

- (1) பக்கங்களின் எண்ணிக்கை 20
 (2) புதுக்கித் திருப்பிய நாள் Dec 29
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் low

தமிழ்நாடு ஆவணக் காப்பகம்.

(46)

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	3236	அச்சகம் பலவகை
நாள் :	15-11-1889	1987

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

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10. Sheets

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From C. A. PATERSON, Esq., General Manager, Glenrock Company (Limited), to the Chief Engineer, Public Works Department, dated Pundalur, South-east Wynaad, 13th October 1888.

I have the honor to forward a petition from the inhabitants of the Devála and Pundalur districts, which I trust will have your immediate attention. Any assistance we can from our local knowledge give you is at your service.

ENCLOSURE.

From the Manager, New South-east Wynaad Estates Company (Limited) and others, inhabitants of Devála and Pundalur districts, to the Chief Engineer, Public Works Department, dated Pundalur, — October 1888.

We the undersigned proprietors and inhabitants of the Devála and Pundalur districts wish to bring to your notice the serious loss and inconvenience we will suffer if the scheme for the proposed new road from Sepathi bridge *via* Needle rock gap to the mango tree is carried out, and beg that, after inquiring personally into the case, you will submit this petition to Government.

2. We would point out that the saving in distance is so slightly in favor of the new trace, about $\frac{1}{4}$ mile, that this distance could easily be saved by a careful revision of the old road. Again in the new trace seven miles of entirely new road would have to be cut, and at least two costly bridges would have to be built. The amount required for this, if spent on the existing road, would make it as good as that from Mettupálayam to Gúdálúr. We would further point out that the proposed road does not benefit a single estate or large village, but would leave out the large and thriving districts of Devála and Pundalur which contain the greater portion of the rate-payers in this part of South-east Wynaad. If the proposed trace is taken, the present road from Sepathi to Pundalur would become a second-class district road and would not be kept in condition to carry a very heavy grain traffic and other requirements of the numerous estates, and especially would not be suited for the carriage of the heavy machinery required by the various gold mines which *all* lie in this district. It would also leave out the two prosperous villages of Devalá and Pundalur.

3. If the new trace be adopted, the four miles from Sepathi to Nadghani junction would still have to be kept up in first-class order; if not, it would practically close the Karkúr ghát as one of the outlets for our crops, while if it were kept up it would increase by four miles the length of road to be maintained. On the other hand, if the old road be maintained, these four miles would form part of it and make a total of 14 miles as against 18 miles if Sepathi-Nadghani road is maintained with the new road. The chief difficulty is perhaps what is known as the Balcárres ghát, and this has been removed by a new trace which shows that a shorter road can be made at a gradient of about 1 in 40. Other steep parts could doubtless be improved.

From W. B. DEWINTON, Esq., Executive Engineer, Nilgiri Division, to the Superintending Engineer, IV Circle, dated Pundalur, 24th October 1888, No. 2867.

I have the honor to enclose a comparative statement showing the result of my call for tenders for "improvements to Vayitri-Gúdálúr road," and to recommend

that the tender of Messrs. Mitchell, Mackenzie and Co. be accepted, although it exceeds the sanctioned estimate by Rs. 37,628, for the following reasons:—

- (1) A scrutiny of Mr. Todd's estimate shows that he based his rates for the collection of metal on the assumption that he could get a cubic yard of metal broken and stacked by the roadside for Rs. 1-8-0, which is as impossible in the Wynad as it is on the Nilgiris. He also assumed that he could get 100 cubic feet of metal spread and consolidated for 12 annas, the local rate being Rs. 4 or Re. 1 per cubic yard.
- (2) Messrs. Mitchell and Mackenzie are just completing the contract for the Calicut-Vayitri road, and both from information received from the officer in charge of that work and from personal observation I can certify that they have executed that work in a thoroughly satisfactory and conscientious manner. It would, I think, be a very great misfortune and mistake if the experience gained thereon, and the skilled labor and mechanical appliances now at their disposal should not be utilized on the improvements to the Vayitri-Gúdálúr road.
- (3) I am most strongly opposed to accepting the tender of Ebrahim Sait and Co. because they have absolutely no knowledge of roadwork; they have tendered in a hap-hazard way in the hope of obtaining the contract at rates for which it is quite impossible for them to execute the work in a satisfactory manner, and I am convinced that the results of accepting their tender would be bad work, continued difficulties, the annulment of the contract and eventual loss to Government.

