

(1) Number of pages 42
50 (2) Date of repair 3-7-87
(3) Initials of the Referencer lars ✓

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

JND DEPARTMENT

G.O. No.	757 W	Press.
B.P. No.		Mis.

Dated 20. 3. 1884 ~~197~~

Obd

Not to be folded or roughly handled

21

1744

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

No. C/15.

Inspection Notes, Pottinghi Ghât.

The division of the ghât into sections remains the same as noted in my last inspection notes* of the work, 12th to 16th January 1883; and the work is now so far advanced that these notes will deal with it only section by section, instead of as previously, mile by mile.

2. The 1st and 2nd sections, which are still under Overseer Mr. T. T. Russell, are finished except the construction of the extra tunnels sanctioned in G.O., No. 3255, dated 16th November 1883, and the fixing of mile and furlong stones. These works, especially the tunnels, should be carried out at once, or they will cause delay in the opening of the ghât. The road and all works connected with it have stood the rains well, and the maintenance is being well attended to. There seems, however, a tendency to repair ruts and holes in the road surface with gravel or earth only instead of with "metal" slightly "blinded."

3. 3rd Section.—This has been, for the last seven or eight months, under the direct supervision of Sergeant A. Temple, supervisor, with Temporary Overseer Paul under him. There remained much to do when last inspected; but now, excepting a little side drains and making up of edge bank where no revetment and parapet, the work is completed and has been very neatly finished off.

4. 4th Section.—This has remained under the immediate supervision of Sergeant J. E. Patton, supervisor, with Temporary Overseer Sundram Pillay under him. Excepting the metalling and gravelling, the work in this section has been almost completed and has been well done. Only about $\frac{3}{4}$ mile has been metalled and gravelled, but about half the total quantity of metal required for the section has been collected and the collection of the remainder is said to be in rapid progress.

5. 5th Section.—This also has remained under Sergeant Patton, who has, for the last few months, had under him Temporary Overseer T. Subbroya Moodelliar. The work, except some of the side drains and the metalling and gravelling, is done; metal spread for about 7 furlongs; and about two-thirds of the total quantity of metal required is collected, and the rest, it is said, will soon be ready.

6. It will thus be seen that there remain no more difficulties, and but little work to complete the whole of the roadway; and there is every prospect of the ghât being declared open to general traffic (already special bandies are often allowed to traverse it) throughout its entire length by the end of this official year, as anticipated in last inspection notes.

7. The character of the work is excellent, and reflects credit on all engaged on it. A list of the officers and upper subordinates who have, since 1880, when the work was taken vigorously in hand, been employed on it is appended.

8. As regards the "buildings" connected with the ghât but little progress has been made with them. The "choultry at Sunki" is not yet roofed, the "bungalow at

Potinghi is up to only about 3 feet above basement, and the permanent "lines for coolies" have not yet been commenced. The Assistant Engineer has been urged to push on with the choultry and the bungalow with all possible speed and certain instructions with reference to improvements in the style of work and additions to out-houses of the latter have been given to him. As regards the "coolies lines" Mr. Clerk is very strongly of opinion that it will be better not to build the costly structures sanctioned but to substitute for them well-constructed huts of "wattle and daub" with good jungle wood posts and thatched roof because (a) the coolies themselves much prefer them; (b) they can be kept more weather-tight than the tiled roof structures where the tiles are so poor as are those which alone can be obtained here; (c) they could be more easily and promptly repaired, for all tiles have to be brought up from the plains; (d) they will not only cost less at first, but as jungle wood, bamboos and grass are obtainable at little cost near at hand, they will cost less for maintenance than the tiled buildings. I agree with Mr. Clerk, and have ordered the commencement of the lines to be deferred till the Chief Engineer's orders, which are now solicited, are received on the subject.

