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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	<i>3397</i>	Press
B.P. No.		Mist
Dated	<i>30-11-</i>	195
		<i>1875</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th November 1875.*

Read the following :—

No. 625. From the Superintending Engineer, Chingleput, dated 7th. October 1875,
No. 2,814.

No. 626. ORDER THEREON, 30th November 1875, No. 3,397.

ESTABLISHMENT, No. 41.

His Excellency the Governor in Council is not able to discriminate with exactness between the extent to which

Mr. Lowry has wilfully neglected to obey the orders of the District Engineer, and the extent to which he has been confused by their indefiniteness and incompatibility with the views of the Local Fund Board. He has thought it best therefore to put an end to the existing bad understanding between them by removing Mr. Lowry to the Salem District, where it will be his duty to make himself thoroughly acquainted with the orders of the District Engineer, and to carry them out loyally, as directed in the rules of the department.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Superintending Engineer, Chingleput.
„ District Engineer, Salem.

Exd. S. T. Austin.
Spare Copies

NO. 2814

SUPERINTENDING ENGINEER'S OFFICE,

CHINDY, 7th October 1875.

From

THE SUPERINTENDING ENGINEER,

Chingleput District

To

THE Secretary to Government
Department Public Works.

Sir,

Enclosures.

- I have the honor to forward a letter from Mr. Lacey with enclosures appearing against G. O. No 2162 dated 27th July 1875, passed on my complaint that he had disobeyed my orders. This he cannot deny, the bridges on the Western road are in shameful condition. A tunnel on the 48th mile fell in in November 1874, and has not been touched. The ring walls of the bridge by which the supply channel of the Fireacher tank passes under the Southern road has been damaged for nearly 3 years - scarcely a masonry work in the range but requires some repair.
1. Letter from the Hon. Secy. (Lacey) Range to the Secy to Government P.W.D. No 1286 of 18th Sept 75 with its enclosures.
1. Original report from Mr. Donaghue on road repairs.
1. Copy of Resolution of the S. F. B. of 20th March 75.
1. Copy of Mr. Lacey's letter to the Supg Engr in ch. No 465 of 27th July 1875.
2. Mr. Lacey complains in his para 2 that he was absent on leave when I wrote, but even he had been in Chingleput my letter to Government would have gone direct. There was no occasion for any further reference to him.

he had been ordered to repair the masonry works out of his maintenance allowance, and had not done so, and has not done so to this day.

3. In para 3 he denies that any estimates were called for, or sent.

My Rs 329 dated 27th May, 1873 reminded all Range Officers that the statements of proposed expenditure were due.

My Rs 457 dated 27th May, returned with remarks for his attention his statement Rs 339 dated 20th May.

4. In para 4 Mr. Lowry mentions proceedings Local Fund Board 22nd October 1872 a copy of which he has enclosed.

In para 6 Mr. Lowry states that the budget as passed by the Local Fund Board does not agree with that passed by the Revenue Board, but does agree with the statement in his letter Rs 1239 dated 16th January 1873, (copy enclosed).

5. I quite agree with Mr. Lowry that this statement must have been communicated to the President. It does not appear that I sent it. on the contrary my remark in pencil on it is "All too late. I asked in Sept. before the budget was prepared".

In other cases Mr. Lowry has communicated personally and directly

See his Rs 458
27th May 1873
Copy enclosed.

with

with the Vice President, and I may fairly presume that he gave him the information sent to me in January on a reply to my enquiry of September.

6. I would however call particular attention to the fact that the Local Fund Board have not limited the expenditure to the road surface, and have not said a word as to the masonry works, and to the admission in the statement by Mr. Lowry of his liability to keep the masonry works in order from his maintenance grants. It is true that Rs 20 per mile on the Western road, and Rs 30 on the Southern road appear but small sums. but the roads generally are on high ground, and the total amounts are Rs 700 on the Western, and Rs 1350 on the Southern, which appear very fair sums taking one mile with another.

7. In para 9 Mr. Lowry states that not a single masonry work had been repaired for 10 years &c. I cannot find any proof of this assertion. but I submit that if this was the case, and the masonry works were as bad as he describes in para 6, it was his duty immediately to have commenced to put them in order, instead of

doing nothing, and leaving unspent Rs 8232 of the grant on the Western road, Rs 11,481 on the Southern road, and proposing as shown by his No 1239 of 16th January 1873 a reduction on the whole amount as if every thing was in the best condition.

8. I would ask attention to Mr. Coury's letter No 458 dated 21st May 1875 in which it will be seen that he has set forth principles quite different from those prevailing generally. I had overlooked the final para of the Local Fund Board's resolution of 22nd October 1872 and had not noticed that the grants for recasting (made against any wishes) were directed to new work, instead of repair.

9. Mr. Coury expresses himself quite satisfied with the condition of the roads. I enclose Mr. Donaghue's report in Original, and would point out that in para 10 No 687 dated 25th May 1875 Mr. Coury admits having heard of some dissatisfaction.