2. For the above reasons I strongly recommend that Messrs. Mitchell and Mackenzie's tender be accepted. I will at once proceed to revise the estimate to bring it into harmony with local rates, and in so doing I will provide for carting metal an average distance of one mile, for I believe that the average distance of $\frac{1}{2}$ mile allowed in the comparative statement will prove insufficient to get good gneiss metal at all points of the road, and I am very much opposed to the use of white quartz, which is the only metal generally available on the roadside, because experience has proved it to be about the worst possible metal for roadwork. It makes a sharp, gritty, painful road for horses and cattle when new, and soon grinds up into powder and slush under the weight of traffic. I therefore propose to use none of it if I can possibly help it.

3. I have left the bridgework of the road to form the subject of a separate contract, because I intend to recommend very shortly that the new trace sanctioned by Government from Sepathi bridge to mango tree shall be abandoned in favor of the existing road, a change which is demanded by all the planters in the district, and which will effect a material saving both on the bridgework and earthwork of the sanctioned estimate, and will somewhat increase the estimate for metal.

4. I should like to have been able to submit the revised estimate for the whole road before commencing work thereon, but it will take some time to prepare, as I wish to investigate several new traces; the improvements to the road are urgently needed, and the year's grant has to be spent; so I propose proceeding at once with that portion of the road between Gúdálúr and Sepathi bridge, about which there is no question, and trust that Government will sanction this arrangement. The revised estimate will be ready, I hope, before the end of the calendar year. It is not likely to exceed the sanctioned estimate by more than 10 per cent.

No. 489-E.W.

Submitted to the Chief Engineer, Public Works Department, for favor of orders.

2. For the reasons given by the Executive Engineer, I agree with him that it is advisable to accept the tender of Messrs. Mitchell, Mackenzie and Co. in preference

to the tender from Ebrahim Sait and Co., although the amount of the latter is Rs. 36,454 less than the amount of sanctioned estimate.

3. With regard to the proposal to change sanctioned new trace, referred to in para. 3 of the Executive Engineer's letter, this is the matter alluded to in the Chief Engineer's endorsement No. 3953 C., dated 18th instant.

COIMBATORE,
27th October 1888.

(Signed) J. W. MARTIN,
Superintending Engineer, IV Circle.

From Lieut.-Colonel A. C. SMITH, R.E., Superintending Engineer, IV Circle,
to the Chief Engineer, Public Works Department, dated Coimbatore, 11th
May 1889, No. 204-E.W.

[References—No. 88 W. of 10th January 1888, No. 3953 C. of 18th October 1888,
and No. 4318 C. of 6th November 1888.]

I have the honor to submit for sanction a revised estimate, amounting to Rs. 5,50,000, for improvements to the Vayitri-Gúdálúr road. I much regret the delay in replying to the above references; but, considering the immense amount of work (and the thorough way in which it has been done by the Executive Engineer) entailed by the complete revision of the estimate and the remeasurements, &c., along the line, the delay was unavoidable.

2. The revision has been necessitated by excesses arising from the (1) adoption of the existing line with a few small diversions; (2) omissions; and (3) insufficient provisions both in work and rate in the original estimate Rs. 4,27,200 sanctioned in G.O., No. 2412 W., dated 15th October 1885.

