feb 1875
No 15.

Rs. 2450/14/5

Supplementary estimate for remodelling
Grunk Road No II

Rs for remodelling Grunk Road No II

Rs for the road from 4 1/2 mile stone

on Grunk Road No II to Stry on the road from

thelur to Chikuram via Chikuram

Estimate for the road from Stry to Chikuram

Rs for the road from Wallapala to Grunk Road No II.

Chingleput District
L & Board Office
Saidapet 30th June 1874

No 257

From

R. W. Barlow Esquire,
President of the L & Board
Chingleput District

To

The District Engineer
Chingleput.

Sir,

In calling your attention to this
office letter No 371 dated 27th October 1873,
I have the honor to request that you
will furnish me as soon as possible with
the estimate for the road from Streep-
matir to Trivellore, which is provided
for in the current year's budget, the
same being required for submission to
the Board of Revenue.

I shall also be glad to have a
tracing of this road.

I am &c
R. W. Barlow
President

/ True copy /

M. W. Barlow
President.

See L & Board No 922/75

In a letter from the President
L & Board Chingleput dated 8th Feb 1875
No 15.

M. W. Barlow
13/75

Wingfield Local Fund Office
Dated 8 October 1874.

N 284

From,

C. S. Crake Esq.

Vice President, Local Fund Board

Wingfield Circle

To,

H. C. Stokes Esq.

President, Local Fund Board

Wingfield District

Sir,

In pursuance of the subjoined Resolution
No 19 of this Circle Board at their last meeting, I
have the honor to request that you will be good
enough to apply for sanction to proceed with
works entered in the Regular and Supplemental
Budgets for 1874-75, in anticipation of formal
sanction to the estimates being obtained from time
to time, as otherwise there is little probability
of utilising the budget allotments within the
close of the year.

2 Early orders are requested on this sub-
ject which the Board justly consider a most
important one. Upto date no estimates for Items
Nos 3, 4, 5, 6 and 10 in the Regular and Nos
1, 2 and 5 in the Supplemental Budget

have

W. C. R. 922/75

In a letter from the President

C. S. Crake Esq. dated 8 Feb 1875

No 15

W. C. R. 2450/75

have been submitted to it.

Present.

C. S. Broke Esq. Vice President.

R. J. Lowry Esq.

J. F. Fowler Esq.

N. Kristna Iyengar auzul

V. Darasamy Iyer auzul

P. Venkatrama Iyer auzul

T. Samy Iyengar auzul

Mungu Rungu Raw garoo

S. Raghava Chaidar auzul

K. Sadasamy Reddiar auzul

T. Kristnama Chaidar auzul

P. Dashtakulu Naidu garoo

S. Kristna Iyengar auzul

M. Vennanatha Moodliar auzul.

Resolution.

Resolved that the President be requested
"to apply for permission to proceed with the new
"works that are entered in the regular and
"supplemental Budgets for 1874-75, in anticipation
"of sanction to estimates, for the delay in the
"submission of which, the Board is in no way
"responsible. If this arrangement is not accept
"ed, the Board see no way of utilizing the
"allotments, and the interests of the Circle
will

"will be seriously affected."

I have & 14
Signed/ C. S. Broke
Vice President.
/True copy/

M. Vennanatha
President.

Ev
by

In G.R. No 927/5

In a letter from the Presi-
dent G. F. B. Chingleput Dist dated
8 Feb 1875 No 15.

Op. 2450/55
111

Chingleput District
L.Y. Board Office
No 444
Saidapet 16 October 1874

From H. E. Stokes Esquire,
President of the L.Y. Board
Chingleput District.

To Col. J. J. Moberly A.E.
District Engineer
Chingleput.

Sir,

Referring to the letters quoted in
the margin, I have the honor to
27th October 1873 No 271.
30th June 1874 No 257.
30th June 1874 No 258.
request that you will expedite the
estimates for the undermentioned
roads, entered in the current year's
Budget of the Chingleput Circle.

From Strimadi to Trivellore Railway Station.
From 41st mile stone on Trunk Road No II to Tetty
on the road from Thellar to Conjevaram
via Ootramallore.

From Wallapabad to Trunk Road No II.

2. A copy of the Vice President's
letter urging the necessity for the speedy
submission of these estimates is en-
closed for your information. The

Circle Board request that permission
may be obtained to proceed with the
works in anticipation of sanction.

