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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	1709-A	Press
B.P. No.		Mis.
Dated	12 May	1877 197

Not to be folded or roughly handled

1709-A

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

12th May 1877, No. 1,709-A.

Famine Relief

Read the following paper:—

No. 258-A. From Colonel W. S. DREVER, Commissioner of Police, Madras, to
J. H. GARSTIN, Esq., Additional Secretary to Government, Revenue
Department, dated 3rd May 1877, No. 87.

I HAVE just completed a careful personal inspection of the paupers in the relief-camps under my charge, and have come to the conclusion that, irrespective of those now on work as per margin, there are not less than 5,000 more men, women, and children, fit to work.

Red Hills	1,000
Munalay	1,000
Chepauk	1,000

2. I have given a good deal of attention to the subject as to how their labor could best be utilised, and it appears to me the project below detailed is one which would confer lasting benefit on the town, and might readily be put into immediate operation.

3. All gravel for Municipal town roads is now brought in from Polal, via Perambore or Voysarpady. Such of it as is intended for the roads in the northern district of the town turns off at the Basin bridge, and is carted to its destination through Royapuram and Tondiarpett.

4. What I propose is to run a short line of new road from the 6th mile stone on the Nellore trunk road to Codangoor, and complete the old line thence to the Munalay bridge and on through Tondiarpett. This would save a circuit of from 3 to 4 miles, as will be seen from the accompanying plans and survey.

5. The estimate shows that the cost of this new road* would be Rupees 4,250 as per abstract "A to B." Three culverts only are requisite at a charge of Rupees 250 each; the remaining work being purely levelling and metalling. Were this short section completed, the present old road to Munalay bridge from Codangoor could be restored, the metal requisite being hauled in by the coolies from Polal.

6. Irrespective of the able-bodied coolies now on the Municipal Water Works from the Red Hills camp, there will be at least 1,500 more available there for digging gravel and carting it to the 6th mile stone. The paupers from the Yedda-cancherry camp could readily work on from the 6th mile stone to Codangoor and those at Munalay and Tondiarpett camps could be employed on the rest of the line.

Revenue Department, 12th May 1877, No. 1,709-A.

7. I am strongly of opinion that it is in every way desirable, if not essential, to put these people on to work; they can then earn their living and cook for themselves. I believe their physique would improve, while their demoralisation under existing conditions would certainly lessen if not cease. Even supposing the work useless, their wages would be less than the cost of their feeding in camp; but there is no reason why their work should not give some return for the outlay, and were this project completed, it would, I am confident, be of great public utility. There are no metalled roads worth mentioning in the northern section of the town, and there never will be any until a new and shorter line of access for the requisite material becomes available.

8. When the Adyar Junction Canal shall have been completed and the Cooum deepened, the gravel might be hauled from Polal to Munalay in hand-carts constructed for the purpose; these run on to flat-bottomed barges and poled down to the nearest point requisite. When emptied of gravel, these carts could be re-filled with street sweepings and returned by water in the same way to the sewage dépôt at Munalay emptied, and thence sent on to Polal for road material, thus reducing, if not entirely stopping, the inconveniences now attending the removal of a large proportion of the street garbage through the City. Such closed hand-carts can be readily made. I shall shortly forward a model for inspection. Those who have in these days seen three or four coolies drag and push an open country hand-cart with 25 to 30 bags of rice from the beach to the Salt Cotours need scarcely be told that two men with half that weight in a properly-balanced cart would run away with it.

The present Municipal rubbish carts with a pair of bullocks and two coolies do not carry half the dead weight put into these grain hand-carts, or really perform as much work as reduced Municipal establishments might accomplish if this road were constructed and these suggestions adopted.

9. I enclose an estimate and chain survey made under my orders of the proposed road AB to Cooum, and a Revenue Survey Map for reference, which latter I request may be obligingly returned as soon as practicable. 3,000 men on this work should finish it in four months; and if our distress is not then over, they could be well employed in storing up gravel from Polal by the way-side.

No. 258-B.

ORDER THEREON, 12th May 1877, No. 1,709-A.

Miscellaneous.