3. The causes of excesses over the original estimate are fully explained in the comparative statement and the letter accompanying the revised estimate. I have myself gone carefully over the whole line with the Executive Engineer and fully concur in everything he states in his exhaustive letter, and I strongly recommend the adoption of the old line (with slight diversions and reductions of steep gradients); in addition to the Executive Engineer's reasons for so doing, I would call to mind that, were the new line adopted, the District Board would have to keep up the old line throughout from Sepathi to mango tree and not only to Nadghani, otherwise the important villages of Pundalur (Post office) and Devála (Post and Telegraph office) would be quite cut off from the world, and moreover the planters for whose benefit the road is principally proposed would have to make new feeders from their estates to the new line.

4. The only item in the revised estimate which I consider require notice is the insufficient provision for superintendence, viz., $2\frac{1}{2}$ per cent. Considering the special circumstances of the work in a particularly unhealthy locality, I have increased the provision to 6 per cent. as in the case of Calicut-Vayitri road. The provision for contingencies has been reduced from $2\frac{1}{2}$ to 2 per cent.

5. The excesses over the sanctioned estimate are as follows:—

	RS.
(1) Increase in rates (<i>vide</i> paras. 17 and 18 of the Executive Engineer's letter)	66,118
(2) Increase in number of tunnels from 302 to 330 (para. 20)	12,516
(3) Lengthening existing tunnels (para. 20)	2,081
(4) Substituting expensive standard designs of iron girder bridges and the low exchange (para. 19)	78,716
(5) Cutting side drains and forming side berms (<i>vide</i> remarks in the comparative statement)	2,263
(6) Mile and furlong stones (para. 24)	2,296
(7) Demarcating stones (para. 23)	5,640
(8) Cooly lines (para. 25)	5,950
(9) Blasting (para. 26)	5,000
(10) Compensation for land (para. 22)	18,250
(11) Rest-house (para. 21)	3,003
(12) Contingencies	1,027
(13) Superintendence	18,837
Total	2,21,697

6. Against the above excesses the following savings will be effected:—

	RS.
(1) Approach to the Sholadi bridge (<i>vide</i> remarks in the comparative statement)	6,786
(2) Kanambatta bridge reduced from two spans of 20 feet into one span of 50 feet (para. 9)	1,078
(3) Certain bridges now abandoned (para. 19)	45,779
(4) Maintenance of the road (<i>vide</i> remarks in the comparative statement)	41,400
(5) Unforeseen contingencies	3,854
Total	98,897
Net excess (2,21,697—98,897) = ...	1,22,800

7. For the efficient execution of the work, I would strongly recommend that this portion of the road may be formed into a sub-division and attached to the Nilgiri division.

8. Early sanction to the revised estimate under reference is solicited in view to current year's grant, viz., Rs. 1,00,000, being laid out to the best advantage.

9. I strongly recommend that the work be given to Messrs. Mitchell and Mackenzie as the work done by them on the Calicut-Vayitri road is most thorough in every respect.

ENCLOSURE.

From W. B. DEWINTON, Esq., Executive Engineer, Nilgiri Division, to the Superintendent Engineer, IV Circle, dated Ootacamund, 30th April 1889, No. 289.

With reference to your memorandum No. 501-N.I., dated 20th October 1888, and your endorsement No. 530-N.I., dated 12th November 1888, I have the honor to submit the information and report therein called for, together with the revised estimate for the improvements to the Vayitri-Gúdálúr road.

2. I regret that there has been so much delay in the matter, but para. 2 of the Chief Engineer's memorandum No. 4318 C., dated 6th November, called for more definite information regarding the amount of the revised estimate than it was possible for me to give without careful examination and revision, so, as the information and report called for were intimately connected with the revised estimate, I thought it better to keep them until the latter was ready.

3. The accompanying comparative statement deals fully with the revised estimate and the causes of its large excess over the original estimate, sanctioned in G.O., No. 2412 W., dated 15th October 1885, so I will speak here only of Messrs. Mitchell and Mackenzie's rates and of the new trace from mango tree to Sepathi bridge.

