

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 791 (W) Press

~~Mia.~~

Dated 27-9-1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

27th September 1877, No. 791 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 219. From W. S. HARRINGTON, Esq., District Engineer, Madura, to the Secretary to Government, Public Works Department, dated Madura, 9th September 1877, No. 135.

ADVERTING to G.O., of the 23rd ultimo, No. 627 W, on my No. 97, dated 16th idem, I have the honor to make the following statement and suggestion, and to request to be favored with an early reply to the latter.

2. One of the very worst among the many bad roads in this district is that from Madura to the Tinnevely frontier; it was originally made with shapeless and exorbitantly large stones or rather boulders such as never ought to be used in any road except as the very bottom layer of a heavy raising and even then the advisability of using them may be seriously questioned. Be that as it may, they have been used to an unlimited extent on this road, which, in the course of years of use and I may add cruel neglect, has worn down to these enormous stones, and is in places scarcely better than a causeway. To rectify such a condition has been my earnest and anxious wish and endeavour ever since I took departmental charge of this district; but thorough renovation can only be effected by entirely removing these "blocks" of stone, breaking them up small and relaying them in a packed, firm and unyielding state in a sort of bed prepared for them in the road, a little clay commingled with them causes them to bind, and then a layer of sieved gravel watered and thoroughly well tamped and kept so completes the road. I have adopted these measures with great success wherever I could to the expressed satisfaction of those who have travelled over portions of a road that have been thus improved, but the operation is a somewhat costly one and the maintenance allotment is manifestly insufficient to cover it; a regular estimate is thus rendered necessary if these bad roads are to be made good ones, to the benefit of all traffic and to the opening up of the country in many directions.

2. There are $14\frac{1}{2}$ miles of this description of road all more or less bad in the Pereacolum Sub-division of this district, and already some Rupees 2,700 out of a maintenance allotment of Rupees 4,500 have been spent in taking up and relaying portions of 6 miles which are now in very fair order indeed, but this amount does not include Rupees 1,000 which have been paid for stone and gravel necessary for the up-keep of the entire road.

3. Where the repairs were needed the road has been taken up and relaid to a breadth of four yards, and I estimate that the cost of an entire mile ($1,760 \times 4$) so treated everything included is Rupees 1,600, and that there now remain $8\frac{1}{2}$ miles, nearly the whole of which has to be taken up and relaid with a breadth of four yards; this makes the estimate for this distance amount to Rupees 13,600, which, if sanctioned, will make this a first-class road throughout.

4. I now come to my suggestion. The repairs hitherto have been executed, and I am bound to say in a satisfactory manner by a man named "Mavatharen," who,

although in common parlance denominated a contractor, can scarcely be called such, as he does not employ gangs of his own, but any coolies or laborers that may come for employment; exactly in the same way that I should order their employment were the work actually supervised by an officer and subordinates of this department. Moreover he does what they could not, viz., pay the coolies occasionally in grain, which they appear infinitely to prefer. I have not heard a word of complaint from any of them and they flock freely to the road, and he engages to employ as many as come for employment. My suggestion is that I may be allowed to continue to employ this man, who will, of course be supervised by the Sub-divisional Officer and Overseer and will be paid weekly; this will obviate the necessity of employing daily Paymasters of our own (who might not be so trustworthy as this man has proved himself to be), or in fact any departmental sibbundy at all. The profit that this man may make I calculate at about 10 per cent.; were Overseers, Maistries and Paymasters employed by this department, the percentage would be larger, and I doubt if the work would be done so well. I will see so far as I possibly can that none but the distressed poor are employed on the work. The man who may really be termed more of a supervisor

* Inasmuch as he has no coolies of his own. than a contractor* most faithfully promises to employ no others, and I doubt if he could get them even if he wished it, but the employment of all who come for work is a *sine quâ non* of his own engagement.

No. 220. ORDER THEREON, 27th September 1877, No. 791 W.

THE District Engineer's proposals are approved. But the District Engineer will take care that a careful system of tasking is adopted and no laborer receives a full day's wage except for a fair day's task.

2. The laborers employed should be limited to those who are sent to the works by the Civil authorities.

3. In case grain should at any time not be readily procurable, payments should be made in grain and coin alternately.

(True Extract.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Madura.
" Examiner of Public Works Accounts.
" Famine Department.

Exd. E. C. Shunker.