The Governor in Council is not prepared to sanction the immediate adoption of Colonel Drever's suggestion regarding the formation of a new road from the sixth mile-stone on the Nellore road to an old track now leading to the Mannalai bridge and Tondiarpettah.

2. All the paupers at all the relief-camps, who are now able to work, should certainly be made to do so; but His Grace in Council is of opinion that there are other works within a reasonable distance and of a more urgent character on which the laborers should be first employed. These are—

1st.—The earth-work traverses connected with the new Gunpowder Factory buildings.

2nd.—The cleansing of Cochrane's Canal north of the General Hospital bridge.

3rd.—The deepening of the Cooum in certain shallow spots, such as the shoal above the Government House bridge.

3. His Grace in Council is very desirous that these works should be put in hand at once, and Colonel Drever will place himself in immediate communication with the Ordnance Department, the President of the Municipal Commission, and other authorities concerned with this object, and will re-organise his camps in the manner most suitable for its attainment.

Revenue Department, 12th May 1877, No. 1,709-A.

4. Orders will be issued in the Public Works Department to the Superintending Engineer of Chingleput and the Presidency Engineer to give whatever assistance may be required of them for the purpose.

(True Extract.)

(Signed) J. H. GARSTIN,
Additional Secretary to Government.

To the Commissioner of Police, Madras.
„ the Public Works Department.
„ the Board of Revenue.
„ the President, Municipal Commission, Madras.
„ the Survey Commissioner.
„ the Inspector-General of Ordnance and Magazines.
„ the Financial Department.

Exd. F. R. Bantleman.

N. 67

Police Commissioner
Madras 3rd May 1877

From

The Commissioner of Police,
Madras.

To The Additional Secretary
to Government,
Fort St George.

Sir,

I have just completed a careful personal inspection of the Paupers in the Relief Camps under my charge and have come to the conclusion that irrespective of those now on work, as

Red Hills 1000 per margin, there are
Munialay 1000.
Chapant 1000 not less than 5000 more
men, women and children, fit to work -

2 I have given a good deal

6301. of 1877
REVENUE
Zea COMMISSIONER of POLICE
MADRAS
Dated May 12th
G.O. 1304 dated 1877, No. 11004
MAY
No. 205, 1-2003
PAID BY THE 110714

deal of attention to the subject as to how their labor could best be utilized, and it appears to me the project below detailed is one which would confer lasting benefit on the Town and might readily be put into immediate operation.

3. All gravel for the Municipal Town Roads is now brought in from Palah, via Perambore or Vengalpaty, such of it as is intended for the Roads in the Northern District of the Town, turns off at the Busin Bridge and is carted to its destination through Rayapuram and

and Tondiarpett. 32093
4. What I propose is to run a short line of new road from the 6th Mile Stone on the Kallare Trunk Road, to Chingoor, and complete the old line thence to the Murabay Bridge and on through Tondiarpett. This would save a circuit of from 3 to 4 miles, as will be seen from the accompanying Plans and Surveys.
5. The estimate shows that the cost of this new road would be Rs. 4250 as per Abstract - 18 to 18". Three culverts only are requisite at a charge of Rs. 250 each - the remaining work being purely levelling and cutting.

* $\frac{3}{4}$ of a mile in length

Mettaling. Were this
a short section completed
to the present old road
to Munnary Bridge
from Codanjoor could
be restored, the material
being hauled
in by the coolies from
Palah.

6. Inspection of the able-
bodied coolies now on the
Municipal Water Works,
from the Red Hills
Camp, there will be
least 1500 more avail-
able there for digging
gravel and cutting it
to the 6th mile stone.
The Paupers from the
Ayedassanahy Camp
could readily work
on from the 6th mile
stone to Codanjoor and

3 1709
and those at Munnary
and Bondarpatt Camps
could be employed on
the rest of the line.

