

(1) Number of pages 122

(2) Date of repair 12/3

(3) Initials of the Referencer

# TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

*Revenue* DEPARTMENT

G.O. No.  
B.P. No.

1472

Press  
Mis.

Dated

18-4-1877

197

Not to be folded or roughly handled

Famine Relief.

No. 441. Read the following letter from R. W. BARLOW, Esq., Collector of the Chingleput District, to J. H. GARSTIN, Esq., Additional Secretary to Government, Revenue Department, dated Saidapet, 14th April 1877, No. 64.

In forwarding the enclosed copy of a letter, No. 573, of the 11th instant, this day received, from the Consulting Engineer for Railways, as well as of No. 633, dated the 2nd idem, from the Chief Engineer, Madras Railway, and of No. 312, dated the 9th idem, from the Resident Engineer, Arcotum, I have the honor to observe that it will be necessary to find employment for a very large number of coolies in the interval which must intervene between the reduction of numbers on the Madras line and commencing work on the Chingleput to Conjeveram extension, as the Notifications, under Sections 6 and 17 of Act X of 1870, have only been recently published, and this only for about half the lands. Colonel Shaw-Stewart estimates the number likely to be thrown out of employ at three or four thousands, but from the Chief Engineer's letter it will probably be six thousand at least.

2. I can employ a good number on the earth-work of the Tinnalore, via Vulliyoor, to Periapaliem road, if necessary; but the best work to which the coolies could be set temporarily, and which is close at hand, would be the embankment of the Cortelliar river alluded to in the enclosed correspondence\* which has

- \* From Temporary Deputy Collector, No. 44, dated 6th March 1877.
- To the Superintending Engineer, No. 193, dated 19th March 1877.
- 3. From the Superintending Engineer, No. 35, dated 5th April 1877.

passed between the Deputy Collector in charge of the Trivellore Taluq, the Superintending Engineer, and myself. The Superintending Engineer's last letter on the subject is not very clear, and leaves matters *in statu quo*; but if ordered

by Government, the line of embankment might be marked out without difficulty by the Public Works Department, when I would depute the Deputy Collector to the spot to take charge of the work and arrange for task-payments, &c., and if a subordinate of the Public Works Department could be detailed to work under him and assist in marking out and measuring up, useful employment could be afforded for any number of coolies. I would observe, with reference to Colonel Moberly's paragraph 2, that the Tripasore-Ramanjeri road crosses the Cortelliar about midway between the two places, but it is of minor importance whether work is afforded here or at some little distance up or down the river.

3. As regards the Consulting Engineer's paragraph 2, I would observe that after making over the land for the conversion of the Arcotum-Conjeveram line, which was done some time since, I imagined that the connection of the Revenue Department with the matter ceased, and I simply ordered the Sub-Collector to send the coolies available in the vicinity, when the Railway authorities were ready to begin. I had no idea that paragraph 4 of G.O., dated 6th December 1876, No. 3,299, contemplated payments being made by the Revenue Department; but I can at once arrange to do so, if ordered, though I should prefer the arrangements being left in the hands of the Railway authorities, as is the case with the other works alluded to by the Consulting Engineer.

*Proceedings of the Madras Government, Revenue Department,  
18th April 1877.*

ENCLOSURE No. 1.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated Madras, 11th April 1877, No. 573.

REFERRING to your letter of the 27th ultimo, No. 225, and previous correspondence, I have the honor to inform you that at the end of this week it will be necessary to decrease the numbers (upwards of 20,000) at present employed on the doubling of the line between Ambatoor and Arcconum. The number of persons who will thus be thrown of employment will probably amount to three or four thousand. As the South Indian Railway Company are not yet in a position to commence the line from Chingleput to Conjeeveram, it will be necessary, I presume, to provide for the employment of these surplus hands on other relief-works.