4. With regard to the former, the annexed statement compares the rates accepted for the Calicut-Vayitri road and those now tendered for the Vayitri-Gúdálúr road, with explanations of differences. It will be seen that in every item except blasting the rates tendered for the Vayitri-Gúdálúr road are lower than those accepted for the Calicut-Vayitri road, and I think that Messrs. Mitchell and Mackenzie's rates are very fair and reasonable, and strongly recommend that their tender should be accepted.

5. With reference to the new trace from mango tree to Sepathi bridge, proposed by Mr. Todd and sanctioned by Government, and so strongly objected to by local planters and mine-owners in the petition bearing Chief Engineer's endorsement No. 3953 C., dated 18th October 1888 (herewith returned), I may as well at once say that I fully agree with the local objections to that trace.

6. The arguments for and against it may be briefly stated as follows:—

For.—The trace was proposed by Colonel (now General) Sankey, C.B., because it seemed more direct, because it avoided the steep Balcarres ghát now traversed by the existing road, and because the gradients of the existing road are frequently heavy. The answers to these points are—

(a) The saving in distance is only $\frac{1}{4}$ of a mile, the lengths of the new trace being (according to Mr. Todd's sections for I have not measured it) 13 miles and of the existing road 13 miles 4,433 feet, which latter can be reduced by at least 1,000 feet by new traces.

(b) The Balcarres ghát presents no such difficulties as the Coonoor ghát, and its steepest part can be avoided by a new trace.

(c) Out of the 13 $\frac{1}{2}$ miles of the existing road, 2 $\frac{1}{2}$ miles in the aggregate are steeper than 1 in 18, and of this 1 $\frac{1}{2}$ miles are steeper than 1 in 15, whereas the new trace is nowhere except in two short lengths steeper than 1 in 18. But 80 per cent. of the grades above 1 in 15 and 44 per cent. of those above 1 in 18 in the existing road can be eliminated by the new traces which I am going to propose and which will be found detailed further on.

Against.—(1) The saving in distance is much less than was anticipated, because of the numerous windings the new trace is obliged to make to keep its grade.

(2) It leaves out in the cold the two principal villages in this portion of the Wynaad, viz., Devála and Pundalur, round which are clustered all the mining and most of the planting interests of the district.

(3) It benefits nobody except the through traffic and this only to a small extent.

(4) Its adoption would necessitate the upkeep by Local Funds of four miles of road between Sepathi bridge and Nadghani, which is the route to the coast, *via* the Karkúr ghát, for Oucherlony valley coffee and Mysore cereals; whereas the conversion of that length into an imperial road would be a great boon to both those industries.

7. I trust that the above arguments will show that it is better to adhere to the existing road and improve it than to divert traffic from the principal centres of industry, and will lead to a reconsideration of the former decision of Government which was, I believe, based on incomplete data.

8. I will now give my proposals in detail.

Mr. Todd proposed to adhere to the existing road from Vayitri to Gúdálúr throughout, with the exception of the trace above discussed from mango tree to Sepathi bridge.

I propose to adhere to the existing road throughout, with the exception of the following lengths:—

No.	MILEAGE.		Length of existing road.		Length of trace.	Saving.
	From	To	MILES.	FT.	FEET.	
1	5-3,459	8-1,719	2	3,960	2-3,540	420
2	30-2,497	31-948	0	4,514	0-3,731	783
3	34-470	34-3,676	0	3,333	0-3,206	177

9. In trace No. 1 I propose making a detour to the right to avoid two steep hills and two very bad swamps which now annually absorb all the maintenance grant of this portion of the road without visible effect. It would be impossible either to make or maintain an efficient road over these swamps except at great expense, because it would require an extensive system of drainage, and probably deep fascine or brushwood foundations to prevent the subsidence which now goes on. The new trace presents no difficulties of any kind, crosses the Kunambatta river at a much more suitable spot for a bridge than the existing one, has a gentle grade, saves 420 feet in distance, and will be only expensive in compensation for land, because it passes through 1 $\frac{1}{2}$ miles of coffee and cinchona; but this compensation will not amount to more than Rs. 3,000, which sum is a trifle compared with the cost of maintaining the road over the swamps.