3. In order that I may judge whe-
ther there is any ground for seeking sanc-
tion for such an inceptional course, I
request you to inform me when the esti-
mates in question are likely to be ready.

I have &c

1851 P. E. Stokes

President.

(True copy)

M. W. Mearns

President

E. C.
W. G.

L. C. R. No 927/5

In a letter from the
President S. F. D. Whing District
dated 8 Feb 1875 No 15.

Whing District
Local Fund Board's office
Said date 21st Oct 1874.

No 459

From, W. C. Stokes Esqre
By President of the Local Fund Board
Whing District

To, L. J. Broke Esqre
Vice President of the Whing District

Sir,

In reply to your letter of the 8th Instant
No 284 requesting that permission may be obtained
to proceed with the road works, entered in part I of
the current year's Budget, in anticipation of sanction
for the estimates, I have the honor to inform you
that as in seeking sanction for such an exceptional
cause it will be necessary to state the grounds, I
have asked the District Engineer to inform me
when the estimates are likely to be ready and to expound
them as far as possible.

I have &c.
Signed W. C. Stokes
By President.
True Extract

W. C. Stokes
President.

L. G. R. 922/75

In a letter from the President
W. F. B. Ching District dated 8 July
1875 No 15.

Mr. 2450/75

No 2044.

No 300 Ching District Range Office
Ching District 5th November/75

18

From

The Executive Engineer
Ching District Range

To

The District Engineer
Ching District.

Sir,

Incl: 6.

1 Plan

2 orig estimates

1 corrected revised

estimate

Abstract

estimate

Comparative

Statement.

Reforwarding the revised estimate
for the road from the 11th mile of Frank Road
No II to Sabry with the papers as per margin.
returned with your letter No 541 dated the 20th
May 1874, in which you call upon me to
report in each case of deviation from
sanctioned plan, who made and who
authorized the deviation, and the reason
why no report had been made in the 2
years I have been in the Range as to the
utter insufficiency of the original estimate,
I have the honor to point out that up to the
time I took over charge of the Range from
Mr. Leggat the sum of Rs 2653 had been
spent. I cannot be justly held responsible
for either the work or the estimate of my
predecessor. There was only a balance of
Rs 11,647 handed over to me and of this
there

there has been spent Rs 8167 leaving a balance of the sanctioned amount of Rs 3483 still unspent.

I have since then been trying by substituting road slopes as in the case of the crossing of the Cothamalore waste channel near Mollay which cost the sum of Rs 1089 and for which a Bridge of 5 arches of 30' span had been estimated for in the original Estimate to cost Rs 4898 but which would be more likely to cost Rs 6000 and then would not have afforded sufficient waterway. The Bridge built over the Pookathoray stream on the 1st mile from Sunk Road N^o II which has 3 openings of 24' each having cost Rs 740 in excess of the estimated amount the Estimate being Rs 3500.

You ask for my authority for these deviations and my answer is that when I gave orders for them, I had fully expected to have a revised Estimate for the road before you, previous to any of them being carried out my first call for a revised Estimate was made on Mr. Sub Engineer Ottmann when he was Sub Divisional Officer in charge of Madianbiond

19
Talag on the 19th October 1872 before any expenditure had taken place as there was nothing done upon it until the month of March 1873. I need hardly point out the cause of the delay at that time as there were 500 Tanks and other Irrigation works in the Range the repairs of which was either then in progress or for which Estimates had to be prepared and submitted. I again called upon Mr. Supervisor Laskey on the 2nd of May 1873 who had as you know succeeded Mr. Ottmann on whom I have since made repeated calls until April last when the revised Estimate was forwarded to you for approval and returned by you in May the 23 1874 and by me forwarded to the Supervisor on the 10th of August 1874 it having been meantime misplaced and overlooked in my office. It has since been in Mr. Laskey's hands repeatedly called for there was as you know many calls on the Sup^r's

time

time during the period since he received
it back in making out the plans and
estimates for the repairs and improvement
of the Sanks on the new system. These
he deemed of more importance than this
road and hence the delay.

I mention all this to show that
the works differing from those originally
estimated for were not carried on without
your sanction intentionally and always
expected to receive the revised estimate
from day to day and their placements
in a clear manner before you, to have
reported the deviations without a revised
estimate would have been a most
unsatisfactory way of moving in the
matter you will please bear in mind
that money was sanctioned in the
Budget in the two last official years
for this work which had it not been
expended there would have been exple-
nations required.