9. As regards the probable actual cost of the work as compared with the sanctioned estimate it now appears that there will be excesses under the following heads:—

- (a) "Earthwork."—The quantity absolutely done to end of November (December's accounts were not made up) was in excess of estimate by 677,858 cubic feet, and it is anticipated that this will be raised by the time the work is completed to a total excess of 753,211 cubic feet. This is not quite 10 per cent. on the total estimate for such work, but it is no less than 44 per cent. on the estimated amount of such work remaining to be done as arrived at from actual measurements after end of last January and then entered in the revised estimate. There has been since then but little alteration of trace or change of gradient and this very large difference could not have occurred if the measurements of work remaining to be done had been carried out as carefully as they should have been. The total money excess on this item will, it is expected, be about Rs. 6,500.
- (b) "Removing stone with blasting."—On this there has been an excess, not in quantity but in rate, which up to end of November has amounted to Rs. 3,046, and is expected by completion of work to amount to Rs. 8,900, the final rate coming out Rs. 10-13-6 per 100 cubic feet instead of Rs. 9-15-11 per 100 cubic feet. This is fairly attributable to the extra cost due to the finishing off work, especially forming side drains in rock being much more expensive than had been anticipated from the previous cost of such work in masses.
- (c) "Rough-stone revetment and parapet."—The quantity of this has been exceeded and the total excess, it is anticipated, will be about 125,500 cubic feet, which amounts to nearly 20 per cent. over what was given as remaining to be done a year ago; but the rate has come out less, so that that excess in cost, it is believed, will on this item be only about Rs. 1,100.
- (d) "Gravelling."—This item has been already considerably exceeded in quantity and it is now expected that the total excess in quantity will be about 75,000 cubic feet, and in cost Rs. 1,200, the rate being less by some 3 annas per 100 cubic feet than the estimated rate. The large excess in quantity is due partly to a considerable length of the gravelling having been already done 3 inches thick before the Chief Engineer reduced the estimate to 1 inch thick (see his memorandum with proceedings of Madras Government, No. 1967, dated 13th July 1883) and partly to the fact that even since then more than 1 inch has been spread because, the Assistant Engineer says, 1 inch has not been found enough to efficiently "blind" the metalling. I have drawn his attention to the inadvisability of spreading a greater thickness of this material, which is in many places little more than gravelly earth, than is absolutely necessary to enable bullock-drawn bandies to pass over it.

(e) "Petty Supervision."—The excess on this to end of November was Rs. 2,359 and it is expected that the total excess will be about Rs. 2,900. This is no less than 120 per cent. more than the amount that was in January last expected would be required for the work then remaining to be done, but that amount was calculated at the rate of only $2\frac{1}{2}$ per cent. on the estimated cost of "work" then to be done, and this was doubtless too little for such work. It appears to me also that some charges, such as pay of "Komaties," to retail supplies to work-people at the various camps, which should have been charged to "contingencies," have been charged to this sub-head.

10. The total of the excesses anticipated on the above sub-head is thus Rs. 20,600, but as sets-off against this there will probably be savings on the sub-heads of "Repairs to monsoon damages," "Medical stores" and "Contingencies," which will amount to Rs. 7,000, and if besides this there be the saving due to the substitution of the cheaper style of coolies lines for the expensive one sanctioned, as above recommended, the total excess on the sanctioned estimate will be insignificant.

11. The maintenance of the work, after it is opened, will require careful attention. For the first year or two the cost of this cannot but be high; the metalling, till it is consolidated by traffic, will work into ruts and ridges, there will be occasional slips of the scarped sides above the road, side drains and culverts will here and there prove of insufficient size, and so on. After considering the matter with the Assistant Engineer, I am of opinion that at least 20 cubic yards of metal should be kept up in reserve at every furlong; that permanent mile-coolies, at the rate of about four a-mile, should be employed, with say five head coolies for the whole length of road, and that for the first year, at all events, not less than Rs. 500 a-mile for "maintenance" will be required.

12. For the supervision of the maintenance, I recommend that there be a road superintendent on Rs. 75 a-month all told, who shall live at Rodavalsa, or Sunki, or Ralli Gedde, and that he shall work under an overseer who it will be advisable to keep at Sálúr where there will be buildings going on for him to look after.

13. Temporary Overseer Paul, who has done good work on the ghât, and whose constitution is well fitted for the climate, I would recommend for the post of superintendent, and Mr. Russell would do for the overseer at Sálúr, which is a fairly healthy place.