10. Trace No. 2 is intended to avoid the descent to the Caroline bridge and the steep ascent of the first portion of the mango tree hill. It will have a uniform grade of 1 in 18 and will avoid 2,588 feet of road steeper than that grade of which 1,765 is steeper than 1 in 15. It entails a heavy bank to start with and considerable cutting, but it will be a great improvement to the road. It will cost nothing in compensation for land.

11. Trace No. 3 will avoid the summit of the Balcarres ghát and save a rise and fall of 70 feet. It will have an average grade of 1 in 30 and a maximum of 1 in 23 $\frac{1}{2}$, whereas 3,003 feet of the existing road are steeper than 1 in 18, of which 2,474 are steeper than 1 in 15. It will entail considerable cutting, but no compensation for land.

12. I have also endeavoured to form a new trace in the 33rd mile coming out of Pundalur to avoid a bad zig-zag and 1,098 feet of road steeper than 1 in 18, but have been hitherto prevented by the necessity of carrying the road between the main shaft and the mill of the South-east Wynaad Estates Company's gold mine, which would mean that all quartz would have to be shot across the road. But I hope to overcome this difficulty in carrying out the work, and it will in any case cost no more than the existing line.

13. A sketch-map is annexed prepared by Mr. Todd showing his trace from mango tree to Sepathi bridge and the trace No. 1 I now propose, but it is on too small a scale to be otherwise than misleading except in showing the general direction of the roads, and I have not been able to prepare a more accurate one.

14. I have myself chained the whole length of the road from Vayitri to Gúdálúr, and taken surveys and sections of the three new traces I propose, and have had a plan prepared on a large

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Moreover, I consider that, in making the road an imperial one, Government should acquire the sole right to it and its margin. The ordinary width reserved for a road is one Gunter's chain on either side of the centre line, and that width may be reserved in this instance where the road passes through Government waste. But to do so in cultivated land would entail a large

2. In October 1888 the Superintending Engineer, IV Circle, submitted two tenders for "improvements to the Vayitri-Gudalur road" to the Chief Engineer and

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recommended that the tender of Messrs. Mitchell and Mackenzie should be accepted, but before entering into any contract the Chief Engineer considered it desirable that the rates paid to the contractors (Messrs. Mitchell and Mackenzie) on the Calicut-Vayitri road should be compared with those proposed for the Vayitri-Gúdalúr road.

3. The Superintending Engineer, IV Circle, has now forwarded a statement giving this information and also a revised estimate of Rs. 5,50,000 with a very clear and full report on the subject by the Executive Engineer, Nilgiri division.

4. The following are the main points that require consideration in the revised estimate:—

- (a) The excess of Rs. 1,22,779 (Rs. 5,50,000 — Rs. 4,27,221).
- (b) The rejection of Mr. Todd's trace from mango tree to Sepathi which was approved in G.O., No. 3109 W., of 18th December 1884, and the retention of the old trace throughout with the exception of the three small deviations described in paras. 7 to 15 of the Executive Engineer's report.

5. With regard to (a), the excess is due mainly to the following:—

(1) Increase in rates for roadwork	...	...	...	...	Rs.
(2) Increase in cost of iron bridges	...	...	...	...	66,118
					78,716

Mr. deWinton has gone most carefully into the question of rates, and after considering his report and the comparative statement referred to in para. 3 of this note, the Chief Engineer considers that the revised rates for roadwork entered in the estimate are reasonable when compared with those for work actually carried out on the Calicut-Vayitri road. The increase in the cost of the iron bridges was unavoidable so far as the ironwork was concerned, for when the original estimate was framed no information was available regarding the cost of iron bridges according to the type designs then under preparation at the India office; but probably in future it will be possible on other roads to substitute designs which will be more economical; the rise in the price of iron and the fall in exchange since 1885 have also much to do with the increase on the cost of these iron bridges, which however should, with proper attention, last for many years without requiring repairs.

