M.R.O. 14 - 5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 985 Press ~~Mis.~~

960.

Dated 1—5—1867.

Not to be folded or roughly handled

No 985

Proceedings of the Madras Government, Revenue Department, 1st May 1867.

No. 9. Read the following letter from the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 26th April 1867, No. 435:—

1 Survey.
1 Tracing.
1 Estimate.

1. About three and a half years ago some of the principal inhabitants of the tract of country lying between Ponairy and Trivatoor (*vide* enclosed tracing) petitioned the Collector of the time, Mr. Ellis, that the cart-track between those two places might be rendered passable, and they dilated on "the detriment to trade and travellers" from its non-formation. Similar petitions have been made, from time to time, to later Collectors, and to myself.

2. At the request of Mr. Cockerell, when Acting Collector, I caused a survey and estimate to be prepared for forming and bridging the road in question, carrying it, however, three miles westward of Ponairy, to meet Trunk Road No. VI., at the 22nd mile-stone.

3. The total length of the required road is thus twenty-two miles, and the estimated cost is Rupees 40,500, made up as follows:—

Earthwork, sand, turfing	Rs.	22,611
Masonry works	,,	11,070
Planting avenue trees	,,	2,552
Sundries, superintendence,* and contingencies	,,	4,267
	,,	40,500

* Superintendence included, because no allowance has been made in this year's petty establishments.

4. It will be seen that although it is proposed to expend 1,841 Rupees a mile on the line, no metaling or graveling is provided, as the distance of the quarries is represented to be as much as thirteen miles. An earth-road, well sanded, after the pattern of those constructed in the Tanjore District, is what the Assistant Engineer proposes to form. The masonry works, plans of which have been called for, can on no account be omitted, because there are some extremely awkward Madoogoos which, in their present unbridged state, put a stop for considerable periods to the passage of all traffic.

5. The road is to pass through several villages of importance, such as Manalee, Vichoor, Vellavoil, Vallur, Pongumbadoo, Mungoor, Adapæmbadoo, Yellambadoo, and Ponairy, the cusbah of the talook of that name.

6. The daily traffic even now is represented to be as much as 150 carts a day, conveying paddy, rice, straw, wood, bratties, &c., to the Madras market. In addition to this, 400 or 500 bullocks and laden coolies pass along this track. It will thus appear that the line must not be considered in a local character, but as an additional Imperial duct to those already established leading to the Presidency Town.

7. It is on this ground that I submit it for sanction out of Imperial Funds, and request that a grant of Rupees 10,000 out of the Reserve 'Communications' may be made for its commencement in the current year.

Proceedings of the Madras Government, Revenue Department,
1st May 1867.

Referred to the Revenue Department. As the road is clearly only of local importance, the cost of its construction seems properly chargeable to Local Funds.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

27th April 1867.

No. 10. ORDER THEREON, 1st May 1867, No. 985.

Miscellaneous.

Referred to the Board of Revenue for their remarks.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.

Exd. S. T. Augustin.

2 E

W. 985.

Referred to the Bd. of Revs. for their remarks.

1st. May 67.

11 Copies to Mr. Bd of Revenue Despatched
21 — " P.W. Department