10. I beg also to enclose copy of a resolution of the Local Fund Board regarding the road from Madantikam to Chumampett, and the reply by the Sub-Divisional officer, as illustrative of Mr. Coury's utter carelessness of Departmental rules & authority.



11. His proceedings regarding the roads from Southern road to Taty, and from Chingleput to Trinapoor have been reported through the Local Fund President in my Nos 174 and 175 A of 13th and 14th April 1875. respectively.

12. On the 3rd September 1875 I forwarded to the Chief Engineer for Irrigation a plan for a sluice in the Chingleput tank bank over which the South of India railway was in progress. ~~For~~ this reason I authorized the commencement of work in anticipation of sanction.

13. Some progress was accordingly made by Mr. Donaghue, then in charge of the range. Mr. Coury, immediately on his return, pulled it down, and recommenced it on another plan, and afterwards asked my authority for the alteration. but has not yet sent me any statement or means of comparing the two plans.

14. In September 1874 by letter, and in January 1875 personally in my office, I desired Mr. Coury to open immediately a register for the Landalam bridge, a work costing more than Rs 2500, and therefore falling under para 29 Section II of Public Works Manual.

15. In June when I took charge of the range I found that not a single entry had been made.

16. I will not go into any detail on this matter which will probably be

laid before Government in another
form shortly, but only mention the simple
fact of inattention to a direct order.

17. In fact I have (as already reported)
to the Chief Engineer for Irrigation, had
scarcely any order obeyed without
some discussion with Mr. Cowry, who
has replied to my letters with mis-
-quoted or imaginary rulings and
even conversations utterly without
authority.

I have the honor to be
Sir

Your most obedient servant

J. H. Roberts

Colonel R.E.

Supr Engineer Chingleput

17. In fact I have (as already reported)

to the Chief Engineer for Irrigation, had

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Supd Engineer Chingfup

Minutes of Proceedings of the members
 of the Local Fund Board, Chingfup
 Circle, at their meeting, dated 20th March
 1875.

13. Read letter No 166 dated 12th
 March 1875 from the President forwarding
 a copy of the statement obtained
 from the District Engineer, showing
 the expenditure incurred in the main-
 -tenance of the road from Madan-
 -tikam to Chumambut, since it was
 handed over to the D. B. in July 1872.

The Board called for these accounts
 because they were given to understand
 that the reason of the want of repair
 on this road was caused by the allotments
 having been anticipated by unauthorized
 expenditure. They resolved to call for a
 report as to whether this is so. They also
 require a detailed account.

Signed C. S. Cole
 (True Extract) Vice President
 Signed R. J. Melville
 (True copy) President

Signed H. S. ... Colonel R. E.
 Supd Engineer Chingfup

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10/10/12
12/12/12

GP 30 Kennedy
with 13.4.62

[Faint, mostly illegible handwritten text, possibly a letter or document, covering the right page.]

Statement showing the alterations required to be made in the maintenance grant for the year 1876-77 for the roads in the L.S. of Chimpapat Range.

Name of Roads.	Mile	Present Conditions	Present Maintenance Grant Rs	Required Maintenance Grant Rs	Difference or excess required	Remarks
Great Southern trunk Road to the north of Palar } 20		Masonry works in a deplorable condition, many much worn away. Surface of certain miles ~~are~~ very bad and require re-coating and repairs. 2 Bridges on the 4.5 miles require repair to the other large masonry works have been sanctioned in a separate estimate which is being worked out.	6000	Rs 6000 5 miles	12000 6000	Estimate Rs 1126 for re-pg. masonry works already submitted, several miles require re-coating.
Do. Do. South of Palar } 25			7500	500	12820 5320	This includes re-coating certain miles which are very bad and repairing 2 bridges on the 4.5 miles and repairs to other minor masonry works.
Road from Chigoor to Chotopakur & Wandurack } 19 ³ / ₄		In good order	1980	100	1980	The present rate is sufficient.
Road from Madraatam & Chumampat } 18		Certain miles irregularly metalled this requires to be done.	1800	144	2600 800	The present rate is sufficient for its up. keep, but the larger amount is to meet the cost of graveling the miles left undone.
Road from Carangool & Salon } 7		In good order	500	75	525 25	This is not a gravelled road the 500 Rs was granted for the first 5 miles, the allowance is sufficient for the up. keep of 7 miles.

Statement showing the alterations required to be made in the maintenance grant for the year 1876-77 for the roads in the L. of Chingleput District.

