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MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 416 Press / Mis.

116-117

Dated 12-3- 1874.

5/6

Not to be folded or roughly handled

No. 116. Read the following Proceedings of the Board of Revenue, dated 17th February 1874, No. 353 :—

Read the following letter from A. WEDDERBURN, Esq., President of the Local Fund Boards, Coimbatore, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Erode, 10th January 1874, No. 2 :—

I HAVE the honour to forward, for the information and orders of Government, the following letter from the District Engineer of Coimbatore, with, and regarding, a supplemental estimate for the reconstruction of the old Erode and Caroor line of road, partly destroyed and superseded by the Great Southern of India Railway—*vide* Proceedings, Madras Government, Public Works Department, 8th March 1872; and Financial Department, 6th April 1872.

1 District Engineer's letter, No. 62, of 19th December 1873.
1 Detailed estimate.
1 Abstract do.
1 Comparative Statement.
1 Appendix, in two parts.

2. The District Engineer's letter explains the cause for this supplemental estimate.

3. It was with the view of restoring the broken village communication that I strongly advocated, as did my predecessor Mr. Grant, the restoration of the road which, though parallel to the railway, may yet be considered, in reference to the valuable products of the land in the locality, as an important railway feeder.

4. It seems to me that the reconstruction of this road has been commenced on an unnecessarily expensive scale, but, however that may be, it ought to be completed. I certainly think that the road, if it is to stand traffic, should be gravelled.

5. As carts in this country invariably follow in Indian file, there is not occasion for a large breadth of metal, and this is of importance when it has sometimes to be carted from $\frac{1}{4}$th to $\frac{3}{4}$ths of a mile.

6. The subject, whether road-dams might not be more economical than masonry culverts, is a professional one, which I simply allude to in case an economy of funds be required.

ENCLOSURE No. 1.

From Colonel J. BEAN, R.E., District Engineer, to A. WEDDERBURN, Esq., President of the Local Fund Boards, Coimbatore, dated 19th December 1873, No. 62.

I HAVE the honour to forward, for the approval of the Local Fund Board and for submission to the Revenue Board, for sanction, a detailed and abstract supplemental estimate, with appendix of masonry works and comparative statement, amounting to Rupees 14,700, for completing the road from Malleampolliem to Codomoody in the Erode Taluq. The new road commences from the 12th milestone on the old road from Caroor to Erode, and extends for 11 miles.

1 Detailed Estimate.
1 Abstract do.
1 Comparative Statement.
1 Appendix, in two parts.

2. The estimate originally sanctioned, and which has been worked out, amounted to Rupees 14,030, and the one now submitted is for completing the earth, gravel, and masonry works; the statement accompanying it showing the items which are below or in excess of the original estimate.

3. The road has been in charge of Mr. Nordmann, Executive Engineer, and the whole of the work was carried out by that officer up to the date of his leaving the district in January last,

which was one month after my assumption of the duty of District Engineer. Nothing has been done to the road since that date by the present range officer beyond sloping and levelling the embankments and paying, on my orders, the contractors for work done and materials brought previously. Mr. Nordmann had been ordered off by Government suddenly to another district, so that there were no means of measuring and handing over the road to his successor; and so soon as I discovered the excess outlay it had been my intention to submit the supplemental estimate now forwarded, but Supervisor Scott and an Overseer from Caroor Range have been, for the last six months, measuring up the whole road and ascertaining the sums due to contractors, whilst several transfers had been very wrongly made and treated as expenditure on this road from other works by the Executive Engineer, the adjustments of which took up some time, and delayed the preparation of the estimate.

4. To account for the excess which appears in the items of earth, gravel, and masonry works, the original estimate, prepared by Lieutenant Morris, provided for the raising of eight miles and gravelling of two miles of road only, whilst Mr. Nordmann has raised and embanked the road almost throughout without reference to the estimate, and widened it from five to six yards. This has already caused an expenditure of more than double the amount provided in the estimate, and there remains 8,540 cubic yards, at a cost of Rupees 682 to complete.

The gravelling of portions of the road has already been carried out to the extent of the allotment of the estimate, but if the line throughout, in place of two miles as provided for, is to be coated with gravel, a further sum of Rupees 3,900 will be required.

Lieutenant Morris, in his estimate, only provided for 45 masonry works, but on a road which runs, for the most part, through irrigated land, this provision is manifestly inadequate. No less than 115 irrigation tunnels are required on the road, and the supplemental estimate provides for an additional eighty-five of these works and eleven drainage culverts, at a cost of 4,176 Rupees.