14. Road from Potinghi to Jeypoor.—The plans and estimates for this are not yet ready. As Mr. Harris was away* I had not the advantage of talking over the matter with him, but have asked Mr. Clerk to send in a preliminary report on the subject as he has been over the line and is of opinion that beyond Koraput the extension northwards towards Omerkhot is of more immediate consequence than that to Jeypoor.

15. Tadivalsa Ghât.—I was again unable to go and see this, but I believe a large amount of money, chiefly from Jeypoor Agency funds, has been spent on it in the last two or three years in the attempt to make it a good ghât for wheeled traffic, notwithstanding the strong opinion expressed by General (then Colonel) Sankey in his inspection notes printed with proceedings of Madras Government, No. 1857, dated 5th August 1880, against such a course. The same amount of money spent in merely improving it as a pack-bullock line and in doing something to the Pauchipenta pack-bullock ghât, which now appears to be utterly neglected, would doubtless have been better laid out.

CAMP PATHATEKKALI,
31st January 1884.

(Signed) G. T. WALCH,
Offg. Superintending Engineer, I Circle.

From G. T. WALCH, Esq., Officiating Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Camp Nettanga, 18th February 1884, No. 518 V.Z.

I have the honor to forward, herewith, as promised in my inspection notes of Potinghi ghât, the list of subordinates who have been employed on that work since commencement of 1880.

ENCLOSURE.

List of subordinates who have since commencement of 1880 been engaged on the Potinghy Ghât.

Name and Rank of Subordinate.	Date of coming to the work.	Date of leaving the work.	Reason for leaving the work.
Conductor A. Milne, Sub-Engineer, 2nd Grade.	19th July 1880.	18th Sept. 1880.	Was specially sent by the Chief Engineer for a short time to give instructions on the use of dynamite.
Conductor J. Keenan, Sub-Engineer, 2nd Grade.	13th Jan. 1883.	23rd May 1883.	Sickness.
Sub-Conductor J. Cormac, Sub-Engineer, 2nd Grade.	7th May 1880.	10th Sept. 1881.	Obtained privilege leave for 3 months from 11th September 1881 on account of sickness and while on leave was posted for special duty under Mr. Nordmann.
Sub-Conductor, J. Kelly, Supervisor, 2nd Grade.	24th Sept. 1881.	4th April 1882.	Sickness.
T. Vydealingam Pillay, Supervisor, 1st Grade.	12th Jan. 1882.	13th Jan. 1883.	Do.
Sergeant A. Temple, Supervisor, 1st Grade.	19th July 1883.	...	Still on work.
Sergeant J. E. Patton, Supervisor, Temporary.	19th July 1882.	...	Do.
Gunner J. Richardson, Overseer, 1st Grade.	19th July 1883.	...	Do.
Acting Bombardier A. Donaghue, Overseer, 1st Grade.	19th " "	...	On sick leave for three months.
Mr. T. T. Russell, Overseer, 1st Grade (temporary rank).	24th Nov. 1881.	...	Still on the work.
Mr. P. Whitbread, Overseer, 1st Grade.	10th Dec. 1880.	26th Sept. 1882.	Sickness.
Mr. E. L. Rebeiro, Overseer, 2nd Grade.	1st Oct. 1881.	21st Dec. "	Died.
Mr. T. J. Kelly, Overseer, 2nd Grade.	7th April 1882.	4th May "	Do.
Mr. C. H. Marrow, Overseer, 2nd Grade.	17th June "	Nov. "	Transferred to Jeypore for charge of Police Assistant Superintendent's bungalow.
Mr. S. B. D'Rebelles, Overseer, 3rd Grade.	20th Aug. 1880.	9th Jan. 1881.	Sickness.
Mr. P. Donohoe, Overseer, 3rd Grade.	1st Aug. 1881.	13th Dec. "	Transferred to Ganjam division.
N. Murugesu Moodelliar, Overseer, 3rd Grade.	13th Dec. "	2nd April 1882.	Posted to charge of works at Párvatipur.
Mr. J. Gibbs, Overseer, 2nd Grade.	27th Feb. 1882.	8th " "	Died.
T. Kristnarow, Overseer, 1st Grade.	29th July "	19th Nov. 1883.	Services dispensed with, being no longer fit for employment on the ghât on account of sickness.
M. C. R. Soondaram Pillay, Overseer, 3rd Grade.	24th " "	...	Still on the work.
Mr. J. Paul, Overseer, 3rd Grade.	1st Nov. "	...	Do.
T. Subroya Moodelliar, Overseer, 3rd Grade.	22nd June 1883.	...	Do.