Name of Roads.	Mile	Present Condition	Present Maintenance		Required Maintenance		Difference or excess required	Remarks
			Grant	R.	Grant	R.		
Road from Carangooly to Theroosaleendrum	13	Cart track in good order	75	1000	75	1000		The total length of this road is 13 miles 6 of which are in the Lab Division. This is carried out by Revenue Agency and is to be made over to this Department. If so the allowance asked for will be necessary for its up keep. The road is not yet gravelled hence reasons for asking the low rate of maintenance.
Road from 41 mile Stones on French Road to II to Taty via Cotha - unloose	12	In good order	100	7200	100	1200		This allowance is only for 12 miles, the total length is 20 miles, if the estimate for its completion is sanctioned in the current year, the full length will require maintenance, not otherwise.
Road from Chingleput to Tadris (unstable portions)	11	Metal work down masonry works want looking to	100	1100	120	1320	220	Total grant Rs. 1450.
Do - Do. unmetalled do	7		50	350	50	350		
Road from Chingleput to Sripour	14	Incomplete	100	1400	50	700		The allowance for this road is required for making the bad portions passable, and giving general assistance to traffic in bad weather.

Statement showing the alterations required to be made in the maintenance grant for the year 1876-77 for the roads in the District of Chingapat Range.

Name of Road	Mile	Present Condition	Present Maintenance Grant	Required Maintenance Grant	Difference	Remarks
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Road from Chingapat to Sorepore & Chingapat Talay.	7	Surge in fine order, masonry works want slight repairs.	100	900 150 1350 450		Estimate R 204 for Repairs masonry works already submitted this is included in the maintenance Estimate R 900 which leaves only 696 for ordinary repairs which is insufficient.
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Do. Do. (Campement Talay) masonry portion	12	Masonry works down badly	100	1300 275 1625		Estimate R 1400 for ordinary repairs to masonry works is insufficient.
Do. masonry portion	2	Masonry works down a little repairs	50	100 75 150	375	

G. M. French Road to M.	26	Masonry works in a disrepair condition - masonry much worn away	200	7000 300 10500 3500		Road in bad order as the present maintenance grant is quite insufficient. Traffic heavy, masonry works in bad order.
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Road from Kuan of Villa to S. Sandalwood Portion	3	Masonry works down ordinary repairs required	100	300 150 450		The allowance for this road is required for making the bad portion passable in such weather and for earthwork to be executed for 6 miles excepting the 3 m. masonry portion. Traffic heavy.
Do. masonry portion	6		50	300 75 450	300	

Road from Padoy to Shapermatta	7	Road is in com. plete for 6 miles	100	900 150 450		The allowance required is for only 3 miles and that for gravelly only - road to be made for the remaining 6 miles.
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Statement showing the alterations required to be made in the maintenance grant for the year 1876-77 for the roads in the District of Chingleput & Ang.

Name of Roads	Mile	Present Condition	Present Maintenance Grant Rs	Required Maintenance Grant Rs	Difference or excess required	Remarks
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Road from Gajuwaram to Polar River known as Shellar road.	3	In bad state	100	300	150	450	150	Heavy traffic on the road the present allowance is insufficient in consequence, surface of road is gravelled.
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Road from Wallajahabad & Vudalur	18	In bad state	50	900	75	1350	450	Excess required for repair of masonry works and for ordinary repairs to surface.
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Road from Gajuwaram to the Sea (Chetty)	1 1/2	Good order	150	370				The present allowance is considered sufficient to keep these roads in order.
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do. Coorunator & Neepurathur	8	do.	100	800			
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do. from a point on Rantham to Channur & Pullaer	6	do.	50	300			
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do. from Pullaer to Ramnagar & Channur & Gajuwaram	6 1/2	do.	150	970			
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do. Sheepurathur & Thiruvallur	8	do.	100	800			
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do. Wallajahabad to Sunkoor Chetty	10	do.	100	1000			
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No. 3 Range Office
Borac
9th September 1875

(Signature)
Sub Engineer &c

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This is a vertical, high-contrast, black and white image. It appears to be a close-up of a textured surface, possibly a book cover or endpaper. The texture is grainy and uneven, with various shades of gray and black. On the right side, there is a dark, possibly metallic, binding edge. The overall composition is abstract and focuses on the tactile qualities of the material.

No 1239

The Executive Engineer
Chengaput Range

To
The District Engineer
Chongking

Dr

Referring to the late Superintendent
Engineer's letter No 2806 dated September 1st
1872 calling on me to state what maintenance
allowance would be sufficient for the up-keep
of the Great Western and Southern roads, Trunk
Roads No III & II respectively I have the honor
to state as follows.

I am of opinion that 5 yards in width
metalled will suffice for Trunk road No III
Trunk Road No II ought to have a width of
6 yards metalled.

The former will receive an annual maintenance of Rs 220 per mile expended as follows.

100 cu. yds of metal costing on the average at
12 annas per cu yd } 75-00
100 — do of gravel do 4 annas do — 25-00

Labor	100
Repairs to masonry works and sundries	20
Total	220

From
The Sub Engineer
Los Pinos
to
The Sub Engineer
Franklin
do do } Sept 1895
CO 3000 mds
Statement showing
the alterations
required to be
made in the
main line and
grade
L. 1764.00 /
10/75.

The Southern Road will require Rs 300 per mile expended as under.