2. I take this opportunity to bring to your notice that no famine labor has yet been made available for the diversion of the Arcconum-Conjeeveram branch near the latter station. It might be desirable to transfer a sufficient number of persons from the Madras Railway though you may find some difficulty in the matter as under the order of Government, dated 6th December 1876 No. 3,299, payments on this work have to be made by the Revenue authorities. It will be necessary, therefore, to send Time-keepers and Paymasters with the coolies. I believe it to be the intention of Government that on the Chingleput-Conjeeveram line all supervision shall be provided and payments be made by the Railway Company as on the work between Ambatoor and Arcconum.

3. I will give you early intimation of the date on which the South Indian Railway will be prepared to receive labor on the new line.

ENCLOSURE No. 2.

From the Chief Engineer, Madras Railway Company, to the Special Relief Officer, Chingleput District, dated Madras, 2nd April 1877, No. 633.

In reply to your letter, No. 94, dated 29th ultimo, I have the honor to inform you that more persons than those at present employed can be accommodated on the Railway works between Ambatoor and Arcconum.

2. The Resident Engineer reports in a letter which I have just received, that with the present number of coolies the earth-work for the double line will be finished by the end of this week—

From Trivellore (26 miles) to 31½ miles.

„ 35 miles to 36 miles.

„ 40 miles to Arcconum, besides other small portions.

3. The earth-work between Ambatoor and Trivellore was made up to full width some time ago, so that after the end of the present week only about 7 miles will remain on which to employ relief labor.

4. Each mile will provide work for about two thousand coolies, but already sixteen thousand are employed, so that in a short time it will be difficult to find room for all of these.

5. When the earth-work is completed, a small number can be engaged to do hand ballasting from the Cortelliar.

6. I addressed the Collector of Chingleput on 19th ultimo regarding the formation of Camping grounds near that river, but have not yet learnt his wishes on the subject.

ENCLOSURE No. 3.

From W. BOUTIL, Esq., Resident Engineer, Madras Railway Company, to the Chief Engineer, Madras Railway, dated Arcconum, 9th April 1877, No. 312.

I HAVE the honor to report that I have now over 20,000 coolies employed between Trivellore and Arcconum, and that I am unable to find work for more; and that after the end of this week, I

*Proceedings of the Madras Government, Revenue Department,  
18th April 1877.*

shall have to dismiss a large amount of coolies daily. I shall therefore be obliged if you will give directions as to what place these coolies are to go to.

ENCLOSURE No. 4.

From R. W. BARLOW, Esq., Collector of the Chingleput District, to Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput District, dated Saidapat, 19th March 1877, No. 193.

In forwarding the enclosed extract from a letter dated the 6th instant, No. 44, from the Temporary Deputy Collector in charge of the Trivellore Taluq, I have the honor to request that you will be good enough to inform me whether it is in contemplation to embank the Cortelliar near Ramanjeri, and when the estimate for the work promised by the Range Officer will be ready. Further employment is now needed in this locality.

ENCLOSURE No. 5.

From the Officiating Temporary Deputy Collector of Chingleput, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated Trivellore, 6th March 1877, No. 44.

4. Another subject which requires immediate attention, and, I think, one which ought to be attended to while labor continues cheap, is the construction of an embankment along the Cortelliar to check the annual inundation to which the country all about Ramanjeri and its hamlets is exposed; and I am apprehensive that unless something is done to prevent the inundation, the road now under construction will also be damaged. I saw large beds of sand drifts on cultivable lands and on portions of village nattams, and it seems that in a good season, when the river is in its annual freshes, cultivation suffers much, necessitating large remissions. I am not aware whether the project of embanking the portion of Cortelliar about Ramanjeri has engaged the attention of the Public Works Department, but the Tahsildar informs me that the Range Officer who lately visited Ramanjeri promised to prepare an estimate for the same, and I request you will address the Superintending Engineer on the subject. Apart from the project being a permanent benefit to the villagers, it will, I think, be a capital relief-work for the next few months for the villagers west of Tripassore.

ENCLOSURE No. 6.

From Col. F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to R. W. BARLOW, Esq., Collector of the Chingleput District, dated St. Thomas' Mount, 5th April 1877, No. 65.

