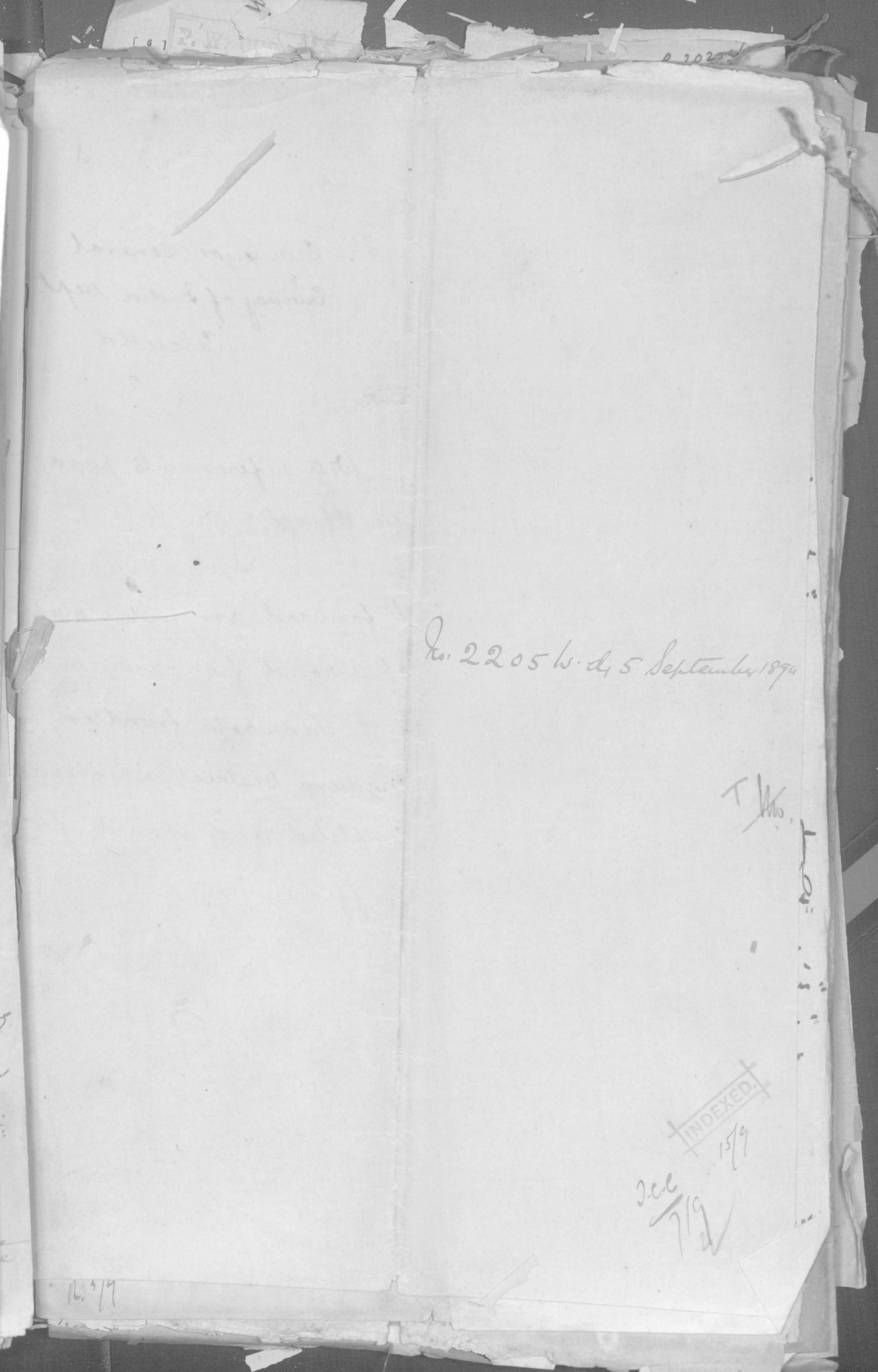




main plate



No. 2205 W. d. 5 September 1894

T. W.

INDEXED.
15/9
Dec
7/9

16.5/9

P. W. Department.

13/10/94
No. 2205 W. d. 5 September 1894

To

The Surveyor General
Survey of India Dept.
Calcutta.

Sir,

With reference to para
44, Chapter IX. Vol. I

P. W. Code, I am directed
to forward an index map
of a road from Surakud
to the Pudukota frontier,
Madura District, which was
completed and opened for
traffic in 1893.

I have & co.

DESPATCHED

-5 SEP. 94

S

W

4

COB

1/54

Cu

No. 2205 W. d. 5 September 1894

Current 6444

Not

The index map showing the
road constructed & opened
for traffic in 1893, from Surak-
kudi to Pudukota frontier
in the Madura Dist. is now
in order & may be forwarded
to the Survey of India
Dept., Calcutta.