150 cys of metal averaging 12 annas per cys	1128
150 ————— Do Gravel — 4 —————	378
Labor —————	120
Repairs to masonry works and sundries	30
	<u>300</u>

I would beg to point out that as the several miles will require to be retalled once in about 8 years, as there are 35 miles of Trunk road No 111 there will be $3\frac{1}{2}$ miles of it requiring to be retalled yearly at a cost of Rs 1010 per mile made up of the following items.

Metal 881 cys averaging 12 annas per cys	638
Gravel 300 ————— Do ————— 4 annas —————	75
Labor —————	297
	<u>1010</u>

and for 6 miles there will be required yearly a sum of Rs 3535 for which sanction will be required.

There are 45 miles of the Great Southern road in this Range allowing it to require recoating in the same period of 8 years, this will give $5\frac{5}{8}$ miles each year at Rs 1213 per mile made up as follows.

Metal 1026 cys @ 12 annas per cys	770
Gravel 350 ————— Do ————— 4 —————	87
Labor @ 6 annas per square of 100 sq ft	356
	<u>1213</u>

For $5\frac{5}{8}$ miles there will be required annually a sum of Rs 6823 for retalling the portion of the Great Southern road within this Range.

Thus the cost of the up-keep of the Great Western Road will be as follows:—

35 miles Maintenance @ Rs 2003	}	7000
per mile Rs. —————		
Annual sanction for retalling	}	3535
$3\frac{1}{2}$ miles @ Rs 1010 —————		
Total		<u>10535</u>

The present annual allotment for this road is Rs	}	18650
Saving resulting from what is now proposed —————		
		<u>8115</u>

The cost of the up-keep of the Great Southern road will be as follows.

Maintenance for 45 miles @ Rs 3003	}	13500
per mile Rs —————		

Recoating $5\frac{5}{8}$ miles @ Rs 1213 per mile	6823
Total up-keep of G. S. Road for 1 year	<u>20323</u>

From which take present annual Maintenance allowance Rs 19840		
Add sanction for recoating — 6000	<u>25840</u>	
Saving annually by what is proposed on the Great S. Trunk road	}	5517
Add saving on Great Western Trunk Road		
Total annual saving that may be effected —		<u>13632</u>

There are now a great number of miles in both roads which are worn down to the mud and which ought to be recoated this year - this work is now being done. I do not therefore propose to surrender any of this years maintenance grant but would on the contrary get the roads into good repair in order that the new system may start with a fair chance.

I have been

(Signed) R. J. Lowry
Executive Engineer

/ Free copy /

R. L. Loring,
Executive Engineer

Mr. 6400 / 95.

Proceedings of the Local Fund Board
Chungfuet Circle on their meeting of
22 October 1872.

The following resolutions were passed viz:-

" "The Grant for repairs as compared
"with that of last year exhibits the following
"modifications.

" The High Western Road, the traffic
"on which, as shown by the Toll receipts is
"rapidly becoming important, receives a grant
"of Rs 250, instead of Rs 500 per mile. The
"Board will remember that at their last
"meeting it was resolved to reduce the wear
"of this road considerably. It is believed
"that the amount allotted will amply suffice
"to meet the wear and tear caused by present
"traffic.

"The grant for the Great Southern
"Trunk road has been entered at a uniform
"sum of Rs 329 instead of Rs 612 $\frac{3}{4}$ for 20 miles
"Rs 329 for 20 miles more and Rs 200 for the
"remaining 5 miles as formerly. Remetalling
"will thus be brought under the head of
"New Works as it should always be"

~~True contract~~ R. L. Loring

19 $\frac{136400}{2/25}$

Chas't. J. E. Congress office
Camp Kottupaham
27th April 1874

The District Engineer
Chengleput

The Executive Engineer
Chengpet Range

I have the honor to request that you will inform me whether you propose to repair the bridges and tunnels on the Southern road from your maintenance allowance for the road. If not it appears to me that you have taken trouble unnecessarily.

I see no prospect of any funds

I
no a
wh
we
for
gri
in
my

Rs 400/75

No 874

Chingleput District Engineer's Office
Guindy 17th June 1874

From

The District Engineer
Chingleput

To

The Executive Engineer
Chingleput Range

Sir,

Enclosures 51
Completion Certificate
-ificates

I have the honor to observe that
in No 30 of the certificates sent with your
No 597 of the 31st May 1874, the word estimate
has been changed into bill. I shall be obliged
by early explanation, see my No 664 dated
30th May.

Your road certificates vouch at
foot that the roads have been kept in
repair throughout the year, though in several
cases it appears from the body of the same
documents that no expenditure was made
for some months e.g. from Sadras to Chingleput
Completed 31st August 1873.

I require some explanation before
I countersign these documents as it
appears to me impossible that the
work can have been executed according

The road which was proposed into my to the estimate sanctioned by me

I have the

(Signed) J. J. Ellobaly C.E.

Supg. Engineer Egypt

(True copy)

R. L. Sonny

Executive Engineer

19

to

Mr 6400
4/75.