RUSSELLKONDA,
17th February 1884.

(Signed) G. T. WALCH,
Offg. Superintending Engineer, I Circle.

ORDER—dated 20th March 1884, No. 757 W., Public Works.

The first paper recorded above contains notes of an inspection of the Potinghy ghât made by the Superintending Engineer in January last. It is expected that the ghât, already used to some extent by carts, will be declared open to general traffic throughout its entire length by the end of the official year, when the establishment hitherto employed on construction can be dispersed.

2. The maintenance of the road will, however, require careful attention, as pointed out by the Superintending Engineer, whose proposals with this view are approved, as well as those for shelter of the maintenance establishment.

3. The Government have much pleasure in recording their approval of the excellent service rendered, under adverse conditions of no ordinary nature, by the officers and subordinates employed on the work, the successful completion of which is regarded with satisfaction. The names of the subordinates engaged on the work during the past four years are recorded with these proceedings. Those not on the permanent establishment should receive suitable employment in other places where their services can be utilised.

4. The Government hope to receive at an early date the estimates for the road northward from Potinghy, referred to by the Superintending Engineer in paragraph 14 of his inspection notes.

5. Paragraph 15 will be communicated to the Financial and Political Departments, with reference to paragraph 3 of G.O., No. 1857 W., dated 5th August 1880. Attention is drawn to paragraphs 36-44 of General Sankey's note recorded with those proceedings, and to the opinion therein expressed as to the unadvisableness of attempting to adapt the Thadavalasa ghât to cart traffic, an opinion in which the Government in this department still concur. It is to be regretted that large sums have, since the date of that order, been uselessly spent in attempting to make the line more than a pack-bullock ghât. Orders will now issue to prevent further outlay with such object.

(True Extract.)

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

To the Superintending Engineer, I Circle.
" Financial Department.
" Political "

Exd. E. Fernandez.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated March, 20th.

Recd.

Encl.

G.O., 20th March 1884, No. 757 W.

MARCH.

Potinghy Ghat

Passing orders on notes of an inspection
of the — made by the Superintending
Engineer, I Circle.

Inspection Notes
Potinghy Ghat-
16th - 21st January 1884.

* Sent herewith for ready
reference (to be returned).

No. 381 Cap 16th Feb 1884

1. The division of the
Ghat into sections remains
the same as noted in my
last Inspection Notes of
the work, 12th to 16th January
1883, and the work is now
so far advanced that
these Notes will deal with
it only section by section,
instead of as previously,
mile by mile.

2. The 1st & 2nd Sections,
which are still under
Overseer Mr. J. J. Russell,
are finished except the
construction of the extra
tunnels sanctioned in G.O.
No. 3255 of 16 Nov. 1883
and the fixing of mile
& furlong stones; these
works especially the tunnels
should be carried out
at once, or they will cause
delay in the opening of
the Ghat. The road &
all works connected with
it have stood the rains
well & the maintenance

is being well attended to - there seems however a tendency to repair ruts & holes in the road surface with gravel or earth only instead of with "metal" slightly "blinded" -

(3) rd Section - This has been for the last 7 or 8 months under the direct supervision of Sergeant A. Temple Supervisor with temporary Overseer Paul under him. There remained much to do when last inspected but now excepting a little side & drain & making up of edge bank where no re-treatment & parapet - the work is completed & has been very neatly finished off -

(4) th Section - This has remained under the immediate supervision of Sergeant J. E. Patton Supervisor with temporary Overseer Sundaram Pillay under him. Excepting the metalling and gravelling, the work in this Section has been

Satisfactory

Metals should undoubtedly be used in all such repairs. Earth is worse than useless

Very satisfactory

12
almost completed and has been well done - Only about $\frac{1}{4}$ mile has been metalled and gravelled but about half the total quantity of metal required for the section has been collected & the collection of the remainder is said to be in rapid progress.

