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K.B.O. 1-11-200-27-11-27

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

Press
Mis.

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 3rd March 1857.

Read the following papers.

No. 24. Letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, D. P. W., dated 24th January 1857, No. 9725.

SIR,

1. I have the honor under Clause II. of Extract from the Minutes of Consultation No. 696, dated 18th October 1855, to forward an estimate of Rupees (4,360) four thousand, three hundred and sixty, prepared by Captain Heathorn, for constructing two additional arches to the Kullaur bridge, across the Surplus channel from the Carangooly, or Madrantakum tank on the Southern Trunk road No. 8.

2. The necessity for the additional arches has been brought to the notice of the District Engineer of Chingleput by Captain Heathorn, who had seen the water in the river as high as the parapets of the bridge.

3. The late Superintendent of roads in para. 4 of his Report for April 1853 observed.

"The Kullaur bridge of 7 arches of 12 yards span over the surplus channel from the Carangooly tank had a narrow escape from being destroyed, and was only saved by the activity of Assistant Overseer Jolliffe, who happening to be on the spot when the approaches at both ends had been partially undermined, and were giving way collected a party of work people, and by cutting down trees formed strong revetments, and so contrived to turn the stream under the arches, the crowns of which 16 feet above the bed of the channel, it was then touching."

4. It will be observed by the accompanying copy of letter No. 26, dated 8th January 1857, from the District Engineer of Chingleput, that Captain Heathorn does not consider it necessary to embank the channel, the road way as shown in the plan being sufficiently raised above the probable highest level the water will attain, when the bridge is enlarged.

5. From the observations both of the late Superintendent of roads, and Captain Heathorn, there can be no doubt of the necessity for increasing the water way of the bridge, and in order that the work may be completed during the present season, I trust that the early sanction of Government may be granted to the estimate now submitted, in which the rates allowed are moderate and sufficient.

No. 25. Memorandum from Captain C. C. JOHNSTON, Acting Superintending Engineer, Northern Circle, in charge of the Central office of Public Works; to H. FORBES, Esq., Acting Secretary to Government, D. P. W., dated 6th February 1857.

The Acting Superintending Engineer, Northern Circle, in charge of the Central office of Public Works, has the honor, with reference to a Memorandum* from
* Dated 3rd February 1857. the Acting Secretary to Government, Public Works Department, to forward a copy of the estimate therein called for.

No. 26. ORDER THEREON, No. 378; dated 27th February 1857.

With the first of these papers, the Chief Engineer submits an estimate amounting to Rupees 4,360, for the construction of two additional arches to the Kullaur bridge across the Surplus channel from the Carangooly or Madrantakum tank on the Southern Trunk road No. 8.

2. The Kullaur bridge is stated to be of seven arches of twelve yards span, but the amount originally sanctioned for the work is not given either in the Chief Engineer's letter or in any of the papers which accompanied it. To arrive at this information, the estimate of Rupees 1,27,875, for the Southern Trunk road sanctioned on the 28th

* Extract Minutes Consultation, No. 17. January 1847* in which the work was supposed to have been provided for was obtained from the Chief Engineer's office. On referring to this estimate the Government find no provision made in it for a bridge of seven arches of twelve yards span, but for one of nine arches at a cost of Rupees 7,068; and in the specification No. 19, for-

3

Fort Saint George, Public Works Consultation of 3rd March 1857.

Letter dated 7th May 1846,
No. 176.

warded by the late Captain Best with the estimate of Rupees 1,27,875,
above adverted to, that Officer describes the work as one of nine
arches.

3. The Right Honorable the Governor in Council therefore requests the Chief Engineer will ascertain and report why the bridge in question was constructed of seven instead of nine arches as originally contemplated and sanctioned by Government, and pending the receipt of this explanation, the Government defer taking into consideration the estimate submitted with that Officer's present letter.

4. Much inconvenience and delay are occasioned in the disposal of the letters from the Chief Engineer, containing supplemental estimates for sanction, for want of information as to the amount of the original estimate for the work, and the date on which it received sanction; the Governor in Council therefore requests the Chief Engineer will invariably state these particulars in similar letters for the future.

(Signed) H. FORBES,

Acting Secretary to Government.

Memo

From the Secy to Government
to the Chief Engineer in the
Public Department
Dated 5th Feb, 1857

263/57

Requesting for
the estimate for
Rs 1,27,875-5-8 on account
of the Southern Road from
Madras to Vicravandy
submitted by the local
Supt of Roads under date
the 7th May 1846 No. 176

Memo

The Secretary to Government in the
Department of Public Works has the honor
to request that the Chief Engineer will leave
the goods to forward for reference the estimate
for Rs 1,27,875-5-8 on account of the Southern
road from Madras to Vicravandy, submitted
by the late Supt of Roads under date the 7th
May 1846 No. 176.

For Saint George / S. George
30 Feb 1857

S. The Chief Engineer, D. O. W.

General Abstract of Estimate for the Southern Road Madras to Vicravandy 92 Miles, 5 Furlongs, 20 Yards.