It is evident that the original
estimate was utterly insufficient to
meet

meet the cost of making the road through
such very difficult country which for a
distance of 8 miles runs through rice
cultivation and although from its
direction nearly due east and west
it would be naturally thought to run
parallel to the drainage of the country
it is not so as in fact it crosses the flow of
the water for the whole distance from the
Frank road to Ostrana more 12 miles there
being in that distance two very
considerable streams the Brookaway
and the Mylay Kudoofoo and
necessitating 1 Bridge of 20 piers
of 24' and another of 5 openings of 30'
for which a horizontal road slope 180'
in length has been substituted. 43 Road
slopes of different lengths and 40 Culverts
of 12 piers.

The country being subject to inun-
dation from the watershed above after
heavy rains, made it necessary in order
that the road should be practicable in
wet weather that it should be well raised
above.

above the lands it passed through and,
as this had not been provided in the
original estimate the cost of earthwork
required to effect this in excess of what
was allowed in the original estimate
is Rs 2100.

The Surfing for the sides of the road
will in consequence be greater in quantity
costing an excess of Rs 176.

M^r Laskey following the original
estimate names the materials used for
coating the road metalling but in fact
nothing but gravel has been or is proposed
to be used but as it is proposed to increase
the thickness from 3 inches which is what
was allowed in the original estimate
to 4½" for the road generally and to 6"
where the soil is exceptionally bad the cost
for this item will be Rs 1487 in excess of
the sum allowed for it in the original
estimate.

The compensation allowed in the original
estimate for the lands taken up by the
road was Rs 1800 this actually amounts
to Rs 4000 leaving a balance of Rs 2200
to be added in to the total on this account.

For

21
For Sundries the percentage allowed
in the estimate was 2½ but the rate
at which expenditure took place
was 15 per cent resulting in this
instance in an excess of Rs 3639 on this
account this I am not responsible for
as the proportion of Sundries to expenditure
since I have had charge of the
work has been at the rate of 6½ per cent.

Road Slopes. There is an excess of Rs 600 on
this account owing to an improved kind of
paved slope being substituted for the one before
estimated for which consisted of a retaining
wall on the lower side without a foundation
pavement which got cut up and became
all but impassable whenever a fresh and a
few handies passed over it.

24 Culverts of 1½'. It appears from the
original estimate that 24 barrel drains
were estimated for to cost 25 Rs each these
were altered by my predecessor to ordinary
culverts of the same span 16 were built
previous to my taking charge which cost
Rs 54 each I am neither answerable for the

excess

excess of Rs 264 in cost or for the deviation from estimate.

Long trucking 21 Culverts of 3' span. These were estimated to cost each Rs 120 but the 16 that were constructed cost Rs 145. Each a reference to the revised estimate will show that the rates in the latter estimate are very low indeed and that in the original estimate they must have been very much too low the excess on this item is Rs 2825.

Culvert of 2 Bents of 6' span each. These were originally estimated to cost Rs 340 each they were found to cost Rs 422 each and this at very low rates as will be seen by the revised estimate the excess on this item is Rs 948.

Bridge of 3 openings of 24' The excess on this bridge which was completed in my predecessor's time is Rs 440 this was owing to low rates in the original estimate.

The 48 Road slopes. with horizontal paved and metalled water courses for the crossing are intended to supersede the

the 42 road dams of the old estimate and give 6 new crossings where they were found to be required by the water breaching the road the excess on this item will be Rs 1388 New stone Retaining in Ootacamund down - Rs 375.

The items of the original estimate on which there is shown to be a saving are as follows vide Comparative Statement.

Clearing Jungles _____ Rs 264

Planting Nurseries _____ " 1800

34 Road slopes of which only 15 were constructed leaving 22 un-built hence the saving - 922.

2 Tunnels of 3 arches, only one of which has been built hence a saving of _____ 441

7 Tunnels of 6' opening each of which only 5 were built _____ 230

1 Bridge of 5 openings of 30' span each _____ 4560

Repairing Bridges _____ 100

Rs 8317

The cost except is as follows:—

1	Earthwork	Rs 2100
1	Surfing	196
1	Metalling	4487
1	Removing Rocks	265
1	Mile Stones	5
1	Compensation for lands	2200
1	Sundries	3639
5	Road Dams of 15 yards long	60
24	Barrel drains 1 1/2 feet opening	264
21	Tunnels of 1 Unit of 3 feet 2 span	2845
2	Tunnels of 2 Unit of 6' 2 span	948
1	Bridge of 3 openings of 24' 2 span	747
12	Barrel drains 10' long	228
	Heavy Maddoo slope with stone pavement to the bed	1109
48	Forming slopes to water courses	1338
	New stone Revetment to protect houses in the side drains of Otrama Road	345