(5) th Section - This also has remained under Sergeant Patton who has for the last few months had under him Temporary Overseer J. Subbroya Moodilian. The work, except some of the side drains & the metalling & gravelling, is done, metal spread for about 7 furlongs and about $\frac{2}{3}$ of the total quantity of metal required is collected & the rest it is said will soon be ready -

(6) It will thus be seen that there remain no more difficulties & but little work to complete the whole of the Roadway and there is every prospect of the Ghat being declared open to general traffic (already special bandies are often

allowed to traverse it) throughout its entire length by the end of this official year, as anticipated in last Inspection Notes.

The character of the work is excellent and reflects credit on all engaged on it. A list of the officers and Upper Subordinates who have since 1880, when the work was taken vigorously in hand, been employed on it is appended.

As regards the "Buildings" connected with the Ghat but little progress has been made with them. The "Choultry at Sunki" is not yet roofed. The Bungalow at Pottinghi is up to only about 3' above basement and the permanent "Lines for Coolies" have not yet been commenced. The Assistant Engineer has been urged to push on with the Choultry and the Bungalow with all possible speed & certain instructions with reference to improvements in the style of work and

Satisfactory

Very Satisfactory

+ will follow

additions to cut houses of the latter have been given to him. As regards the coolies' lines Mr. Clerk is very strongly of opinion that it will be better not to build the costly structures sanctioned but to substitute for them well constructed huts of "wattle & daub" with good jungle wood posts and thatched roof because (a) the coolies themselves much prefer them. (b) they can be kept more weather tight than the tiled roof structures where the tiles are so poor as are those which alone can be obtained here. (c) they could be more easily & promptly repaired, for all tiles have to be brought up from the plains. (d) they will not only cost less at first, but as jungle wood, bamboo, & grass are obtainable at little cost near at hand, they will cost less for maintenance than the tiled buildings. I agree with Mr. Clerk & have ordered the commencement

The suggestion is approved and the lines may be built of "wattle & daub"

of the Lines to be deferred till the Chief Engineer's orders, which are now solicited, are received on the subject.

(9) As regards the probable actual cost of the work as compared with the sanctioned estimate it now appears that there will be excesses under the following heads.

(a) "Earthwork" the quantity absolutely done to end of November (December's accounts were not made up) was in excess of estimate by 677,858 cubic ft. and it is anticipated that this will be raised by the time the work is completed to a total excess of 753,211 cft. This is not quite 10% on the total estimate for such work but it is no less than 44% on the estimated amount of such work remaining to be done as arrived at from actual measurements after end of last January

151/9
This is not satisfactory & implies carelessness & more measuring on the part of the Subordinates & insufficient check by the Engineers

accepted

and then entered in the revised estimate, there has been since then but little alteration of trace or change of gradient & this very large difference could not have occurred if the measurements of work remaining to be done had been carried out as carefully as they should have been. The total money excess on this item will it is expected be about Rs. 6,500.

(b) "Removing stone with blasting" on this there has been not an excess in quantity but in rate which up to end of November has amounted to Rs. 3046 and is expected by completion of work to amount to Rs. 8900. the final rate coming out Rs. 10-13-6 per 100 cft. instead of Rupees 9-15-11 per 100 cft.

This is fairly attributable to the extra cost due to the finishing off work, especially forming side & drains in rock being needed

more expensive than
had been anticipated
from the previous cost
of such work in masses.

(c) "Rough Stone revetment
& parapet". The quantity
of this has been exceeded
and the total excess it is
anticipated will be about
125,500 cft which amounts
to nearly 20% over what was
given as remaining to be
done a year ago, but the
rate has come out less
so that the excess in cost
it is believed will on this
item be only about Rs. 1,100.