With reference to (b), the arguments brought forward by the planters and other residents of the Devála and Pundalur districts for the retention of the old trace between mango tree and Sepathi are strongly supported by Mr. deWinton, and in the opinion of the Chief Engineer the line proposed by Mr. deWinton for the entire length of the road should be adopted.

6. The proposal of the Superintending Engineer to attach the road during construction to the Nilgiri division will be accepted by the Chief Engineer, and, with reference to the execution of the work, the tender of Messrs. Mitchell, Mackenzie and Co. forwarded by the Superintending Engineer with his endorsement No. 489-E.W. of 27th October 1888 will be approved, if the revised estimate be sanctioned by Government.

7. It is observed that an allotment of Rs. 1,00,000 has been made for the work in the budget for the current year, and with these remarks the revised estimate of Rs. 5,50,000 is forwarded to Government for sanction.

ORDER—dated 6th June 1889, No. 1492 W., Public Works.

The revised estimate, amounting to Rs. 5,50,000, for improvements to the road between Vayitri and Gúdalúr is sanctioned in supersession of the estimates sanctioned in the Proceedings noted in the margin.

G.O., No. 2412 W., dated 15th October 1885.
" " 311 W., " 26th January 1888.
" " 2079 W., " 10th July 1888.
the Nilgiri division for the efficient execution of the road is approved.

2. The formation of a sub-division in the Nilgiri division for the efficient execution of the road is approved.

3. The sanction accorded in para. 1 of these Proceedings has been registered as Provincial No. 17 W. of 1889-90 and classified as Communications, Original Works.

(True Extract.)

(Signed) R. B. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

To the Superintending Engineer, IV Circle, with forty-four enclosures.
" Examiner, Public Works Accounts, with the general abstract estimate.
" Chief Engineer, Public Works Department, with four enclosures.
" Local and Municipal Department.
" General Manager, Glenrock Company (Limited), Pundalur, South-east Wynaad.
" Honorary Secretary, Wynaad Planters' Association.

Exd. J. Henricus.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated June, 6th.

Recd.

Encl.

G.O., 6th June 1889, No. 1492 W.

JUNE.

Improvements to the Road
between Vayitri and Gudalur

Sanctioning a revised estimate, amounting to Rs. 5,50,000, for —, and approving the formation of a sub-division in the Nilgiri division for the efficient execution of the road.

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22ND AUGUST 1889, No. 2306 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers :—

From Colonel H. M. VIBART, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Ootacamund, 13th July 1889, No. 312-E.W.

With reference to para. 2 of G.O., No. 1492 W., of 6th June 1889, I have the honor to forward herewith a proposition statement in form No. M. 184, embodying proposals for the formation of a new sub-division in the Nilgiri division for the efficient execution of the improvements to the road between Vayitri and Gudalur.

2. I propose that the sub-division should be called Wynaad sub-division, and that it should comprise Vayitri-Gudalur road and that portion of the Calicut-Vayitri road to the foot of the Tamracheri ghât and all other works in Wynaad.

3. Mr. P. R. Allen, Assistant Engineer, at present stationed at Vayitri, should be placed in charge of the sub-division, because of his great experience in roadwork, and should have his head-quarters at Vayitri.

4. There are Government buildings at Vayitri available for the residence of the sub-divisional officer and his office. The office establishment can also find suitable accommodation at moderate rates. Moreover it is head-quarters of other Government departments. The most important point for consideration is that there is a pukka hospital at this station.