I REGRET that there has been so much delay in answering your letter, No. 193, of 19th March, but I had no knowledge of the subject; and Lieutenant Smither's reply is very unsatisfactory.

2. There does not appear to be any embankment of the Cortelliar near the road to Ramanjeri, which is itself some miles from that river and on its affluent coming from Naggery.

3. I have desired that an investigation into the necessity for an embankment be made, and can better reply to your inquiry when I know the issue.

No. 442.

ORDER THEREON, 18th April 1877, No. 1,472.

Miscellaneous.

THE Government are unable to sanction the commencement of the Cortelliar embankment until plans and estimates have been submitted and results well considered.

*Proceedings of the Madras Government, Revenue Department,  
18th April 1877.*

2. The Collector's proposal to employ some of the necessitous people, discharged from the Arcotum Railway, on the road from Tinnalore to Periapolliam is approved.

3. G.O. of the 6th December 1876, No. 3,299, Public Works Department, does not appear to contemplate the work of the conversion of the Arcotum-Conjeveram line being executed by the Revenue authorities. In the letter from the Consulting Engineer for Railways, on which the order was passed, the opinion of the Railway authorities is stated to the effect that if the work is carried out as a famine relief-work, it will cost more than if done by contract in the usual manner, and the Consulting Engineer's suggestion as to the mode of adjusting the increased cost is approved. It was not the intention of Government that the work should be supervised otherwise than by the Railway authorities, who were to be supplied with funds and laborers by the Revenue authorities of the district, and if any misapprehension on the point exists, the Public Works Department, Railway Branch, is requested to set it right.

4. It is also the wish of Government that the line from Chingleput to Conjeveram should be carried out in the same manner, and it is hereby exempted from the operation of G.O. of the 31st January 1877, Nos. 329 and 330, Financial Department.

(True Extract.)

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

To the Collector of Chingleput.  
„ the Public Works Department.  
„ the Financial Department.  
„ the Board of Revenue.

Ed. T. B. Bantleman.

No. 1022

From The Collector of Chinghapoot

Dated April 14<sup>th</sup> 1877.

FOR ORDERS.

submits a letter  
marked "Emergency" in  
which he reports that the  
Railway authorities state  
that the earthquake on the  
railway between Ansonia  
and Canton will be repaired  
in the end of this week (that  
is, within a week)  
and that they will  
probably be obliged to  
reduce the number of trains  
per mile to 7 or 8 which  
they can be employed for  
some little time longer.  
There are now over 20,000  
men on the work so that about  
6,000 will probably have  
been added to the force  
employed. The Railway authorities  
want to know where they  
are to be employed.  
The Collector of Chinghapoot  
is anxious to know where they  
are to be employed.  
The Collector of Chinghapoot  
is anxious to know where they  
are to be employed.

Col. of 1877 30000000  
REVENUE.

Approved by the Collector of Chinghapoot  
on the 14th of April 1877.  
The Collector of Chinghapoot  
is anxious to know where they  
are to be employed.

It appears to have been  
decided for  
the 2nd of April

asked Colonel

Robertson long ago  
in March 19<sup>th</sup> 1882

the embarkment of  
the Cortina has  
contemplated and

when the estimate  
forwarded by the  
Range Officer would

be submitted -  
Col: the uplies to

the said letter on the  
5<sup>th</sup> April & says he

will have the receipt  
for an embarkment  
mentioned -

W. Barlow now  
requests that the  
line for an embarkment

be at once  
marked out & an  
officer placed at  
his disposal for

carrying out the  
work of means  
of the colonies discharged

has been done

Cudjupah -

I would at same time

suggest to A. W.

authorities the expediency

of having collected

from Madras & the

a sufficient supply

of latents on each

stone to be supplied

with which to cover the

ballast on the remaining

will have the receipt

kept down the

dist. as is largely done

in Royal & A. W.