7. I am strongly of
opinion that it is in
every way desirable if
not essential to put
these people on to work,
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themselves. I believe
their physique would
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dehumanization under
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if not cease. Even sup-
posing the work useless
their wages would be less
than the cost of their
feeding in Camp but
there is no reason why
their

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give some return for
the outlay and were
this project completed
it would, I am confi-
dent, be of great public
utility. There are no
metalled Roads worth
mentioning in the
Northern Section of
the Town and there
never will be any
until a new and
shorter line of access
for the requisite mate-
rial becomes available.
When the Adyar
junction Canal shall
have been completed
and the Canal deep-
ened, the gravel might
be hauled from Poll
to Munnabai in hand
carts constructed for
the

the purpose, these run on
to flat bottomed barges
and poled down to the
nearest point requisite.
When emptied of gravel
these carts could be
refilled with street
sweepings and returned
by water in the same
way to the Sewage Depot
at Munnabai - and
thence sent on to Poll
for road material thus
reducing if not entirely
stopping the inconve-
nience now attending
the removal of a large
proportion of the street
garbage through the
city. Such closed
hand carts can be
readily made. I shall
shortly forward a
model for inspection.
These

I think would be better
than to have in these
large teams three or four
coolies drag and push
an open country hand
cart with 25 to 30 bags
of Rice from the Bedah
to the Salt Cans. It need
scarcely be told that
two men with half
that weight in a
properly balanced cart
would run away with
it.

The present Municipal
Public carts with a
pair of Bullocks and
2 coolies do not carry
half the load weight
put into these open
hand carts, or really
perform as much work
as reduced Municipal
establishments might
accomplish if this road
were

were constructed and
these suggestions adopted.
I enclose an estimate
and chain survey made
under my orders of the
proposed Road A. B. to
Changoor, and a Re-
venue Survey Map for
reference, which latter
I request may be
obligingly returned
as soon as practicable.

3000 men on this work
should finish it in 4
months and if our
distress is not then
over, they could be well
employed in storing
up gravel from the
by the way side.

Those who have in these
days seen three or four
coolies drag and push
an open country hand
cart with 25 to 30 Bags
of Rice from the Beach
to the Salt Cans need
scarcely be told that
two men with half
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should finish it in 4
months and if our
distress is not then
over, they could be well
employed in storing
up gravel from the
by the way side.

I have the honor to be,

Sir,

Your most obed^t serv^t

W. Brewer

Commissioner of Police.

17-98
8

54-55-77 (B)-55-77

78.3236

Just death

in the $\frac{4}{3}$ beam

✓

ed on the
day.

Pier

None of

Errol

5-5-98-5-3-2

Qd 12 May 17 No 1709

the city -
The alternative of allowing them to put
+ camp. themselves near the work is undesirable
unless perhaps at the Powderfactory
works.

Col. Drown proposed to keep them in
camp. if he made the road I think
I think I would follow same plan going
their camp diet & some very small work. In
the work as work alone with probably others
the camp.

9/5

Just clear

on the 3rd Jan

that on the
10 day.

officer

18

1709

COMMISSIONER'S OFFICE
MADRAS POLICE.

24. 5. 187

1709

you - if found

Refce

finds

Mullen Mr. Carmichael

With your kind
show the Road etc. wh

Obtained from
Rev. J. H. B. B. B.
on 25/5

accompanied my letter
proposing the construction
of the road for the 6th
while since Mullen's work
No. to Munnally Bridge
No. 67 of 3d. May.

Received
that
187

Look the plans back but
not the etc. wh. was in a brown
paper

Name of the

End of the

6-5-98-5-5

Q 12 May 177 a

Q 12 May 177 a
1709-

Just death

on the 3rd Jan

that on the
in day.

officer

18

Revenue Department
1709

Memorandum

The undersigned requests
the favor of the return of the 2 maps
which formed enclosed to the
Commissioner's letter dated 3rd May
1877 C.F. No 3236. The papers were
circulated to the members of Govt.
on 14th May 1877
but the covering letter alone without
the maps was returned to the office
on 7th May 1877
and the Honorable W. R. Hallston
has noted that the maps were not
sent to him.

Fort St. George
7th May 1877. J. H. P.
Adv^{ce} Sup. to Govt.

Name of the 2

Enrolapha

65-65-33

607 12 May 1897 No. 1709

Count

District of Cuddalore.

List showing the number of deaths from Cholera on 3rd May 1897.

Name of the Town	People		Number of deaths from Cholera.		Total
	Males	Females	Males	Females	
Cuddalore	11	13	4	8	14
		1*			
					1
					9

Number that died on the 3rd from morning till evening.