Total Rs 20806.
 Deduct Savings as shown on the other page 8317
 Otrama 12489

It will be clear from the above ²³ that the only case in which the sanctioned estimate has been departed from is that where the road slope existing Rs 1109 has been substituted for a bridge estimated at Rs 4951 but which would certainly cost more than Rs 6000 and it is very doubtful if it would if built have a better way sufficient. I will not say that in addition to this that there may not have been a few cubic yards of Earthwork executed and perhaps some graves put in which the original estimate did not provide but if so it was necessary work and all was as before said done under the impression that the revised estimate would be submitted before the work would be paid for.

Your letter quoted above has drawn for this very lengthy report which I request you will be good enough to forward to Government with the estimate when submitted for sanction. I would point out that there is a difference between the amount of the original estimate herewith

herewith forwarded and the amount sanctioned in Government Order No. 360 of the 14th March/70 in the Proceedings of the Board of Revenue No. 125 of the 14th February/70 of Rs 2330. The amounts being Rs 35870 and Rs 38200 respectively I have not after much search been able to find a revised estimate but I have on a piece of paper shown the amount sanctioned under the several heads of estimate which go to make up the latter sum.

attached to the original estimate.

I have the honor to be,
 Signed/ P. J. Lowry.
 Secy. In charge No. 3 Range.

[True copy]

J. Moberly Col. Secy.

Superdug. Chingleput.
 Chingleput. Superdug's Office }
 Gundy December 1874 }
 L. R. No 922/75

In a letter from the President of the Board of Revenue dated 8th July 1875. In 1875. / 1875 to return.

Local Fund Board's Office
 Chingleput Circle
 No. 342 Camp Myir 12th November 1874
 From
 C. S. Crook Esquire
 Vice President
 To
 C. W. Brindley Esquire
 President
 Sir,

Dated 23rd October 1874 No. 3080.

I have the honor to acknowledge the Proceedings of the Board of Revenue allowing Rs 4500 and disallowing Rs 11000 entered in the Supplemental Budget passed by the Local Fund Board of this Circle.

4. Allotments for the other two works supplemental grants to which are disallowed in the Proceedings under reply have been sanctioned by Govt as Nos 5 & 6 Part I under New Works in the Regular Budget for 1874-75, and there would seem therefore to be no sufficient reason for not passing these two items now. The estimate

for one of them, the road from Stre-
permatu to Marimungalam,
passed the Local Fund Board at
its last meeting, and has been for-
warded to you for transmission to
the Revenue Board & Government.

5. It is owing purely to delay on
the part of the D.P.W. that estimates
for both works were not sanctioned
years ago, and as you are aware,
I have at the instance of the Circle
Board addressed you in view to
special sanction for the work on such
lines being pushed on in anticipa-
tion of sanction. This was the only
method which suggested itself to
the Board by which the dead-
lock, by which several of the most
important works in this Circle
have been overtaken, can be obviated,
and in the absence of any present
prospect of securing decent promptitude
in the submission of Estimates by the
P.W.D., I have the honor again now

earnestly to urge that the above
recommendation be forwarded to
Government for very early orders.

I have &c 25
S. S. Broke
Vice President.

[True Extract]

M. M. M.
President.

End
W. J.

LCR No 922/75

In a letter from the Presi-
dent G. F. D. B. Chingb. Dated dated
8 Feb 1873 No 15.

P. 2450/75

Chingb. put D. C. Engineer's Office
Guindy 10 November 1874
No 2844

From

The District Engineer
Chingb. put

To the President of the
Local Fund Board

Sir, I regret that I cannot say
with any certainty when the estimates
for the roads from Strufern to

Trivellore Railway station, from
milestone on Southern Road to Setry,
and for the road from Wallahad
to Southern Road will be fit to lay
before the Board.

The former has been sent
to me without any plan, or report
to explain why any given stream is
to be passed by a bridge or slope,
or why the particular dimension
stated has been selected: unless

my responsibility in the matter is to
cease I cannot accept such a document.

