

- (1) பக்கங்களின் எண்ணிக்கை 12
 (2) புதுக்கித் திருப்பிய நாள் 27.7.88
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 16/8

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2081 — w	அச்சகம் பலவகை
நாள் :	23 20-8-1884	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

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ஆவணக் கா-1-18,000-15-6-87.

P.W.D.

23RD AUGUST 1884, No. 2081 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

Proceedings of the Board of Revenue, dated 8th August 1884, No. 2734.

Read—the following letter from L. R. BURROWS, Esq., President, Local Fund Board, Nilgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 25th July 1884, No. 49:—

With reference to the remarks and suggestions of the Chief Engineer in paragraph 2 of G.O., No. 1285 W., dated 23rd May 1884, communicated with Board's Proceedings, Mis. No. 4926, dated 5th June 1884, I have the honor to submit copy of a letter, No. 126, dated 15th instant, from the Local Fund Engineer, and to request instructions as to whether, under the circumstances stated by Mr. Haldwell, it is necessary to provide the additional thickness of metalling suggested in paragraph 4 of the Chief Engineer's note.

ENCLOSURE.

From E. HALDWELL, Esq., Local Fund Engineer, to the President of the Local Fund Board, Nilgiris, dated Ootacamund, 15th July 1884, No. 126.

With reference to G.O., of 23rd May 1884, No. 1285 W., forwarded to me with your endorsement on the 10th June 1884, I have the honor to submit the following explanations on the points noticed by the Chief Engineer in his note on my estimate for improving and metalling the Ootacamund-Gudalur road.

Paragraph IV of Note—Proposing 6 inches depth of metal in place of 4 inches provided in estimate for last four miles of road.—These eight miles are over firm hard soil, and much of the road was metalled years ago when convicts were located at the Nadavattam jail; even at present the surface is but little affected by the monsoons, and the road is always fairly trafficable. These facts were not specially noted in the estimate report, and were not before the Chief Engineer when his remarks were made. The addition of 2 inches would increase the cost by Rs. 15,645.

I solicit orders as to whether this expenditure is to be incurred and a supplemental estimate for amount submitted.

Metal collection is at present in progress in this section, collection elsewhere being all completed; so early orders on the subject are solicited.

Paragraph V of Note—Regarding cross-section given to road and position of catch-drains.—The scarps are being cut with a slope one-sixth, which is the slope almost universally adopted on these hills. In the plans they are shown vertical, but this is a mistake in drawing. The sections exhibited only the old catch-drains as they exist. Wherever under four yards from edge of scarp new drains are being excavated with a clear interval of 15 feet. This work was deferred, as is usually done, till the first rains had softened the soil. It has been in hand since the middle of May, and the drains are now nearly completed throughout.

Paragraph VI of Note—Regarding side-drains.—The side-drains are being cut out of the formation allowance where work is in progress, and from maintenance allowance in miles of old completion. The work is completed throughout as far as widening has progressed, that is, from Ootacamund up to 24th milestone.

Resolution—dated 8th August 1884, No. 2734.

Submitted for the orders of Government.

(True Copies and Extract.)

(Signed)

G. MACKENZIE,
Acting Sub-Secretary.

Note by the Chief Engineer, Public Works Department.

ORDER—dated 23rd August 1884, No. 2081 W., Public Works.

Under the explanation afforded, the provisions of the estimate sanctioned in G.O., No. 1285 W., dated 23rd May 1884, will be allowed to stand as prepared by the Local Fund Engineer.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Board of Revenue.
" Superintending Engineer, IV Circle.
" Examiner, Public Works Accounts.
" Financial Department.

Exd. E. Fernandez.
Spare Copies

2081

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated August, 23rd.

Recd.

Encl.

G.O., 23rd Aug. 1884, No. 2081 W.

AUGUST.

Road from Ootacamund to
Gudalur

Estimate for improving and metalling the
— as prepared by the Local Fund Engineer
allowed to stand.

BOARD OF REVENUE, 8TH AUGUST 1884, No. 2734.

PROCEEDINGS OF THE BOARD OF REVENUE.

READ—the following letter from L. R. BURROWS, Esq., President, Local Fund Board, Nilgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 25th July 1884, No. 49 :—

With reference to the remarks and suggestions of the Chief Engineer in paragraph 2 of G.O., No. 1285 W., dated 23rd May 1884, communicated with Board's Proceedings, Mis. No. 4926, dated 5th June 1884, I have the honor to submit copy of a letter, No. 126, dated 15th instant, from the Local Fund Engineer, and to request instructions as to whether, under the circumstances stated by Mr. Haldwell, it is necessary to provide the additional thickness of metalling suggested in paragraph 4 of the Chief Engineer's note.

ENCLOSURE No. 1.

From E. HALDWELL, Esq., Local Fund Engineer, to the President of the Local Fund Board, Nilgiris, dated Ootacamund, 15th July 1884, No. 126.

With reference to G.O. of 23rd May 1884, No. 1285 W., forwarded to me with your endorsement on the 10th June 1884, I have the honor to submit the following explanations on the points noticed by the Chief Engineer in his note on my estimate for improving and metalling the Ootacamund-Gudalur road.