No 833

No 3 Range office
Camp Mappadu
3rd July 1874

From

The Executive Engineer
Chingleput Range

To
The District Engineer
Chingleput

Sir,

Resubmitting the 51 Certificates returned with your letter No 874 dated 17th June 1874. Because the word bill was substituted for Estimate in the wording of the certificate I have the honor to state that the only explanation I have to give of the Circumstance is that my Accountant being of opinion he could improve the composition of the document in question made the alteration you object to and as further on it is stated that the work is done according to Estimate. I saw no reason for charging his work. I would beg to refer you to G.O. 2222 of 8th September 1873 which does not encourage notice being taken of insignificant variations.

2. In the 2nd para of the letter under reply you mention the road from Chingleput to Tadras as one of these which I search for as having been

kept in repair through out the year whereas it is stated on the face of the certificate that it was kept in repair up to 31st August only and then work was stopped for want of funds.

For explanation of why work was stopped, on the roads as per margin V.B. may letters no 1604 of 27th October 1873 & 1604 of 21st May 1874.

The other roads as per margin although

Road from Chayoor to Chottupakum & Wandewash

" Padapay to Streperumattoor

" Chengleput to Covelong

" From 41st mile on Trunk Road to Jetry

" Streperumattoor to Sivellore

" Carangooly to Melvay

" Wallayabad to Vadalore

" Perum to Shundam

work was

stopped on

them on the

dates named

remained in

good order till

the end of the

year as stated

in the certificate

it ought scarcely

be necessary

to point out that in the dry weather a road with but little traffic upon it, if put in good repairs will in all probability keep so for two or even three months. I can speak from personal inspection of most of these having done so.

The Sunkawar Choultry road is the

Pass from Madurantam to Chennambet
Chengleput to Covelong
Streperumattoor to Sivellore

only one for which I have found it necessary to alter the certificate

In reply to the concluding para of your letter I regret to say that I have no explanation to give of any estimate for the roads of the Range ever sanctioned by you last year of which I have no recollection they cannot now be found.

I have the

(Signed) R. J. Leary

Executive Engineer

(True copy)

R. J. Leary

Executive Engineer

No. 2628.

Chief Dist. Engrs office
Guindy 29 October 74

From

The District Engineer

To

Chingleput

The Executive Engineer

Sir,

Chingleput Rouse

The Board of Revenue ha-
ving in their Proceedings No 7208
L.S. 1 of 15 October 1874, sanctioned the
one Estimate estimate for repairing the bridges
and tunnels on the Great South-
ern Road from 39 to 64 miles &
Rs 4690/ from the Road Fund
reserve of the Chingleput Circle,
I have the honor to forward the
Estimate for early execution.

The work should be registered
as No 25 under the head Local &
Communication Repair

I have of
1 Sign of F. J. Lashley C. E.
Dist. Engineer Chingleput
1 True copy

R. Lashley

Engineer

M. 6400/95.
5/95.

No 158

No 3 Range office
24th May 1875
Chongleput

From

The Executive Engineer
Chongleput Range

To

The Supg Engineer
Chongleput

Sir,

Referring to your letter No 407
of the 24th May 1875 returning the maintenance
estimates as per margin
and calling for an
explanation as to why
no provision has been
made therein for the
repair of masonry works.

I have the honor to explain that the maintenance
allowance for these roads is intended only for
keeping the road surface in good order and it was
intended to submit a separate estimate for the
repair of masonry works. I beg to refer you to
my letter as per margin by which you will perceive
that the maintenance allowance for the two Trunk
roads was only intended to meet the cost of
repairs to the road surface.

No 1239 of 16th
January 1873

M. 6400/25

2. I would also refer you to my letter No 501
of 22^d May 1874 forwarding an estimate for repairing
the masonry works of the Western Trunk Road and
fully explaining that the maintenance could not
meet the cost which estimate you rejected on the
ground that such repairs must be done out of
the maintenance grant.

3. Acting on those orders the masonry works
in half a mile of this road were repaired last year
at a cost of Rs 400 which could ill be spared for
this purpose from the sum allowed for the repairs
of the road surface.

4. In this half mile the number of Bridges
were below the average for the whole road so that
Rs 400 of devoted yearly would not do more than
repair of the masonry works of half a mile and
as there are 35 miles it would take 70 years to
complete the repairs of the masonry works on the
portion of the Western Trunk Road lying within
this Range.

5. In every case the maintenance allowance
is intended for the repair of the road surface only.
If you say that the maintenance allowance
ought to provide for all repairs, I can only
refer you to the state of things existing before
I took over charge of the Range when the

Maintenance allowance was

For the Western Trunk Road Rs 500 per mile
Southern — — — — — 590 —

I have made many inquiries on this point
and I cannot find out that a single rupee
of this large amount was expended on the repair
of a bridge or culvert in the last 10 years.