It would be good and

it comes in the way

is capable of doing

means & can be

view of piece work

for the man who can

employ all members of

a family

Collectors crew of

Having men who wish

to work - temporarily in

road - in

time who choose to leave

employ until H. W. line

work easy -

There are many tracks

which should be

kept right with

manipulation be secured

when rain does come

rain all possible

On the same time the

Col: must see that

those who do the

pressed get work

a good

from the Railway

at the same time the

Committee has pointed

out the necessity of

having a plan made

available for the

Conjuration

which, and that the

S. I. W. Co. are not

yet ready to do more

the line from Chingleput

to Conjuration. He says

that a number of the

about to be discharged

from the Australian

work might be employed

in the Australian

division but points out

the difficulty in connection

there with owing to the

of 80 of Dec 6<sup>th</sup> 1880

3299, which requires

a railway engineer to

work & an officer of

Govt to pay for it - but

is silent as to its expense

As W. Barlow points out

he has been under the

impression that the

Railway authorities

have to supervise it  
 I have been waiting  
 for them to send for  
 coolies. The will  
 prefer that the Railway  
 authorities should  
 send the coolies  
 instead of the  
 between Arconum & Chingleput  
 And by then  
 Mr. Basler also says  
 he can, if necessary  
 employ a good number  
 of coolies on the road  
 from Arconum to  
 Periapaliam.

They were for

FOR ORDER

Chingleput

Yes Mr.

248

Good Mr.

Each order are requests  
 on the following points:

1. Is the Catellia embankment to be made to be put in hand at once?
2. Is the road from Timanore to Periapaliam to afford employment to the discharged coolies?
3. Are the Revenue authorities to carry out the Arconum - Periapaliam diversion, or are the R.R. authorities to do it?
4. How of the Government Chingleput line to be supervised & paid for.

Not until plans submitted & results are favorable  
 Consider Mr.

Yes

H.W. Supremacy

as a famine relief work  
 H.W. Supremacy  
 exempted from G.O. -  
 payment of land revenue  
 to H.W. from Arconum

No 1472

Read letter from the Collector of  
 Chingleput of 15 April 1877  
 No 614

G.O. 1877-1877

The Government are unable to sanction the commencement of the Cortalliar Embankment until plans and estimates have been submitted and sent to all concerned.

2. The Collector's proposal to employ some of the discharged Arconum Railway laborers on the road from Timanore to Periapaliam is approved.

3. G.O. of the 6 Decr 1876 No 3299 D.R.R. does not appear to contemplate the conversion of the Arconum - Congrovan Line being executed by the Revenue authorities. In the letter from the Consulting Engineer for Railways on which that order was passed the opinion of the

The Railway authorities is stated  
 to the effect that if the work  
 is carried out by the  
 Relief works it will cost less  
 than if done by contract at  
 the nearest amount, and the  
 Consulting Engineer's sugges-  
 tion as to the mode of doing the  
 increased part is approved.  
 It was not the intention of  
 Government that the work  
 should be supervised otherwise  
 than by the Railway authorities  
 who were to be supplied with  
 funds and labor by the  
 Revenue authorities of the  
 District and if any misappre-  
 hension on the part exists  
 the D.P.M. Railway Branch  
 will be requested to set it  
 right.

It is also the wish of  
 Government that the line from  
 Chingleput to Jangraam  
 should be carried out in the  
 same manner and it is hereby  
 exempted from the operation  
 of G.O. of the 31<sup>st</sup> January  
 1877

1877 - No 329 and 331  
 H.P.  
 Council  
 Passed J.N.

Mid Copy to the Collector Chingleput  
 Msc Pub Works Dept 27/23 April/77  
 5-7 Rail Dept 27/1 May 71 P.C. 27/2 May/77  
 30 Bannam

120  
 6



Railway Department Consulting Engineer's Office  
Madras, 11<sup>th</sup> April 1877.  
P.O. 573 117/4

From Lieut. Col. J. W. W. Shaw Stewart, B.C.  
Consulting Engineer for Railways.  
To The Collector of Chingleput,

Sir, Referring to your letter of the 27<sup>th</sup> Ullioo, N. 235, and previous correspondence, I have the honor to inform you that at the end of this week it will be necessary to decrease the numbers (approx. 20,000) at present employed on the doubling of the line between Ambur and Arcot. The number of persons who will thus be thrown out of employment will probably amount to three or four thousand. As the South Indian Railway Company are not yet in a position to commence the line from Chingleput to Coimbatore, it will be necessary, I presume, to provide for the employment of these surplus hands on other relief works.