Paragraph IV of Note—Proposing 6 inches depth of metal in place of 4 inches provided in estimate for last four miles of road.—These eight miles are over firm hard soil, and much of the road was metalled years ago when convicts were located at the Naduvattam jail; even at present the surface is but little affected by the monsoons, and the road is always fairly trafficable. These facts were not specially noted in the estimate report, and were not before the Chief Engineer when his remarks were made. The addition of 2 inches would increase the cost by Rs. 15,645.

I solicit orders as to whether this expenditure is to be incurred and a supplemental estimate for amount submitted.

Metal collection is at present in progress in this section, collection elsewhere being all completed; so early orders on the subject are solicited.

Paragraph V of Note—Regarding cross-section given to road and position of catch-drains.—The scraps are being cut with a slope one-sixth, which is the slope almost universally adopted on these hills. In the plans they are shown vertical, but this is a mistake in drawing.

The sections exhibited only the old catch-drains as they exist. Wherever under four yards from edge of scrap new drains are being excavated with a clear interval of 15 feet. This work was deferred, as is usually done, till the first rains had softened the soil. It has been in hand since the middle of May, and the drains are now nearly completed throughout.

Paragraph VI of Note—Regarding side-drains.—The side-drains are being cut out of the formation allowance where work is in progress, and from maintenance allowance in miles of old completion. The work is completed throughout as far as widening has progressed, that is, from Ootacamund up to 24th milestone.

RESOLUTION—dated 8th August 1884, No. 2734.

Submitted for the orders of Government.

(True Copies and Extract.)

For Mac Kinnon
Acting Sub-Secretary.

To the Secretary to Government, Public Works Department.
" President, Local Fund Board, Nilgiris.

Exd. A. F. Goodall.

G.O. No 261 W. 23-1-83
 " " 1492 W. 14. 2. 83
 " " 1417 W. 14-5-83
 " " 1111 W. 3. 5-84

W. No 6879

1884.

Board of Revenue,

MADRAS.

(3)

Printed August th.

15/8/84

Proceedings, 8th August 1884, No. 2734.

15/8/84

No 2081 W. 23-8-84

Submitting for orders of Government letter from President, Local Fund Board, Nilgiris, forwarding copy of one from the Local Fund Engineer explaining certain points noticed by the Chief Engineer in his note on the estimate for improving and metalling the Ootacamund-Gudalur road, and requesting instructions as to whether the additional thickness of metalling the road in question is necessary.

X 2081

S. A. W.

A note by the Chief Engineer would appear to be necessary, somewhat to following effect:

Paragraph IV of original note — The Local Fund Engineer now explains that the last eight miles of the road are over fine hard soil, and that much of this portion was metalled ^{improved} years ago. It may therefore be ^{improved} that when the surface is picked up, & the old metal removed & added to the new, ~~there~~ there will be sufficient material to give an average thickness of over 5 inches of broken stone. Further it is stated that the surface along these miles is not little affected by the ^{improvements} means, and the road is always fairly trafficable. In these circumstances the provision of 4 inches ^{of new metal} may stand.

Paragraph V — It was to the high perfectly vertical scarps in "very fine and very porous" soil that objection was taken. The slope of one-sixth, protected as it will be by catch-drains of proper section ^{as now reported} thrown well back from the scarp edge, may be accepted.

There is no word of ^{the} saying that under the explanation of the provision of the estimate in paragraph of the L. F. B. are ^{to be} ~~to be~~ forwarded to Govt for its approval.

Cy

16-8-84

20/8/84

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2081

Note by the Chief Engineer Public Works Department.

Proc of the Board of Revenue No. 2734 dated 8th August 1884

Submitted to Govt.

with advertisement to the
note by the Chief Engineer
printed with Proc No. 12854
dated 23rd May 1884.

Para IV of Chief Engineer's
note. The Local Sumb
Engineer now explains that
the last eight miles of the
road are over firm hard
soil, and that much
of this portion was metalled
years ago. It may
therefore

therefore no inference that
when the surface is
picked up, and the old
metab rebroken and
added to the new, there
will be sufficient material
to give an average thickness
of over 5 inches of broken
stone. Further it is
stated that the surface
along these miles is but
little affected by the
monsoons, and the road
is always fairly trafficable.
In these circumstances
the provision of 4 inches
of new metab may stand.

Paragraph V. It was
to the high perfectly
vertical scarps in very
friable

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2081

friable and very porous
soil this objection was
taken. The slope of one-
sixth, protected as it will
be by catch drains of
proper section thrown
well back from the
scarp edge as now reported
may be accepted.

Cd.
17.8.91

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PROCEEDINGS OF THE MADRAS GOVERNMENT.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

Proceedings of the Board of Revenue No. 2734 dated August 1882,
Noted by the Chief Engineer P.W.D. No. — of 2081

Under the explanation
afforded, the provisions
of the estimate sanctioned
in G.O. No. 1285 W, dated
23rd May 1882, will
be allowed to stand
as prepared by the
Local Fund Engineer

To
The Board of Revenue
" Supy. Engⁿ IV. C. I. C.
" Ex. and P. W. Accts.
" Financial Dept

Cy.
19.5.84

ll.
21.6.84

Cy.

6.19.84 2.23.84

6819

Govt. of (1884) Madras.

PUBLIC WORKS.

9

Dated

Recd.

23/8/84
G.O., 23 Aug 1884, No. 2081

Road from Oshacurum
to Padalur.

Improving & metalling the
Estimate for Rs

prepared by the L. S.
Engr, allowed to
stand.

69

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99

23/8/84