6. Could we accurately ascertain what
sum would be necessary for the required metalling
repairing masonry works and up-keep of the
road surface then it might be well to allow
this amount as maintenance but I submit
it would be difficult if not impossible to
name the exact sum required for each were
this done in the course of two or three years, though
might and probably lapse into the state they
were in when I took charge of the Range. The
money would be all expended and little or
nothing done for it. The present system of
a separate estimate for each different
description of work is in my opinion a great
check on such expenditure.

7. In conclusion, I would point out that
the system now pursued with roads has resulted
in a large saving while they are in better
condition than they were formerly with the

large maintenance and larger expenditure.

8. The following figures which show the expenditure on the western and Southern Trunk roads respectively in the years 1870-71, 1871-72 & 1873-74, 1874-75 will I think satisfy you as to the saving.

The Estimates are reforwarded.

Maintenance Remetalling Total

The expenditure on the Western Trunk Road for the two years 1870-71 & 1871-72 including remetalling was Rs 35000

The expenditure on the same road for 1873-74 Rs 7000 2946 9946

Do Do for 1874-75 6984 3401 10385
Difference 14669

The expenditure on the Southern Road No II for the two years 1870-71 & 1871-72 including remetalling was Rs 38787

The expenditure on the same road for 1873-74 13500 5886 19386

Do Do for 1874-75 13500 6138 19638
Difference 237

Showing a clear saving in favor of the new system for two years of Rs 14432

Mr Leggatt only spent Rs 325 in remetalling the Southern road in the years 1870-71 & 1871-72

The accounts of the Poonamallee Range were so kept that after a delay and search by the Accountant of some 10 days he is unable to say what has been the expenditure on remetalling on the portions of the road formerly in the above named Range.

It will, I hope, be evident from these figures that the present system is at least an economical one.

I have &c

Signed / R J Lowry
Executive Engineer

/ True copy /

R J Lowry
Executive Engineer

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No 687

Supg. Engrs. office Chengt
Gundy 25th May 1878

From

The Superintending Engineer
Chengtput

To

The Executive Engineer
Chengtput Range

Sir,

I have the honor to observe that
nowhere in your No 458 dated 21st instant
have you stated the authority under which
this change of system has been made.

2. The Maintenance allowance is given
for all repairs; it is nowhere limited to the
surface.

3. You have practically on your own
authority transferred all remstalling to "new"
and been obliged to submit fresh repair estimates
for the masonry works.

4. I am not discussing the wisdom or
economy of the proceeding. I claim to know
as District Engineer by what authority you
have made these changes without my
knowledge.

5. When I proposed them in a private
Conversation Lt Colonel Challians and you
distinctly agreed against them and now I
find them carried out, but I cannot know
that the Government have authorized them.

I have &c
/Signed/ Fr. J. Mcbery C. P. R.
Suff. Surg. Genl.

/True copy/

R. Adams
Executive Engineer

N. 600/75.

No 605

No 3 Range office
Camp Sengapernai Civil
4th June 1875

From

The Executive Engineer
Chingleput Range

To

The Supg. Engineer
Chingleput

Referring to your letter as per margin calling on me for the authority under which Demetalling has for the last two or three years been charged to "New Works" why repairs to Bridges should not be done out of maintenance and why I have reduced the amount of the grants for repair for the roads of my own authority, I have the honor in reply to point out that what you accuse me of having been the author of, was the work of the Local Fund Board of the Circle. This will be evident from the proceedings of their meeting of the 22^d October 1872, when the Local Fund draft Budget for the official year 1873-74 was discussed.

The following resolutions were passed Viz:

"The grant for repairs as compared with that of last year exhibits the following modifications

"The High Western Road, the traffic on which, as shown by Toll receipts is rapidly becoming important, receives a grant of Rs 200 instead of Rs 533 per mile. The Board will remember that at their last meeting it was resolved to reduce the width of this road considerably. It is believed that the amount allotted will amply suffice to meet the wear and tear caused by present traffic."

The grant for the Great Southern Trunk road has been entered at a uniform sum of Rs 329 instead of Rs 612 for 2 miles. Rs 329 for 20 miles more and Rs 200 for the remaining 5 miles as formerly. Remetalling will thus be brought under the head of New Work as it should always be.

2. This proposal was afterwards modified as in the sanctioned Budget for that year the grants appear thus

Range	Program Report No	No	Description of work	Amount proposed for expenditure	
				By PWD	Total
Chingleput Range		3	Repg portion of the Southern Trunk Road from Chidambaram to Travancore frontier 45 miles at a uniform rate of 300 Rs per mile	13500	13500
		4	Repg portion of the Western Trunk Road from Chidambaram to Calicut 35 miles at 200 Rs per mile	7000	7000

3. In this Budget are also grants for remetalling certain portions of these roads under the head of New Works as follows.