1 Reported as attached on the 1st but died on this day.

(Signed) Barlow
 4 Head Constable
 No. 703
 Station House Officer

65-1266-5-333

[Faint, illegible handwritten notes on the left page]

CHOLERA REPORT.

On H. M. Service only.
of 10-10-00

To

The Superintendent of Police,

Station House Officer.

[Handwritten notes at the bottom of the right page:]
In addition to the new
work proposed to put the
road it will join into good
in a somewhat repair as far as Tondirpet
which would save the cost of new bit of road

[Faint handwritten notes on the right margin:]
that
200
from
right
it to some
let
workmen
at the
larger
beside
the 125th
mainly
planned
a new
ing from
there
and lead
in

Col. Duran 3rd July 1777
From The Genl. Comd. 2nd 5th 8th

187

FOR ORDERS.

FOR ORDERS.

It is interesting to find that Solange, the American Indian, left the Relief Camp with advantage & got to the (A. Dwyer) reports that he has not less than 5000 people under his charge & capable of doing work beside 2000 employed at the 1st & 2nd camps near the Cheyenne & at Mammoth. He therefore submits a plan & estimate for making a new road $\frac{3}{4}$ of a mile long from the 6th ending at the Willow road to cross the road leading to the Mammoth bridge & in addition to this bit of new work proposes to spend the road it will join into good timber in a somewhat up on as far as Tonding is only road which would be

including compensation
for lands & the cost of
3 culverts. Per

say I could employ
1500 labour from the
Ras Wile, comprising
tribes to the south

The bed on the Chemie
labourer in making the
road & the double
of the day camps
labourer on the rest
of the line -

6. Accrues to it
high employment
to 3000 workers for 4

months - & important
advantage. Liked
to arise from the
construction of the road

Now are up to 5.
 1. Shall the work be done
 2. Shall it be done on
 more Col. Dr. in paper
 - 2

some thing beneath the
Municipality in east of center
of gravel -

The estimate of 4250 for
companies about 1000 for
compensation & 750 for
costs. leaving only
\$2500 for labour.

of the works available
within reasonable distance
appear to be the last work
at Jim. Gordon factory. which
are greatly needed - to
the machinery

to run the new machinery
without which the supply of
oil cannot be kept up -

and the cleaning the canal
near Hospital bridge &
the town in the Malindi

These works appear to me
more urgent & to offer
more real & future benefit
to the ^{inhabitants of} Municipality than
the suggested roads.

with shelter supply men.
There would seem ample
space to deposit much
of the dryer wood from
Canal - on either bank - along
Geoplin Park & of railway
and it could be speedily
spread to better - dry good &
^{dryer} moisture was caused by the
groups -

group -
The iron shal near Fort
Hann bridge. could be all
thin ^{in the North and} ~~from~~ the road to the
ridge - giving a fair slope
on which water would not
rest -

These results could all be
convinced at once —

all

should first
be employed

to further advantage
with view to benefit to
the inhabitants of the District.

It is proposed by
the Council of the
H.M. Prison

that the following

1. The earthworks connected
with the new gaol
factory buildings.

2. The clearing of the
Coast line in the north of
the gaol hospital
middle road.

3. The deepening of
the Comm. in the
shallow parts of the
harbour, such
as the shoal abut
to the gaol hospital.

2. The Dept. of
the Prison Council
is very desirous that
the work should be put

in hand as soon as
the H.M. Dept. are
prepared to issue
orders to the Dept. of
the Prison Council
to carry out the
work.

3. The Council of the
H.M. Prison Council
will place every available
individual in the
employment of the
Council of the above
officers under whose
supervision the work
will be carried out.

4. The deposit excavated
from the
Canal should be placed on
each bank. Should
any part be dangerous
it must be secured by the
excavation the fact of the
excavation reported.

5. The soil excavated
from the shoal near
the gaol hospital
be laid down the road
the bank and the slope
giving a fair slope on
which water could not
run.

- 2. 5 Apr. 1861. The Council of the H.M. Prison Council.
- 2. 1 Apr. 1861. The Council of the H.M. Prison Council.
- 3. 5 Apr. 1861. The Council of the H.M. Prison Council.
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