5. The survey of the road was forwarded to you with my letter, No. 207, dated 24th November 1873, in order that the exact amount of compensation required for land taken up might be determined. The sum entered for the purpose in this estimate is Rupees 4,800, and the valuation has been calculated at a liberal rate per acre.

6. As Government in their Order, No. 468, dated 6th April 1872, Financial Department, made a special grant of Rupees 14,000 from Provincial Funds to the Local Funds of the district for this road, the Board may consider it advisable to apply to Government for a supplemental grant to complete the line.

THIS revised estimate for making a road from Malleampolliem to Kodamoody, at a cost of Rupees 28,970, will be submitted for the sanction of Government.

2. The original estimate for making the road, at a cost of Rupees 14,030, was dealt with in G.O., 8th May 1866, No. 1489, Public Works Department, 8th March 1872, No. 639, Public Works Department, and 6th April 1872, No. 468, Financial Department. In the last order, Government admitted their liability to reconstruct the road (which had been destroyed in making the railway), and made a special grant of Rupees 14,000 to the Local Fund Board on this account.

3. The road was in charge of Mr. Nordmann, and he made it on a more expensive scale than had been proposed. Thus the District Engineer says: "The original estimate prepared by Lieutenant Morris provided for the raising of eight miles and gravelling of two miles of road only, whilst Mr. Nordmann has raised and embanked the road almost throughout without reference to the estimate, and widened it from five to six yards. This has already caused an expenditure of double the amount provided in the estimate, and there remains 8,540 cubic yards, at a cost of Rupees 682, to complete." The District Engineer proposes to gravel the line throughout, instead of for two miles only, at a cost of

Rupees 3,900, and to provide for eighty-five irrigation tunnels and eleven drainage channels in addition to those in the original estimate, at a cost of Rupees 4,176. The road must be completed, though it has been made so much more expensively than was intended, and the additional gravelling and masonry seems to be required, though the President hints that it might be less expensive.

4. When Mr. Nordmann was ordered off to another district he had already spent Rupees 14,272.

5. The District Engineer suggests that the Local Fund Board "may consider it advisable to apply to Government for a supplemental grant to complete the line." Nothing is said about this in Mr. Wedderburn's letter, but the Board think the justice of making such a grant cannot be doubted after what is said in G.O., 6th April 1872, No. 468, Financial Department.

6. Mr. Nordmann's conduct in the matter seems to require explanation.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 117. ORDER THEREON, 12th March 1874, No. 416.

It will be considered in the Public Works Department whether the estimate is on too expensive a scale or not. Explanation will also be obtained from Mr. Nordmann as suggested in paragraph 6 of the Board's Proceedings.

(True Extract.)

Acting Chief Secretary.

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

Exd. J. Wright.

Govt. of {1874} Madras.

FINANCIAL.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated March, 12th.

Read. Encls.

G.O., 12th March 1874, No. 416.

MARCH.

Nos. 116-117.

Coimbatore District Local Funds.—The Public Works Department directed to consider whether the revised estimate for making a road from Malleampolliem to Kodamoody is on too expensive a scale or not, and to call for explanation from Mr. Nordmann, Executive Engineer, as to his having made the road on a more expensive scale than had been proposed.

Order thereon, 12th Mch. /74. W. 216

It will be considered in 3V
the Public Works Department whether
the estimate is on too expensive a
scale or not. Explanation will also
be obtained from Mr. Nordmann
as suggested in para 6 of the
Board's Proceedings.

JL

53/220

To,
The Board of Revenue 14 dup 17/3
Public Works Dept
with the Enclosures 21

Pro. 8 May 1866. № 234-35. P.P.
" — 8 June 1872 — 162-64. "
" — 6 April 1872 — 142-44. Fin.

Fin.l 1874. Sept.

Board of Revenue,
MADRAS.

114

PROCEEDINGS, 17TH FEBRUARY 1874, No. 353

Desp. 27 Feb.y/74

Encl.
5

No 460

Received 2nd March 1874.

FEBRUARY.

No. 353.

Road—from Malleampolliem to Kodamood
in Coimbatore District.—Revised estimate f
making — at a cost of Rupees 28,970, su
mitted to Government for sanction.

c 7/3
1874

William Oster

Govt. of {1874} Madras.

Financial.

To

The Board of Revenue.

Jan.

Dated Mar. 12.
Recd. Encl.

G.O. 12 Mar. 1874. No. 416.

Nos. 116. 117.

Coimbatore Dt. L. Funds. The P. W. D. directed to consider whether the revised Est. for making a road from Kalbanpallam to Kodamoody is on too low a scale or not, & to call for explanation from Mr. Normann Ex Engr. as to his having made the road on a more expensive scale than had been proposed.