I take this opportunity to bring to your notice that no famine labour has yet been made available for the diversion of the Arcot - Coimbatore branch, near the latter station. It might be desirable to transfer a sufficient number

number of persons from the Madras  
 Railway, though you may find some  
 difficulty in the matter as under the  
 Order of Government dated 6<sup>th</sup> December  
 1876. No. 3299, payments on this work  
 have to be made by the Revenue author-  
 -ities. It will be necessary therefore  
 to send timekeepers and paymasters  
 with the coolies. I believe it to be the  
 intention of Government that on the  
 Chingputh - Cojimbore line, all  
 supervision shall be provided, and pay-  
 -ments be made, by the Railway Com-  
 -pany, as on the work between Amba-  
 -kottam and Aracorum.

3 I will give you early intima-  
 -tion of the date on which the South  
 Indian Railway will be prepared to  
 receive labour on the new line.

I have the honor to be

Sir,

Your obedient servant,

Signed M. H. Coaker for Lieut. Col. R. E.  
 Consulting Engineer for Railways.  
 (True Copy).

M. H. Coaker

Collector

2/1

In a letter from  
 the Collector of  
 Chingputh of 14<sup>th</sup>  
 April 1877 at 17.64.

1  
 72487

40.18 April 1877 L. L. L.

14 12  
 10

52  
 2/1

Madras Railway Company,  
Chief Engineer's Office,  
Madras, 20 April 1897.  
No. 633.

From

The Chief Engineer,  
Madras Railway.

To the Special Relief Officer,  
Calcutta.  
Sir, In reply to your letter  
No. 94 dated 29.4.1897, I have  
the honor to inform you that  
no more persons than those at  
present employed can be ac-  
commodated on the Railway  
works between Calcutta and  
Dumraon. The Resident Engineer  
reports in a letter which I have  
just received, that with the  
present number of coolies the  
earthwork

earthwork for the double line  
will be finished by the end of  
this week:—

from Trinellore (26 miles) to 31 1/2 miles

— " — 35 — " — to 36 — " —

— " — 40 — " — to Arcotum.

Besides other small portions  
3. The earthwork between  
Unhattoor and Trinellore was  
made up to full width some  
years ago, so that after the end  
of the present week, only about  
7 miles will remain on which  
to employ relief labour.

4. Each mile will provide  
work for about two thousand  
coolies, but already sixteen thou-  
sand are employed so that  
in a short time it will be  
difficult to find room for all  
of these.

5 When the earthwork is com-  
pleted a small number can be  
engaged to do hand ballast-  
ing from the hortillars.

6 I addressed the Collector  
of Chingleput on 19<sup>th</sup> Ultimo, re-  
garding the formation of Camp-  
ing grounds near that river, but  
have not yet learnt his wishes  
on the subject.

I have seen

[Signed] Francis B. Hanna  
for Chief Engineer

/ True Copy /

[Signed] Francis B. Hanna  
for Chief Engineer

/ True Copy /

M. Hanna

Collector

1672  
13

Madras Railway Company,  
1<sup>st</sup> Dy. Resident Engineer's Office,  
S. W. L. Arcotum 9 April 1877

No 312.

Sir

I have the honor to report that I have now over 20,000 Coolies employed between Trivellore and Arcotum and that I am unable to find work for more and that after the end of this week I shall have to dismiss a large amount of Coolies daily. I shall therefore be obliged if you will give directions as to what place these Coolies are to go to.

I have &c

(Signed) Wm Booth.

Resident Engineer

(True copy)

M. J. S. S.

Collector

52  
P.D.

2/12

Recd letter from the  
Collector of Chingleput  
9/14 April 1877 at 6/4

2

1/5/1877

Apr 3.