The sanctioned estimate for
the road from the 41st stone to Petry
is said to be quite insufficient. Mr Lowry
has altered several of its details on
his own authority and I have failed
to obtain from him the grounds for
his doing so. The comparative state-
ment was returned to him on the 11th
inst for such explanation and
the papers shall be sent as soon as
I can understand them.

The road has been very con-
siderably damaged as also has that
from Chumampett to Madrautium
by the late unusually heavy rains.
It will be well for the Board to
retain funds for their restoration
and improvement.

I have brought the

matter to the notice of the Board in
my No. 2798 of 11th inst, previous to
making any estimates as they may
not care to put us to the trouble of
estimating for such an expensive
line.

I have the honor to be
Your most obed^t servant
(s) G. J. Probert, C.E.
District Engineer.

(True Copy).

W. Moore
President

Ed W.

in deposit of the...
...
...
...
...
...

...
...
...
...
...
...

See G.P. No 922/75

In a letter from the President
L. F. B. King dated 8 Feb 75
No 15.

Mr. 2450/75

No 2294.

No 3 Cause Office
Camp Goodenough
29th November 1874
Despatch 1st Dec 74.

From
The Executive Engineer
Chingleput Range
To
The District Engineer
Chingleput

Sir;

Sections of every stream on
the road from Streepersonnutoor to
Trivellore Railway Station with flood
lines marked thereon, accompanied
the estimate for this road, you must
have overlooked this fact when in
your letter to the President No 2244 of
the 14th inst, you say that the estimate
for this road was sent you without
any plan or report to explain why
any given stream is to be passed by
a bridge or a slope, or why the
particular dimension stated has
been selected. Surely the cross sections
of the water courses would give the
better information and as regards
my reason for adopting road slopes
instead of bridges I would again
remind you that you were present
at Chingleput on the 26th September
1873 when in a conversation that
took place, it was decided that

on all second class roads. Slopes or
causeways should in future be
constructed instead of bridges—

As your letter No. 2787 of the 11th
instant, forwarding a sketch which
it was impossible to make anything
of, led me to believe that you had
instructed the officer in charge of
No. 1 Range to prepare the plans and
estimate for the Koon crossing.
I did not take any steps in the
matter, the corrected sketch forwarded
with your letter No. 2957 of the 24th Septem
only reached me on the 26th when the
estimate, report &c., had all been prepared
and as no section of the Koon at
the crossing place accompanied it,
to enable me to make out the estimate
&c., I did not judge it advisable to
delay the submission of the estimate
while a man could go and take the
section and prepare plans &c.

I would suggest that as the Koon
is neither in this Range, nor in this circle
that it would be better to make this
the subject of a separate estimate, & be
submitted to the Lydappett Circle board.
rather than further delay these papers which
are so urgently called for.

I have the honor to be
Sir
Your Most Obedient Servant

Signed R. J. Lowry
Resident Engineer
Colonel R. C. Chingleput Range
Superior

In a letter from the President of C. P. R. 1880

Wingfield dated 8 July 1875 No 15.

1/5 to be returned

(M. 2457/55)

No. 3218. Chingleput Supp. Engrs Office
Grindy 10th December 1874.

From,

The Supp. Engineer
Chingleput.

To
The President of the Local Fund
Board Chingleput District.

Sir,

Enclosure 12.

- 1. Original survey plan
- 4. 00 Madury plans.
- 1 Revised estimate plan
- 1 Section
- 1 Original estimate
- 1 Revised estimate
- 1 Specification Report
- 1 Statement showing the expenditure
- 1 Extract from Letter No. 2294 of 29th Nov/74 from Mr. Lowry

I have the honor to forward
an estimate prepared by Mr. Lowry
for the road from Streepmattur
towards Travellone, but I regret that
I must decline to countersign it,
as it is in my opinion very incomplete.
I forward also copies of Mr. Lowry's
letters on the subject, and with regard
to it would observe that the information
is in my opinion not sufficient
to enable me to judge as to the nature
of the work.

2. Mr. Lowry states that a crop
direction of the stream is enough. Most
officers have held that it is necessary

L. G. R. No 922/75

In a letter from the President
L. F. D. D. 6 Kings dated 8 Feb/75
No 15.

O. P. 2450
57

No 3234. Chengelpet Supg. Engrs Office
Guindy 11th December 1874.