5. The disadvantages of Vayitri as head-quarters are (1) it is not central, and (2) it is a two days' post from Ootacamund, whereas Cherambâdi is only one. On the whole I consider the advantages of Vayitri outweigh its disadvantages, there being no other station on the line which could command so many conveniences.

6. The head-quarters of the overseers should be left to the discretion of the Executive Engineer and the sub-divisional officer.

7. The scale of pay proposed for the establishment is based upon that sanctioned for the late special Wynaad division and sub-division.

8. It will be necessary that the new sub-division should at least be maintained for two years from date of its formation.

9. I would propose that the cost of establishment should be met from the grant for temporary establishment.

10. The large amount, Rs. 28,041, provided in the estimate for petty supervision at 6 per cent. will be reserved for unforeseen charges, or a greater portion of it may be transferred to the head Temporary establishment.

b

ENCLOSURE.

STATEMENT of Proposition for Establishment for the formation of the new Wynaad sub-division.

ORDER SANCTIONING PRESENT ESTABLISH- MENT, GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT.				NATURE OF CHANGE.										PROPOSITION.										Remarks.
Number.		Date.		Present scale.				Proposed scale.				Permanent.				Temporary.								
				Designation.		Pay.		Designation.		Pay.		Increase per month.		Amount.		Increase per month.		Amount.						
						Minimum.	Maximum.			Average or fixed.	Number.	Minimum.	Increment.	Maximum.	Average or fixed.	Amount.	Decrease per month.	Period.	Amount.	Period.	Amount.			
Office to which the proposition refers.				Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	Number.	Designation.	Minimum.	Increment.	Maximum.	Average or fixed.	rs.	rs.	rs.	rs.	rs.	rs.			
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				1	Clerk ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
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				2	Clerks ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				1	Draftsman	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				1	Messenger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				6	Lascars	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				Total per mensem ..				..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				Total per year ..				..	..	..	..	..	..	..	..	..	..	..	..	..	..			
				Total for two years ..				..	..	..	..	..	..	..	..	..	..	..	..	..	..			
								..	..	..	..	..	..	..	..	..	..	..	..	..	..			

(Signed) H. M. VIBART, Col., R.E.,
Superintending Engineer, IV Circle.

OOTACAMUND,
13th July 1889.

From Colonel H. M. VIBART, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Ootacamund, 15th July 1889, No. 321-E.W.

Adverting to G.O., No. 1824, of 9th instant, I have the honor to state that the existing Vayitri sub-division will now be done away with and a new sub-division, called Wynaad sub-division, formed in the Nilgiri division, with reference to para. 2 of G.O., No. 1492 W., of 6th June 1889.

2. I may add that ever since the formation of the Vayitri sub-division in August 1885, the following establishment was maintained up to March 1887 and their pay debited to the head Temporary establishment:—

	RS.
Head clerk	100
Second clerk	50
1 Draftsman	80
6 Lascars, at Rs. 10 each	60

3. Since then the pay of the establishment, with the exception of draftsman who left the place, were being charged to the work establishment and the head clerk continues on Rs. 100 per mensem.

4. Even the apparent liberal scale of pay offered for Wynaad did not attract the services of efficient men for any length of time and there were many changes, with the exception of the head clerk.

5. Under these circumstances, the pay of the head clerk of the proposed new sub-division was fixed at Rs. 100 a month. Otherwise it is feared there will be constant changes which will not be conducive to the efficient management of the office in Wynaad.

From the Examiner, Public Works Accounts, dated 7th August 1889, No. 1123.

ORDER—dated 22nd August 1889, No. 2306 W., Public Works.

The arrangements proposed by the Superintending Engineer, IV Circle, for the constitution of the new Wynaad sub-division of the Nilgiri division are approved and the statement of temporary establishment submitted is sanctioned.