(d) "Gravelling". This item
has been already consi-
derably exceeded in quan-
tity & it is now expected
that the total excess in
quantity will be about
75,000 cft, & in cost Rs. 1,200,
the rate being less by some
3 annas per 100 cft than
the estimated rate.

The large excess in quantity
is due partly to a consi-
derable length of the gravel-
ling having been already
done

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8

done 3" thick before the
Chief Engineer reduced
the estimate to 1" thick (see
his Memo with P.M.G. 1967
13-7-83) & partly to the fact
that even since then more
than 1" has been spread
because, the Assistant
Engineer says, 1" has not
been found enough to effi-
ciently "blind" the metalling.
I have drawn his attention
to the inadvisability of
spreading a greater thick-
ness of this material, which
is in many places little
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than is absolutely neces-
sary to enable bullock draw-
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(e) "Petty Supervision".
The excess on this to end of
November was Rs. 2,359 and
it is expected that the total
excess will be about Rs. 2,900
this is no less than 120 per
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that was in January last
expected ^{would} be required.

for the work then remain-
ing to be done, but that
amount was calculated
at the rate of only $2\frac{1}{2}\%$ on
the estimated cost of "work"
then to be done & this was
doubtless too little for such
work. It appears to me
also that some charges,
such as pay of "Komaties"
to retail supplies to work
people at the various Camps,
which should have been
charged to "Contingencies"
have been charged to this
Sub head.

Explanation accepted

(10) The total of the excesses
anticipated on the above
sub heads is thus Rs 20,600
but as set off against
this there will probably be
savings on the Sub heads
of "Repairs to monsoon da-
mages", "Medical Stores"
& "Contingencies" which
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the saving due to the sub-
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style of Coolies lines for
the expensive one sanc-
tioned, as above recom-
mended, the total excess
on the sanctioned estimate
will be insignificant.

undoubtedly

This is heavy

126
(11) The Maintenance of the
Work, after it is opened
will require careful atten-
tion. For the first year
or two the cost of this can-
not best be high; the me-
talling till it is consolidated
by traffic will work into
ruts & ridges. There will
be occasional slips of the
scarped sides above the
road. Side drains & culverts
will here & there prove of
insufficient size & so on.
After considering the matter
with the Assistant Engineer
I am of opinion that at least
20 Cys of metal should be
kept up in reserve at every
furlong - that permanent
mile coolies at the rate of
about 4 a mile should
be employed, with say
5 Head Coolies for the whole
length of Road, & that for
the first year at all events
not less than Rs 500 a mile
for "maintenance" will be
required.

(12) For the Supervision of the
maintenance I recom-
mend that there be a
Road Superintendent on
Rs 75 a month all told,

who shall live at Roda-
valsa - or Sunki - or Ralli-
Gedde and that he shall
work under an Overseer
who it will be advisable
to keep at Salur where
there will be buildings
going on for him to look
after -

13. Temporary Overseer Paul
who has done good work
on the Ghât and whose
constitution is well fitted
for the climate, I would
recommend for the post
of Superintendent, and
Mr Russell would do for
the Overseer at Salur which
is a fairly healthy place -

14. Road from Potinghi to Seypoor -
the plans & estimates for this are
not yet ready as Mr Harris was
away I had not the advantage
of taking over the matter with
him but have asked Mr Clerk
to send in a preliminary re-
port on the subject as he
has been over the line &
is of opinion that beyond
Koraput the extension
northwards towards Omerkhot
is of more immediate
consequence than that to
Seypoor -

On the completion of the
road and withdrawal of the staff
this may be considered.

The proposal is approved

on privilege leave taken
on account of fever.

To be communicated
to the Financial and
Political Departments
with reference to para
3 of G. O. No. 1857 W
dated 5th August 1880.

W.
5-12-84
Colonel R.E.

Ch. Engr P.W. Dept.

15. Tadivalsa Ghât.

I was again unable to
go & see this - but I believe
a large amount of money,
chiefly from Seypoor Agency
funds, has been spent on
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make it a good Ghât for
wheeled traffic, notwith-
standing the strong opinion
expressed by General (then
Colonel) Sankey in his In-
spection Notes printed with
G. M. G. 1857-5-8-80 against
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amount of money spent
in merely improving it
as a pack-bullock line &
in doing something to the
Pauchipenta pack-bullock
Ghât, which now appears
to be utterly neglected,
would doubtless have been
better laid out.