From,

21
The Supg. Engineer
Chengelpet

To,

The President Local Fund
Boards Chengelpet District

Sir,

Enclosures 8.

- 1 Survey Plan.
- 2 Original Estimates
- 1 Detailed Revised
Estimates
- 1 Abstract of the
Comparative
Statement.
- 1 Copy of a letter
No 2044 dated
5th December
1874 from Mr.
Lowry Executive
Engineer
- 1 Specification
Report.

I have the honor to forward
a revised estimate for the road from
Southern Road 4th Mile to Taty via
Oothramallor and a statement comparing
its provisions with those of the same-
tioned Estimate and Copies of Commu-
nications from Mr. Lowry in reply
to my inquiries regarding the grounds
for deviations made by his predecessor
and himself in the execution of the work,
and the delay in reporting them.

2. I have for some time been a-
ware of the fact that alterations had
been made, and that the estimated amount
was certainly not sufficient, but
I have only now been put in possession
of information as to the facts.

3. It appears to me that Mr. Lowry
does not consider it necessary to
give any reasons for his alterations.
His remarks regarding the road
from Streepmatten towards Trevellone
seems to me to show this. I do not see
how I can advise the Local Fund-
Board or the Government as to the pro-
-priety of making these changes.

4. I have addressed you more at
large on the general subject and
will not therefore enter into detail
now but send forward the papers
to save further time.

5. The Original Estimate was made
by Mr. H. B. Leggett in July 1866 and
sanctioned in G. O. No. 119, 18th March 1870.

I have the honor to be

Sir,
Yours most Obedt. Servt.
F. J. Moberly, Colonel R. &
Superintending Engineer
Chengelpet

(True copy)

End
W. L.

M. M. M.
President

In LR 9 22/15

In a letter from the President
S. F. Boring dated 8 Feb 15
No 15.

Pr. 2450/15
4

Chingleput Dist Local Fund Bd. Office
No. 595 Saidapet 18th December 1875

From
R. W. Barlow Esq
President of the L. & B. Board
Chingleput Dist.

Col. F. J. Inverly R. E.
Superintending Engineer
Chingleput.

Sir,
In acknowledging the receipt
of your letters of the 10th and 11th inst.
Nos 3218 and 3234, forwarding
estimates for the roads from
S. Tru permatu to Trivellone, and
from Southern Road to Tru to
Setty via Ostramallere, I have
the honor to observe that the Civil
Board cannot consider, nor will
the Government sanction, estimates
not counterigned by you.
If Mr. Lowry would, or could, not

satisfy you on any point, you can report his conduct to Government, or otherwise deal with him as you choose, departmentally; but I see no reason for my interfering as President in the matter.

2. All that the Local Fund Board can require from your Department is, that estimates &c should be prepared and sent to them complete in reasonable time as required; they have nothing to do with their actual preparation.

3. Under these circumstances, I return herewith the estimates &c received with your letters under reference; and request that you will take such steps as you may deem necessary, for forwarding them soon complete and countersigned. I need hardly remind you, however, of the strong feeling of the Congress

Board, that all cross country roads' estimates should be prepared with an eye to the most rigid economy consistent with efficiency and that they seem satisfied with Mr. Lowry's efforts in this direction regarding another road.

I have the honor to be
Sir
Your most obedient servant
(Signed) R. W. Barlow.
President.

(True copy)

~~M. Moore~~
President.

End
W. J.

See a letter from the President
L. F. Downingt Dist dated 8 July 1875
No 15.

Pr. 2450/55-

Chingapuch Local Fund Board Office
Camp Karunguli
Dated 13 January 1875

From
C. J. Crole Esq
Vice President
Local Fund Board
Chingput Circle
To
B. H. Parlow Esq
President
Local Fund Board
Chingput Dist

With reference to your letter No 582 dated 11th Instant, I have the honor to state that the works noted in the margin

Road from Treepermatten
to Tirunellore Railway Station
D^o from 1st "Mile Stone" on
Southern Road to Tetty.
D^o from Hallyjebad Co-
Southern Road -

have been entered in
every Budget since
the organization of
the Local Fund Board,
timates have, as yet,
ed. Colonel Moberly,
No 2844 dated 4 Nov. 1874

26
to your address, states, in
aggravation of this delay,
that he cannot say when the
estimates will be ready to be
laid before the Board. I
have the honor to request, with
reference to Resolution No 14
passed by this Board at their
last meeting, you will be so
good as to forward this
correspondence for the
orders of Government.