The tracing has been
made on a scale of one
inch = 1 mile and it
shows the alignment of
the new road, position of
village sites & tanks etc.

A note has also been
made to say that the in-
formation has been de-
rived from "original" (or
actual) survey.

Thos

24.9.94

Government of Madras.

1894.

P. W DEPARTMENT.

CURRENT No. 6444

DISPOSAL.

No. dated

From

The Local & Municipal Dept.

ENCLOS. ^x /

No. 729

(Plan)

Dated 27. 8. 94

Received 28. 8. 94

SUBJECT.

Index map: Transferring
letter from the President,
District Board, Madurai
submitting a fresh —
of the road from Surakudi
to Oudukota frontier.

R. W. CURRENT No. 644

Decorative Municipal

OFFICE No. 23522

From

The President D. S. S.
Graduate

Enclosure 1

729

Transferred to the Public

Works Department.

No 93

Dated 15th August 1894

17 AUG. 94

Recd. 28. 8. 94
Encl. 1/11/11

Francis
M. S. P.

Acq. des. Land Survey.

1894

Fort Saint George,
27th August 1894

Submitting, with reference
to the L. O. quoted, a fresh
index map of the road from
Sakakudi to Pudukkottai frontier

To the Public Works Department.

With endorsement

23/8

No 93

Surat Board office
15th August 1894

From L. C. Miller Esquire,
President, District Board,
Madras.

To The Chief Secretary to Govt.
Local and Municipal Dept.
Madras.

Sir

In reference to G. O. No. 1272 of 12.7.94,
I have the honor to submit herewith a
fresh index map of the road from
Sarakudi to Padukota frontier, reported
by the District Board Engineer to have
been drawn from the original survey.

I have the honor to be
Sir
Your most obedient servant.

Minirasan
For President.

No. 4-55
20-8-95

Proc. G. O. No. 2248

Communicated to the
Board of Revenue for the
issue of the necessary
instructions on page 3
of the above G. O.

30. May/84

By the Board of Revenue
Sec. 3. 6. 84

Revenue (1894) Dept.
No. 3220
IRRIGATION.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated May, 3rd.

Recd. 19 May 1884 Encl.

G.O., 3rd May 1884, No. 451 I.

Min. G.O. 30. May 1884 No. 2248

MAY.

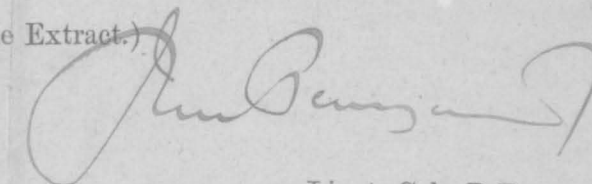
Dasabandam Tanks

Issuing instructions as regards the repair
and maintenance of — and the classification
of such of them as irrigate 200 acres and
upwards.

With an order

4. As dasabandam tanks are not in any sense private works, all those irrigating 200 acres and upwards should be included in the lists of Imperial works referred to in G.O., No. 284 L., dated 5th May 1880.

(True Extract.)



Lieut.-Col., R.E.,
for Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To Superintending Engineers.
To the Chief Engineer for Irrigation.
„ Examiner, Public Works Accounts.
„ Revenue Department.

20 Exd. E. Fernandez.
Spare Copies

3RD MAY 1884, No. 451 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following letter from Lieut.-Colonel H. M. VIBART, R.E., Officiating Superintending Engineer, III Circle, to the Chief Engineer for Irrigation, dated Bellary, 27th March 1884, No. 3430 :—

I have the honor to request you will be so good as to let me know whether it is the duty of the officers of this department to bring to the notice of the officers of the Revenue Department the insecure or neglected condition of dasabandam tanks irrigating more than 200 acres.

2. This question has arisen with regard to a dasabandam tank, irrigating lands aggregating 290 acres in Pansulammarri and Errasanipalli, in the Madanapalle taluk. The Executive Engineer informed the Sub-Collector that it is not an Imperial work ; but the Collector and Sub-Collector are of opinion that the same principle should hold good in regard to the supervision of such tanks as holds in the case of repair of tanks which are not dasabandam, and the Collector has asked me to have the question decided.

3. It appears to me that, as tanks of this description are not included in the list of Imperial irrigation works, they should be left in charge of the Revenue Department.

“Dasabandam” means an inam of land (generally one-fourth of that irrigated) given by native rulers to any individual who constructed a tank, on condition of his keeping the tank in proper state of repair.

ORDER—dated 3rd May 1884, No. 451 I., Public Works.

The Government are of opinion that while, as ruled in G.O., No. 1300, dated 24th May 1876, Dasabandamdars cannot be required to carry out “special improvements” to their tanks at their own expense, they should be held liable to maintain them in a proper state of repair.