C. Stewarts

To the Supy Engr. T. Circle
with 1 enclosure
for submission

Offr. Supy Engr. 1st Circle
Camp Patha Tekkali
31st January 1884
To the Chief Engineer
P. W. Department

From *N^o 75*
P. W. Ch. 1200
The Sup^g Engineer
1st Circle.
To,
The Chief Engineer
P. W. Department
Madras.

Dated 31st }
Recd. } January 1884

Inspection Notes -
Pottinghi Ghât -
16th - 21st January 1884.

N^o 381 Cal 16-2-83
382

Ans: 19/3/84

No. 518 V. 2

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

P. W. Department
FOR IRRIGATION.

Camp *Nettaunga*
DOWLAISHWERAM, 18th February 1884.

SIR,

Recd 26th February 84

I have the honor to forward
herewith as promised in my Inspec-
tion Notes of Pottinghi Ghât the List
of Subordinates who have been em-
ployed on that work since commence-
ment of 1880.

I have the honor to be,
Sir,
your most obedient Servant.

C. S. D. Swales
Off^g Sup^g Eng^r 1st Circle.

7K

From *W. H. 1902*

The Superintending Engineer

First Circle

To

The Chief Engineer

P. W. Department

Madras

Dated 18th

Despatched 26th

February 1884

Received 3/3/84

Enclosures. One

No. 518 v. 2

Subordinates employed
on Pottinghy Ghat since
commencement of 1880

Forwards list of —

381 C of 16-2-84

382

394. S of 28-2-84

G.O. 1803 of 18-7-76

G.O. 1857 of 5-8-80

330. C of 1-2-83

G.O. 3255 of 16-11-83

" 421 of 14/1/83

" 2803 of 7/12/83 } *Final Dept*

257
14

Ans. 19/3/84

List of Subordinates who have since commencement of 1880 been engaged on the Pottingly Chat.

Name and Rank of Subordinate.	Date of coming to the work.	Date of leaving the work.	Reason for leaving the work.	Remarks.
Conductor H. Milne, Sub Engineer 2 nd Grade.	19 th July 1880.	18		

Conductor J. Keenan Do Do 13th January 1883

Sub Conductor J. Cormac Do Do 7th May 1880

Sub Conductor J. Kelly Supervisor 2nd Grade 24th Sept: 1881

J. Tydealingam Pillay Supervisor 1st Do 12th January 1882

Sergeant A. Temple Do 19th July 1883

Temporary 19th July 1882

Still on the work

757
127
16

On sick leave for 3 months.

Still on the work

2nd September/82 Sickness.

2nd December/82 Died.

2nd May 1882. Died.

November 1882 Transferred to Mysore for charge of Police Assistant Supts Kungedow.

9th January 1881 Sickness.

List of Subordinates who have since commencement of 1880 been engaged on the Pottingly Ghat.

Name and Rank of Subordinate.	Date of coming to the work.	Date of leaving the work.	Reason for leaving the work.	Remarks.
M. P. Donohoe Overseer 3 ^d Grade	1 st August 1881	September 1880	Was specially sent by the Chief Engineer for a short time to give instructions on the use of Dynamite.	25/1 ✓
N. Murgesa Moodalliar Do	13 th December 1881			25/1 ✓
M. J. Gibbs Overseer 2 ^d Grade	27 th February 1882			
J. Kristnarow Do 1 st Do	29 th July 1882			
M. C. R. Sundaram Pillay Do 3 ^d Do	24 th July 1882			
M. J. Paul Do Do	1 st March 1882			
J. Subroya Moodalliar Do Do	22 nd June 1882			

September 1880 Was specially sent by the Chief Engineer for a short time to give instructions on the use of Dynamite.

May 1883 Sickness.

September 1881 Obtained privilege leave for 3 months from 1st September 1881 on account of sickness and while on leave was posted for special duty under Mr. Kordmann.