Range	Program Report No	No	Project Locality Description	Expenditure for 1873-74	
				By PWD	Total
Chingleput		1	Chingleput Remetalling Trunk Road No II	5000	5000
		2	Conjeevaram Do No III	3000	3000

4. Again in the Local Fund Budget for 1874-75 the grants were as follows.

Program Report No	Project	No	Locality Description	1873-74 year's expenditure	
				By PWD	Total
		1	Chingleput Remetalling Trunk & Madras Road No II - Cum	6500	6500
		2	Conjeevaram Remetalling Trunk Road No III	1000	1000

No	Description of Work	Amount proposed for expenditure	
		By PWD	Total
3	Repg portion of the Southern Trunk Road from Chidambaram to the Travancore frontier 45 miles at Rs 300 per mile	13500	13500
4	Repg portion of Western Trunk Road from Chidambaram to Calicut 35 miles at Rs 200 per mile	7000	7000

5. Estimates were called for and prepared for all those grants for maintenance as well as for new works and as they bear your signature sanctioning them it is presumed you approved of them.

6. I hope it will be evident from the above that the charge you make against me of having altered the maintenance of Trunk roads & charged remitting from repairs to New Works is without foundation.

7. The first I knew of the latter arrangement was seeing it in the Budget & being called on to make estimates for the grants.

8. I was not present at the Board meeting alluded to in the para of this letter and the amounts proposed for maintenance at that meeting were not such as I thought should be adopted. This is proved by the estimate forwarded with my letter No 1239 of the 16 January 1873 to your address which strange to say entirely agrees with the modified amounts in the Budget for 1873-74. I take liberty of calling your attention to this extraordinary coincidence.

9. In my No 458 of 21 Ultimo I have shown that the present system of sending up estimates for all requirements other than the maintenance of the road surface works well and that it is most economical.

10. The state of the roads of the Range is acknowledged to be very good by everyone that has seen them with the exception of one or two of the L. Fr. Members who are difficult to be pleased.

I have &c

(Signed) R J Lowry
Executive Engineer

(True copy)

R J Lowry
Executive Engineer

No. 1386

Post Range office
Chungking
18th September 1875.

From

The Executive Engineer

Post & Chungking Range
Chungking District

To

Major General G. W. Walker
Secretary to Government
Public Works Department

Sir,

Referring to G. O. No. 2162 of the
27th July 1875 on Colonel F. J. Moherly
letter No. 1506 of the 17th July, in para
5 of which order I am censured
for "having deliberately neglected
"all the masonry works in the
"roads in my Range in spite of
"Colonel Moherly's orders." I have
the honor respectfully to request
that this order be reconsidered
by Government.

2 I was absent on leave
when the Superintending Engineer's
letter was forwarded and I had

L. 176400/75.

no opportunity given me to show how groundless were the charges conveyed therein, seeing the printed proceedings of Government after my return from leave on Monday last was the first intimation I had of it.

3 Colonel Moberly in para 2 of his letter alleges as a reason for not countersigning the certificate that the work was not done according to the Estimates, the fact being that there were no estimates either called for or prepared for the maintenance grants of the roads in question in the year 1873-74, and consequently I could not keep either original or copy.

4 As regards repairs to the masonry works the Supg Engineer in his letter altogether omits to mention that the Local Funds Board of the circle at a meeting held on the 22^d of October 1872

There is no proof of this I have always insisted on it.

Mr. Lowry in his letter of 30 July 1874 says "I regret to say that I have no explanation to give if any estimate for the roads of the Range ever sanctioned by you last year of which I have no recollection they cannot now be found."

The Board's resolution does not say a word about surface.

It is impossible to suppose that they intended to neglect the masonry works.

The reduction was made because the width of road to be maintained was reduced.

for the purpose of considering the Budget Statement for the year 1873-74 decided that the maintenance allowance for the Trunk Roads should be reduced to a sum sufficient

for the upkeep of the road surface and, the allowance for the Western road was consequently reduced from Rs 500 to Rs 200 per mile.

and, that of the Southern road from Rs 500 to Rs 300 per mile, leaving

penitalling and repairs to masonry works to be met by

separate Estimates, a reference to the report of this meeting in the District Gazette which is appended

will show that this was so, hence the necessity for spending the whole allotment on the pond surface of which I am accused.

5 Colonel Moberly in his letter No 687 of 25 Aug 1875, charged me with having taken it upon myself to make those alterations

overlooking the fact that the figures mentioned in the budget statement passed at the meeting mentioned above were not those afterwards sanctioned by the Board of Revenue those agreed in every item with the amounts given by me in an estimate called for by the Supp. Engineer and submitted with my letter No. 1239 of 16th January 1873 which estimate must have been communicated to the President

6 That the masonry works were neglected was certainly not my fault, as I submitted estimates for the repair of the bridges and culverts of the Western Spinal Road with my letter No. 501 of 22 May 1874, which Colonel Moherly refused to sanction vide his letter No. 295 of 27 April 1874 on the ground that this work should be done from maintenance and, in obedience to the only order

I have received from him on the subject, I did attempt repairs from the allowance for the upkeep of the road surface, and managed to get the work on half a mile of that road repaired, which was all that funds could be spared for, as there are 35 miles in the Range it would have taken at this rate 40 years to put the whole in order, this was pointed out in my letter to Colonel Moherly No. 458 of 21 May 1875. Estimates were also forwarded for the repair of the bridges and culverts on the Loutham Road and one of these forwarded with my letter No. - of 25 April 1874 was sanctioned by Colonel Moherly in his letter No. 2628 of 29 October 1874 and the greater part of the work had been carried out previous to the date of his letter under reply in the 4th para of which it is said that the masonry works are now being estimated for separately.