In a letter from the  
Collector of Kingsport  
of 14<sup>th</sup> April 1877 No 64

£  $\frac{13}{72487}$

£ 0.158 April 177 L. 1441

Chingleput D. Off. Temp. Dy.  
Collectors Office  
P. H. H. 11/17/77 Trivellore, C. March 1877.  
From The Off. Temp. Dy. Deputy Collector  
of Chingleput  
To The Collector of Chingleput  
Sir,

Another subject which requires  
immediate attention, and I think one  
which ought to be attended to while labour  
continues cheap - is the construction  
of an embankment along the Cortillar  
to check the annual inundation to  
which the country all about Ramay  
jeri and its hamlets is exposed and  
I am apprehensive that unless some  
thing is done to prevent the inundations,  
the road now under construction will  
also be damaged. I saw large beds of  
sand drift on cultivable land and  
on portions of Village Mattams and  
it seems that in a good season when  
the river is in its usual freshes, culti-  
vation suffers much, necessitating  
large remunerations. I am not aware  
whether the project of embanking the  
portion of Cortillar, about Ramayjeri,  
has engaged the attention of the D. P. M.

but

But the Tahildar informs me that  
the Range Officer, who lately visited  
Raunajir, promised to prepare an  
Estimate for the same and I request  
you will address the Superintending  
Engineer on the subject. Apart from  
the project being a permanent benefit  
to the Villagers, it will, I think, be a  
capital relief worth for the next few  
months for the Villagers west of Tripasore.

I have &c &c  
Signed A. P. Kishnamah  
Offg Temp Dy. Collector  
(Trib. Encl. 100)

M. W. B. B.  
Collector

58  
98

Chingleput District Collector's Office  
No 193 1472 Said date 19th March 1877

From the  
The Collector of Chingleput  
To  
The Superintending Engineer,  
Chingleput District.

Sir,  
In forwarding the enclosed Extract from a letter dated the 6th Instant No 44, from the Temporary Deputy Collector, in charge of the Tiruvellore Taluk, I have the honor to request that you will be good enough to inform me whether it is in contemplation to embank the Kortilliar near Ramayeri and when the Estimate for the work promised by the Range Officer will be ready. Further employment is now needed in

2/4.  
In a letter from  
the Collector of  
Chingleput 2/14  
April 1877 No 64  
72487  
For the District Officer

in this locality

I have seen

in the vicinity of the

collector

in the vicinity of the

M. M.

collector

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

in the vicinity of the

No. 65.

Chingleput Superintending  
Engineers Office.

1472  
19

Saint Thomas Mount, 5 April 1877

From,

The Superintending Engineer,  
Chingleput.

To,

The Collector,  
Chingleput District.

Sir,

I regret that there has been  
so much delay in answering your  
letter No. 193 of 19<sup>th</sup> March, but I  
had no knowledge of the subject,  
and Lt Smithers' reply is very un-  
satisfactory.

2. There does not appear to be any  
embankment of the Cordeira near  
the road to Ramanjery, which is  
itself some miles from that river  
and on its affluent coming from  
Chaggers.

3. I have desired that

No. 5

A letter from the

Collector of Chingleput

of 14 April 1877 is No. 65.

No. 5

1472

James Smithers

an investigation into the  
necessity for an embankment be  
made and can better reply to  
your enquiry when I know the  
issue.

I have &c

(Signed) F. J. Loderly Colonel R.E.

Supg Engineer, Chinglopt.

(True Copy)

W. W. Moore

Collector.

22

JP

No. 64

Chingleput District, Collector's Office,  
Saidapet, 14 April 1877.

From

R. W. Barlow Esquire

COLLECTOR OF THE

Chingleput District.

To

J. H. Garstin Esquire,

Additional Secretary to Government,

Sir,

Revenue Department.