April 1882 Sickness.

January 1883 Do

Still in the work

Camp Russelkonda
17th February 1884

List of Subordinates who have since commencement of 1880 been engaged on the Pottingly Ghat.

Name and Rank of Subordinate.	Date of coming to the work.	Date of leaving the work.	Reason for leaving the work.	Remarks.
James I. Richardson Overseer 1 st Grade	19 th July 1883	December 1881	Transferred to Ganjam Division	57
Acting Bombardier A. Donaghue Overseer. Do.	19 th July 1883	April 1882	Posted to charge of works at Par-natipier.	57 17
Mr. J. J. Russell Overseer 1 st Grade (Temporary) Do.	24 th November 1881	8 th April 1882	Died.	
Mr. P. Whitbread Overseer 1 st Grade.	10 th December 1880	19 th Nov ^r 1883	Services dispensed with being no longer fit for employment on the Ghat on account of sickness.	
Mr. E. L. Rebris, Do. 2 nd Do.	1 st October 1881		Still on the work.	
Mr. J. I. Kelly Do. Do.	7 th April 1882			
Mr. C. H. Marrow Do. Do.	17 th June 1882			
Mr. S. B. D. Rebellie Do. 3 rd Do.	20 th August 1880			

C. Swait
Off^r Sup^r Engineer 1st Circle.

Building Dept.
C. 10/11
25/18
P. M. Department
Proceedings of the Madras Government
under date the
Read the following—

From the Suptg. Engineer

I. Circle H.E. No. C 15 of 31st January/14

Do " " 518 VZ of 18th Feb'y/14.

12

The ^{first} earlier paper

recorded above contains
notes of an Inspection
of the ^{Potting} ~~Potting~~ shaft
made by the Suptg. Engr.
in January last. It is
expected that the shaft,
already used to some
extent by carts, will
be declared open to
= ment in other places

general traffic throughout
its entire length by
the end of the official
year, when the establish-
ment hitherto employed
on construction can be
dispersed.

2. The maintenance
of the road will however
require careful attention,
as pointed out by the
Suptg. Engr.; ^{whose} ~~and his~~
proposals with this view
are approved, as well
as those for shelter of
the maintenance esta-
blishment.

3. The Government
have much pleasure in

recording their approval
of the excellent service
rendered, under adverse
conditions of no ordi-
nary nature, by the
officers and subordinates
employed on the work,
the successful completion
of which is regarded
with satisfaction. The
names of the subordinates
engaged on the work
during the past ^{four} years
are recorded with these
Proceedings. Those not
on the permanent esta-
blishment should
receive suitable employ-
ment in other places

757
1819
18

where their services can
be utilised.

4. The Government
hope to receive at an early
date the estimates for
the road northward from
Kotingi, referred to by the
Suptg. Engineer in para 4
of his Inspection notes.

5. Para 15 will be
communicated to the
Financial and Political
Departments, with reference
to para 3 of G.O. 1857. W of
5th August 1880. Attention
is drawn to paras 36-44
of General Sankey's note
recorded with those
Proceedings and to the

16
opinion therein expres-
- sed as to the unadvi-
- : sableness
- : sability of attempting
to adapt the Shadavala-
- sa ghāt to cart traffic,
an opinion in which
the Government in this
Department still concur.
It is to be regretted
that large sums have,
since the date of that
order, in the P. W. Dept.
been uselessly spent in
attempting to make the
line more than a pack-

bullock ghāt. Orders
will now issue to prevent
further outlay with such
object.

S. E. I. Circle ✓
Encl. Sept. ✓
Political. Sept. ✓
(The Chief Secretary for
Counterinitials)

W 15/3/84 5.3-84

4.6.14v

1200

Govt. of Madras.

PUBLIC WORKS.

(21)

~~Wyl.~~
~~Paint~~
~~1/5/81~~

G.O. 20 March 1884 No. 7574.

~~P. Singh Ghat~~

P. Singh Ghat

Passing order on
notes of an inspection
of the — made by
the Ch. I Civil.

55

11

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not
4/50
mop