I have the honor to be
Signed C. S. Crole
Vice President
15-1-75.

True Copy

M. Warren
President

Lu G. M. No 927/4-

In a letter from the President
L. F. D. Chingf Sieb dated 8 Feb 1875
No 15.

Pr. 2450/55-

Extract from the Minutes of Proceedings of the Members
of the Local Fund Board Chingleput Circle at their
meeting dated 17th December 1874.

Present.

37

C. J. Mrole Esq. Vice President.

H. Donnamy Syengar amsul

J. Krishna Syengar amsul

T. Pristama Chariar amsul

M. Viswanatha Moodliar amsul

P. Baskiagarloo Naidu garoo

R. Buloo Reddiar amsul

P. Monthoo Venkata Rama Reddiar amsul

The Deputy Inspector of schools.

x

x

x

14

Received letter No 582 dated 11th Instant
from the President giving copies to letter No 2844
dated 4th ultimo from the District Engineer, sta-
ting that he cannot say when the estimates
for the roads as per margin will be ready
to be laid before the Board.

The Board are quite unable to accept
Mr. Molevalgi's statement as in any way satisfactory.
All the three roads alluded to have been entered
in every budget since the establishment of the Board,
and they resolve to request the President to forward

this

and from the Government to the
Railway station.
Do from 47th mile stone on Southern Road
to P. S. S.
Do from Wallajahabad to Southern Road.

this correspondence also for the orders of Government.

Signed/ C. S. Lerole
Vice President.
/True Extract/

M. M. M.
President.

L. G. R. No. 922/75

In a letter from the President
L. F. B. Chingp. Dated 8 Feb 1875
No 15.

(P. W. 2450/75)

90.1 May/75 in B No 15

L. F. B. Chingp. Dated 8 Feb 1875

O.H.O.

Proceedings of the Local Board
Read the following

Pro. of the Local Board
Financial Dept. { N.E. D. 413 of 22 April 1875

G.O. No. 1224 of 1st May/75

I have no objection, in this
extreme case, to pass this order
but I doubt the expediency of
making a District Engineer do
his Range Officer's work.

Without some clear knowledge
of what work has been done by
him during the period in which
these complaints have arisen - it
is not easy to determine the amount
of blame due to him - I suppose
he has postponed the Roadwork
required by the Local Fund
Board to heavy repairs to
Imphong work caused by
exceptional rains -

As soon as the Board get the
information required - it seems
very desirable to consider
whether a separate Local Agency will
remedy these delays - I very much

As it would appear
from the correspondence
referred to in Financial
order D. 413 of 22 April
that the Super Engineer
in charge of the Chingpau
District is unable to
furnish the Chingpau
Local Fund Board with
estimates for 3 Roads
through the Agency of
his Range Officer, he
is instructed to take the
work into his own
hands, and supply what
is required from his own

personal information
& report each month
Let him be done

and in order that he shall have every incentive to perform the duty speedily and satisfactorily, he will cease to draw any personal allowance in excess of that ordinarily passed to an officer in his position, i.e. officiating as Super Engineer 3rd grade, until the estimates shall have been duly sanctioned by Government.

LYNN

Thank Col. Moberly conduct simply obstruction & intent to nullify the wishes & thwart the policy of Govt. & prevent the working of L.F. Board. -
Will have any salutary effect
24th

N-15-16

doubt Mr. Croker's plan - to make the Tahildars do the work with the help of petty ests. - Tahildars are already overworked & I fear re-imposing on them extensive Road work will lead to failure

I would not add the incentive. It is undignified on the part of Govt & degrading to an officer in Col Moberly's position - He has had a last serious warning - we must submit wait for its effect - RM

23. April 75.

The Supd Super Charge of the
Genl Dept
Recd 10-5-75

2450



Govt. of Madras.

PUBLIC WORKS.

To

The Inspector,

Chingleput

Date

Issued

Recd.

Encl.

G. O. 1 May 1875, No. 1224
1214

No. 38-39
15-16

Local Fund Board, Chingleput

Roads - The District Engineer
having been unable to furnish
estimates for 3 Roads through
the Agency of his Range
officers, he is instructed to
take the work into his own
hands, and supply what is
required from his own persons,
information and report each
month what has been done.