2. It must be understood that the rates of pay now fixed are inclusive of local allowances. As regards travelling allowances, the establishment will, with reference to para. 184 A, Public Works Code, be placed in the third and fourth classes, and will fall under the provisions of article 1259, Civil Service Regulations.

3. The proposal to place Mr. P. R. Allen, Assistant Engineer, first grade, in charge of the sub-division, is approved, and his transfer from the West Coast to the Nilgiri division will be notified in the *Fort St. George Gazette*. The overseers will be nominated by the Chief Engineer.

4. With reference to para. 10 of his letter No. 312-E.W., above recorded, the Superintending Engineer is informed that a transfer from an *estimate* to a *grant* is not practicable; he will, however, report by what sum the provision in the estimate of Rs. 28,041 for petty supervision can be reduced in consequence of the arrangements now authorised.

5. The sanction accorded in para. 1 of these Proceedings has been registered as Provincial No. 34 W. of 1889-90 and classified as Establishment, Temporary.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
,, Examiner, Public Works Accounts.

Ksd. J. Henricus.
Square Copies

GENERAL.
ESTABLISHMENT.

Govt. of {1889} Madras.
PUBLIC WORKS.

Dated August, 22nd.

Recd.

Encl.

G.O., 22nd Aug. 1889, No. 2306 W.

AUGUST.

New Wynaad Sub-Division
of the Nilgiri Division

Orders approving arrangements proposed
by the Superintending Engineer, IV Circle,
for the constitution of the — and sanctioning
certain temporary establishment required.

S. W. D.

From,

Colonel A. J. Fraser, R.E.,
Executive Engineer,
West Coast Division,

To,

The Superintending Engineer,
Fourth Circle.

Dated 29th October 1889.
No. 553.

Has the honor with pre-
ference to G.O., No. 2306W, dated
22nd August 1889, to request that
arrangements may be made to
have the grants of the undermen-
tioned works transferred to the
Nilgiri Division.

Provincial Minor Works
Communications

Improving the side drains
of the Tamaracherry Ghat of Calicut
Vayitri Road, grant — Rs 2170

Imperial

Imperial Military
Minor Works.

Purchasing and repairing
the Basel Mission property at Vayitri
now occupied by the Sergeant Ins-
tructor G. Leach, grant — ¹⁹⁷⁵Rs 941. ¹⁹⁷⁵ H/111

(sd) A. J. Fraser, Col. R.E.,
Executive Engineer.

No. 490
E.W.

Copy - Forwarded to the Chief
Engineer, P.W. Department, for favor
of compliance.

Alfred W. Hart Colonel R.E.,
Supg. Engineer, 4th circle.

copy 4/11/89
S.D.S.

3236

9

From
The Supg. Engrs.
4th Circle

Dated 4th Nov 1889
Recd 5th

Recd 8.11.89

Rs 490
S.W.

Grants.

Forwarding copy of
docket No 553 of 29.10.89
from the Executive Engrs.
West Coast District requesting
that arrangements may
be made for the transfer
of Rs 2170 to the Nilgiri District
under Provl Minor Works
Communications.

No 3236 W of 15.11.89

PROCEEDINGS OF THE MADRAS GOVERNMENT.

15-11-1889

Read the following

From the Supg
Engineers IV Circle.

No 490 W of 4th Nov 1889.

The grants for
the following works will
be transferred from the
West Coast to the Nilgiri
Division:-

Provincial
Communications
Minor Works

Improving the side drains of the
Tannascheri Shat, Calicut Vayikar road - Rs 2170

Imperial
Military
Minor Works.

Purchasing and repairing the Band
Mission property at Vayikar - 1975

To:-
The S. E. IV Circle
Examined W. A. C. C.

16/11

13.11.89
Recd 14.11.89

Cu

May

10

10492w. 6.6.87.

1306w. 22.8.87.

PROCEEDINGS OF THE MADRAS GOVT.

N 3236 w 2/15 - 11-11

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