8. My letter No. 102 of the 5 July
1874 (copy of which is appended) -
is quoted by Colonel Stobley in the
concluding para of his letter and,
as mentioned in the Government order
as stating that I had no expla-
nation to offer why the masonry
works had been neglected, was written
in answer to Colonel Stobley's letter
No. 874 of 17 June 1874 asking why
estimates were not sent in for the
roads in 1873/74 and whether para-
graph any other part of it touched
on the subject of masonry works.

9. The arrangement mentioned
in para 4 of this letter has resulted
in a saving of Rs 7216 annually
for the last ten years since it
has been in operation and the
roads in question and of the
Range generally are allowed on
all hands to be in a better state
of repair than hitherto.

Mr. Donaghy's report
is enclosed in original.
The surface of the
roads is very fair
as it should be
seeing how much
is spent on it from
the funds for masonry
which are in very
bad condition.

9. I would further point out
that a strict search in the Range
records proved that not a single
masonry work situated within
the boundaries of this Range had
been repaired from the former large
maintenance grant for ten years
previous to its being reduced - whereas
any repairs were done the expenditure
was met by separate estimates.

10. I beg to append copies of the
letters quoted herein from which it
will be apparent that Colonel Stobley
had all the facts before him when
his letter to Government was
written.

I have the honor to be

Sir
Yours most obediently

H. Henry.

Executive Engineer
No. 3 Range (Chungking)

From
The Executive Engineer
No 308 Chingleput Range
Chingleput District

To
Major General
G. W. Walker R.E.
Secretary to Government
Public Works Deptt.

GP 30 November 75
Dated 18 }
Recd 3 } September 75

No 1386
Enclosures 7

Affords explanation for
the censure passed upon
him by the Government
for neglecting masonry
works on roads.

M. 6400/75.

GP 30 November 75
M. 625

No 466 Sub Divisional office
Bookathur
27th July 1875.

To
Colonel F. J. Molarly R.E.
Superintending Engineer
In charge of No 3 Range
Chingleput District

Enclosures
3 accounts

Sir,
With reference to your No 829 dated
13th July 1875. I beg to respectfully
report that prior to June 1873, the
roads in the Sub Division were under
the immediate supervision of the
Range Officer.

I took charge in June and found
that pay in arrears to coolies up to the
12th of that month amounted to Rs. 1329-11-5
vide statement submitted with my
letter No 193 of 1873.

The total due on Station Books
from June to September amounted to
Rs. 480, the expenditure in the aggregate
had already come up to Rs. 1809 when
the matter of the grant for the year
being reduced from 1800 to 1250 was
made known, this necessitated the
stopping of work for the rest of
that year. The succeeding year's
allotment was charged with this
excess, and it had further to meet the

expense of repairs of heavy damages
caused by the Cyclone of May 1874. these
circumstances crippled proceedings
last year and brought the work to a
stand still after August.

Estimates submitted for repairs
of May's Cyclone damage were sanctioned
late and were consequently not fully
worked out in the last official year.

Last October's flood and the breaching
of the Maunahau tank for the 2nd time
rendered the road again bad at the
1st Mile in particular.

The statements detailing work
executed were compiled in the
Range Office from Station books for
which payments were made out
of the year's allotment.

I beg to

signed J. B. Vaisey.

Super. in charge. Lab. Division

(True copy)

Asst. Chingput Range

J. H. Vaisey.

Colonel C. E.

Supg. Engineer Chingput

17/6/75
90 30 November 75
with Mr. 626

No 3397

Establishment
Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 30 Nov 1875

Read the following:—

From Mr. D. J. D. D.
The Superintendent Engineer
Chingput

(H. E. to 28/11/75 of 20/11/75)

It is regretted that
the Government in Council
is not able to discri-
minate with regard to
between the present to
which Mr. Lawrence has
wilfully neglected to
obey the orders of the
District Engineer and
the present to which he
has been compelled
by their indifference
and insupportability
with the views of the
Local Board Board.
H. E.

He has thought it best
 therefore to put an end
 to the existing bad
 understanding between
 them, by removing Mr.
 Lavery to the Salem
 District; where it will
 be his duty to make
 himself thoroughly ac-
 quainted with the con-
 -ditions of the District
 Engineer, and to carry
 them out loyally, as
 directed in the rules
 of the Department.

120000

2/1/75
 Supa. Lavy
 Chingput

Mr. Lavy - Remaining
 here from the Chingput
 to the Salem Dist.

Dispd: 6-12-75

C. F. Chingput
 D. F. Salem

12625/26

1st Atty
 12-11-75