In forwarding the enclosed copy of a letter  
No 573 of the 11<sup>th</sup> Instant, this day received, from  
the Consulting Engineer for Railways, as well  
as of No 633 dated the 2<sup>nd</sup> Idem, from the Chief  
Engineer, Madras Railway, and of No 312 dated  
the 9<sup>th</sup> Idem, from the Resident Engineer, Arcotum,  
I have the honor to observe that it will be  
necessary to find employment for a very large  
number of coolies in the interval which must  
intervene between the reduction of numbers on  
the Madras line, and commencing work on  
the Chingleput to Coimbatore extension, as the  
notifications under sections 6 and 17 of Act X of 1870,

2/6.

See letter from  
the Collector of

Chingleput 3/14

April 1877 etc 64

2/6  
72487

For a copy of Mr. A. M.

have only been recently published, and this only for about half the lands. Colonel Shaw Stewart estimates the number likely to be thrown out of employ at three or four thousand, but from the Chief Engineer's letter, it will probably be six thousand at least.

2. I can employ a good number on the earth work of the Timanore, via Sulligoor, to Periapaliem road, if necessary; but the best work to which the Coolies could be set temporarily, and which is close at hand, would be

the embankment of the Kortellian river alluded to in the

enclosed correspondence which has passed

between the Deputy Collector, in charge of the

Trivellore Taluk, the Superintending Engineer,

and myself. The Superintending Engineer's

last letter on the subject is not very clear and

leaves matters in statu quo; but if ordered by

Government, the line of embankment might

be marked out without difficulty by the D.P.M.

1 From Temporary Deputy

Coll. No 44 dated 6 March

1877

2 To the Superintending

Engineer No 193 dated

19 March 1877

3 From the Superin-

tending Engineer

No 65 dated 5

April 1877

Now I would ~~propose~~ <sup>propose</sup> the Deputy Collector to the spot, to take charge of the work and arrange for task payments; and if a subordinate of the D.P.M. could be detailed to work under him and assist in marking out and measuring up, useful employment ~~could be afforded~~ <sup>could be afforded</sup> for any number of Coolies. I would observe with reference to Colonel Moberly's para 2 that the Timanore Ormanjeri road crosses the Kortellian about midway between the two places, but it is of minor importance whether work is afforded here, or at some little distance up or down the river.

3. As regards the Consulting Engineer's para 2, I would observe that after marking over the land for the conversion of the Checum-Boige-veram line, which was done some time since, I imagined that the connection of the Revenue Department with the matter ceased, and I simply ordered the Sub Collector to send the Coolies

awaited in the vicinity where the Road  
way authorities were ready to begin. I  
had no idea that para 4 of G.O. dated  
6 December 1876 } 103299, contemplated pay-  
ments being made by the Revenue Depart-  
ment. I can at once arrange to do  
so, if ordered, though I should prefer the  
arrangements being left in the hands of  
the Railway authorities, as is the case with  
the other works alluded to by the Consult-  
ing Engineer.

I have the honor to be

Sir

Your most obedt servt

M. J. J. J.

Collector

xx  
of the Revenue authorities of the District. If any  
misapprehension on the part exists the D.P.W.  
Rt. Member will be requested to set it right.  
It is also the wish of Govt. to let the line from  
Chandpur to Gajendpur be completed. It should  
be carried out in the same manner as the  
Chandpur to Gajendpur line, but the  
Rt. Member is requested to let the Govt. know  
if it is possible to let the Govt. know of the  
Rt. Member's exemption from the payment of the G.O. of the  
31st Dec 1876. No. 329 & 330. 72.  
18/4/77 Jaf

**From**

# THE COLLECTOR OF THE

Судебный пристав

To

THE CHIEF SECRETARY

TO GOVERNMENT.

*Mudra*

Dated 14<sup>th</sup> }  
April 1877

Received

96152 July 177 - 12-14-72.

ENCLOSURE

No. 64

travelling between our  
 friends and regular  
 suggestions as to how  
 the Ladies may be be-  
 employed when the  
 on the Railway are near  
 and before Communion  
 of work on the new line  
 between Longview and  
 to Longview.