2. The duty of enforcing this obligation will of course devolve upon the Collector of the district, and it will be the duty of the Public Works Department to move that officer to enforce the obligation in the case of any dasabandam tank irrigating more than 200 acres that requires repair the nature of which should be specified.

3. Orders will issue in the Revenue Department that on the receipt of such an application from the Public Works Department, in respect of a dasabandam tank under their charge, the Collector shall proceed to enforce the obligation by fixing a reasonable time within which the repairs specified should be carried out, failing which the inam should be fully assessed.

Asphalitos flooring.

Materials	13 carts asphalitos at 5/8/o	=	71 - 8 - 0	
	Railway carriage from Bangalore	=	10 - 0 - 0	
	$\frac{3}{4}$ viss gingelly oil at o/9/o	=	0 - 6 - 9	
	$\frac{1}{2}$ ton Casuarina wood 10/o/o	=	5 - 0 - 0	86 14 9
Labour	4 Bricklayers at o/7/o	=	1 - 12 - 0	
	6 $\frac{1}{2}$ men coolies at /6/o	=	2 - 7 - 0	
	2 Do Do at o/5/o	=	0 - 10 - 0	
	2 Women at o/2/3	=	0 - 4 - 0	5 - 1 - 6
Cost of 2.0 squares Rs.				= 106 - 8 - 11
For one square				= 39 - 7 - 6
Do minus Railway carriage				
for Asphalitos				35 - 12 - 3

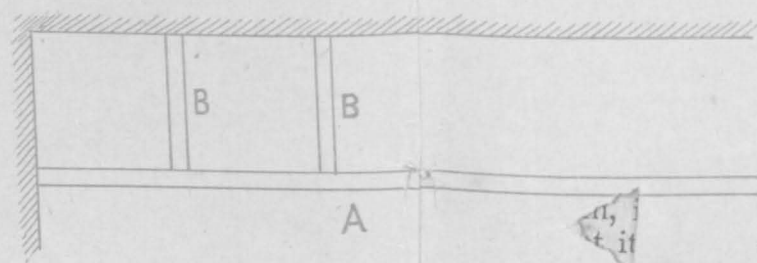
(Signed) R. F. Chisholm.

Chsg. Architect to Government.

The method of preparing and laying the Asphalitos

The preparation was melted in iron caldrons, 3lbs of sifted sand being added to about every 10 lbs of Asphalitos and thoroughly mixed by constant stirring. The floor was laid in 2 feet squares half an inch thick. It cannot be laid in larger squares as the composition sets immediately, it would be better to lay it in 12 or 18 inches squares.

A long bar of wood about 1 inches wide and $\frac{1}{2}$ an inch thick is laid across the room.



small battens are laid across and the melted composition poured in and smoothened with towels smeared with oil, the battens are shifted until the line is completed and another line commenced.

The area of the space covered was 2.70 squares.

The details of cost areas follows:-

Concrete bed 3 inches thick.

Materials	4 carts broken bricks at	/5/0	=	1-4-0	
	4 " carriage of Do at	/6/6	=	1-10-0	
	12 parabs Burnt shells at	0/8/0	=	6-0-0	
	Carriage of Do		=	0-6-6	9-4-6
Labour	3 Bricklayers at	0/0	=	1-5-0	
	4 $\frac{1}{2}$ men coolies at	0/0	=	1-2-0	
	11 Women at	0/6	=	1-11-6	
	6 $\frac{1}{2}$ Do at	0/3	=	0-14-8	
	1 $\frac{1}{2}$ Boys at	0/0	=	0-3-0	5-4-2

The foregoing report is circulated to Superintending Engineers for information.

(By Order)

W. Fraser Lt. Col. R. E.

For Dy. Chief Engineer P. W. D.

To

The Suptg. Engineers
" Consig. Archt to Govt.

Public Works Department.

No. 1519 C dated 18th. September 1885.

M E M O R A N D U M.

Letter from the Consulting Architect to Government No. 850
dated 7th. September 1885.

I have the honor to report in accordance with the instructions contained in Memorandum No. 474 C dated the 9th March 1885 the following result of a trial of "Asphalitos".

Mr. Ross the patentee came to Madras on the 4th. of May last and laid 270 square feet on the floor of the staircase well at the west entrance of the Revenue Survey Office.

The method of preparing and laying the asphalitos will be found appended.

Asphalitos when finished presents the appearance of asphalte rather roughly laid in squares and by reason of the lines might be at first mistaken for black stone flooring.

It is a much harder material than asphalte and although ordinary furniture does not produce an indent I think very heavy weights on small areas might leave a mark. For ordinary wear and tear its hardness is perfectly satisfactory.

The cost of the experimental piece as compared with ordinary asphalte is as follows:-

Asphalitos per square	35 8 0
Asphalte	21 8 0

I have &c.

(Signed) R.F. Chisholm.

Consgr. Archt. to Govt.

The