Spare Copies

No. 135 into District Engineer's Office. A
Madura 9 September 1877.
From the District Engineer to the
W. S. Harrington Esquire, District Engineer, Madura.
Colonel G. A. ...
Secretary to Government, P.W.D.
I have the honor to acknowledge the receipt of your letter of the 23rd ult. No. 627 dated 16th Sept. 1877, and in reply to inform you that I have the honor to make the following statement and suggest and to request to be favored with an early reply to the latter.
One of the very worst among the many bad roads in this District is that from Madura to the Timmelly fort. It was originally made with shapeless and scabrous large stones or rather boulders such as never ought to be used in any road except at the very bottom layer of a heavy raising and even then the advisability of using them may be seriously questioned. Be that as it may, they have been used

to an unlimited extent on this road which in the course of years of use and I may add cruel neglect has worn down to sheer enormous stones and is in places scarcely better than a causeway. To rectify such a condition has been my earnest and anxious wish and endeavour ever since I took departmental charge of this District but thorough renovation can only be effected by entirely removing these blocks of stone breaking them up small and relaying them in a packed firm and unyielding state in a sort of bed prepared for them in the road a little clay commingled with them causes them to bind and then a layer of sieved gravel watered and thoroughly well tamped and kept so completes the road. I have adopted these measures with great success wherever I could to the expressed satisfaction of those who have travelled over portions of a road that have seen thus improved but the operation is a somewhat costly one and the maintenance

③ 2
allotment is manifestly insufficient to cover it, a regular estimate is thus rendered necessary if these bad roads are to be made good ones, to the benefit of all traffic and to the opening up of the country in many directions.
2. There are $14\frac{1}{2}$ miles of this description of road all more or less bad in the Bereacolum Sub Division of this District and already some Rs (2700) two thousand and seven hundred out of a maintenance allotment of Rs (4500) four thousand and five hundred have been spent in taking up and relaying portions of 6 miles which are now in very fair order indeed. but this amount does not include Rs (1000) one thousand which have been paid for stone and gravel necessary for the up-keep of the entire road.
3. Where the repairs were needed the road has been taken up and relaid to a breadth of four yards and I estimate that the cost of an entire mile (1760 x 4) so treated every

thing included is Rs (1600) one thousand and six hundred and that there now remain $8\frac{1}{2}$ miles nearly the whole of which has to be taken up and relaid with a breadth of four yards this makes the estimate for this distance amount to Rs (1300) thirteen thousand and six hundred which if sanctioned will make this a 1st class road throughout.

4 I now come to my suggestion the repairs hitherto have been executed and I am bound to say in a satisfactory manner by a man named Maratharen who although in common parlance denominated a contractor can scarcely be called such as he does not employ gangs of his own but any coolies or laborers that may come for employment exactly in the same way that I should order their employment were the work actually supervised by an Officer and subordinates of this Department. Moreover he does what they could not and pay the coolies occasionally in

① 3 grain which they appear infinitely to prefer. I have not heard a word of complaint from any of them and they flock freely to the road and he engages to employ as many as come for employment. My suggestion is that I may be allowed to continue to employ this man who will of course be supervised by the Sub Divisional Officer and Oversees and will be paid weekly; this will obviate the necessity of employing daily paymasters of our own who might not be so trustworthy as this man has proved himself to be or in fact any departmental Sibbundy at all. The profit that this man may make I calculate at about 10 per cent. now Overseers Maistries and Paymasters employed by this Department the per centage would be larger and I doubt ~~not~~ if the work would be done so well. I will see so far as I possibly can that none but the distressed poor are employed on the work. The man who may really be termed more of a supervisor than a

* inasmuch as
he has no copies
of his own

Contractor must faithfully promise
to employ no others and I doubt
if he could get them even if he
wished it but the employment of
all who come for work is a sine
qua non of his own engagement.

I have the honor to be,
Your most obedt servant,

W. Harrington
District Engineer

indistinct text

indistinct text

QD 23-8-77 No. 627/M.

No 135-

From

The District Engineer
Madura,

To

The Secretary to
Government D.P.W.

Dated 9th Sept 1877
Received

Roads - submitting
certain proposals -
& applies for sanction

To Government

QD 27: Sept 77 No. 219

Ans 14-9-77

Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following:—

(6)

From,

The District Engineer
Madura

(H.E. No. 135 of 7th Sept 77)

The District
Engineer's proposals are
approved. But the
District Engineer will
take care that a rigid
system of tacking is
adopted and no laborer
receives a full day's
wage except for a full
day's task.

H.G. 14th 1877

L. Madurai
Exec. S. H. Leach:
Famine Department

1877

This will be
issued to the
District Engineer

Manager, Madurai
in reply to the
District Engineer
14th Sept 77

67/100

No 79/8-

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 27th Sept 1877.

Read the following :-

From the District Engineer, Madras (H. C. N^o 135 d/9th September 1877).

The District Engineer's proposals are approved. But the District Engineer will take care that a careful system of tasking is adopted and no laborer receives a full day's wage except for a fair day's task.

2. The labourers employed should be limited to those who are sent to the works by the Civil Authorities

3. In case grain should at any time not be readily procurable, payments should be made in grain and coin alternately.

Recd 1-10-77

District Engineer Madras
Examiner P.W. & Accounts
Famine Department
A. J. 17

8857
827-9-77

14-9-77

No. 885

Govt. of Madras.
PUBLIC WORKS.

To *H. R. Madam*

Dated

Issued

Recd.

Encl.

G. O. 27 Sept. 1911, No. 791 W

Nos. 219-220

Road Repairs in Madam
to The Engineer's proposal
for the carrying out of —
approved with remarks.

Madam
14.10.22