No. in column	Cubic Yards	Description	Amount		Total Amount		Remarks
			Rs.	P.	Rs.	P.	
		Earth work.	16769	8	16769	8	Average 9 1/2 ft per ft
	340267	Gravel and Metalling	58099	14			
	89135	Urgently required	13579	15	71679	13	average 10 annas per cubic ft
		Remainder					
1	43300	Cutting jungle & clearing away stones	2426		2426		Average 18 1/2 ft per ft
2		Slopes to bank of the Palour River	450		450		
3	1 Bridge	One Arch	246	12			
4	1 Tunnel	One Vent	147	14	6		
5	1 - D.	One	190	4			
6	1 Bridge	Three Arches	7067	11			
7	2 Tunnels	One Vent	295	13			
8	1 - D.	One	190	4			
9	1 - D.	Four Vents	532	10			
10	1 Bridge	Three Arches	2977	13	8		
11	1 Tunnel	One Vent	190	4			
12	1 Bridge	Three Arches	2063	3	7		
13	1 - D.	Five - D.	2977	13	8		
14	3 Tunnels	One Vent	443	11	6		
15	1 - D.	Two - D.	300	4	6		
16	1 - D.	One - D.	190	4			
17	1 - D.	Four - D.	532	10			
18	1 - D.	One - D.	532	10			
19	1 Bridge	Three Arches	2721	3	3		
20	1 - D.	Seven - D.	5064	3	2665	5	for mason works
21		Removing old wall, repairs of old bridges and drains	494	13			
22		56 Mile Stones - at 3 Rs each	168		662	13	for sundries
		Surveying 92 Miles at 5 Rs per mile	460				
		Special Establishment for 18 Months	8761	4	9221	4	
Grand Total Rupees			127875	5	8		Averages 2288-8- per mile

1 True copy

Utrustm Captain

Asstg Eng^r N. C. Birle

Recd^t in inspection

Memorandum.

The Acting Superintending Engineer Northern Circle, in charge of the Central Office of Public Works, has the honor, with reference to a Memorandum from the Acting Secretary to Government, Public Works Department, to forward a copy of the Estimate therein called for.

* dated 2nd Feb 1857.

Central Office of Pub. Works,
Fort St. George, 6th February 1857.

Uptonston Captain
Act. Sup. Eng. N. Circle.

In C. O. of the Central Office
of P. W.

To

The Secretary to Government P. W. D.

Per Uptonston

(Enclosure in a Memo.
from the Act. Sup. Engineer
N. Circle in charge of Public
Office of P. W. D.
to the Secretary to the Government
P. W. Department)

Dated 6th }
Recd } February 1857

Per 262/57

General Abstract of
Estimate for the Southern
Road Madras to Uman.
namely 92 miles, 5 furlongs,
20 Gonds.

No. 12/345.

97

Sir,

I have you.

District Engineer's Office,
Camp Quincy,
8th January 1857.

So,

A True copy.

Wm. L. L. Colonel.
Chief Engineer.

Count the four minutes

The

Public Works Department
Victoria March 26. 63.
Dear Sir,
The attached Invoice
is for the material supplied

of the generally to form more

2112

Date 6th February 1871.
Received of J. G. Hubbard
£10. 3/8 - 29 Feb.

Enclosure one.

Forwarded a copy of the Edinburgh
as called for in a letter from
the Spa Dept. to Government

Q. W. D. dated 3^d Feb^y 1857.

4325.

1 July 1913

as one of nine arches. "

3. The Right Honorable the Governor in Council therefore requests the Chief Engineer will ascertain and report why the bridge in question was constructed of seven instead of nine arches as originally contemplated and sanctioned by Government and pending the receipt of this explanation the Government defer taking into consideration the Estimate submitted with that Officer's present letter.

4. Much inconvenience and delay are occasioned in the disposal of the letters from the Chief Engineer ^{containing} for forwarding Supplemental Estimates for sanction, for want of information as to the amount of the original Estimate for the work, and the date on which it received sanction; the

Enclosed in a letter from the

Chief Engineer

of the Secretary to Government,

17th Dec.

Dated 24th January 1857

Received

No 4725

17th Dec 57

Copy of a letter from the

Assistant Engineer of Bridges

forwarding a detailed description

of the Larnegate Bridge

X¹³

No 378

Extract from the Minutes of Consultation

Under date the 27th February 1857

Read the following papers

From the Chief Engineer

[Memorandum 24th January 1857 No. 9725]

Memo from the Acting Superintendent Engineer Northern Circle, in charge of the Central Office of Public Works.

[Memorandum 6th February 1857]

1 With the first of these papers the Chief Engineer submits an estimate amounting to Rs 4,360, for the construction of two additional arches to the Hullahur bridge across the Surplus Channel from the Barangooly or Mundanta-cum-turk on the Southern Trunk Road No. 8.

2 The Hullahur bridge is stated to be of seven arches of twelve yards span, but the

the Governor in Council therefore requests the Chief Engineer will invariably state these particulars in similar letters for the future, after having had the same duly verified in his Office. J.R.

J.R.

9 Copies to the
Chief Engineer
with 2 Encls
Cijp. 28

A
L
H

H. M.

A

the amount originally sanctioned
for the work is not given either
in the Chief Engineer's letter or
in any of the papers which
accompanied it. To arrive at
this information the Estimate
of Rs 1,27,875 for the Southern
Bunt Road sanctioned on

the 28th January 1847 in which
the work was supposed to have
been provided for was ~~called for~~
~~and~~ obtained from the Chief
Engineer's Office. On referring
to this Estimate the Govern-
ment find no provision made
in it for a bridge of seven
arches of twelve yards span,
but for one of nine arches at
a cost of Rs 7068; and in
the Specification No 19
forwarded by the late Captain
Best along with the Estimate
of Rs 1,27,875 above adverted to
that Officer describes the work.

* E. M. & No 17

Letter of 7th May 1846 No. 176

Am. 630 A. 1. 1. 1. 1. 1.

Phillis Fisk 1857 ad apt. 12
De Fisk 3/11/1857

No 378.

20

2797-1/2 hours 13.7

See: Thomas Alfred Bond, p. 25 of notes.
1887-88 of 1881-82 and 1887-1888

Regarding the ship we
engineer is report by the Stuller
bridge is no construction of even
instead of mine arches as arising
determined by government, and of
deforming to take into consideration
the estimate pending the receipt
of the explanatory for the
construction of two additional
arches to the Stuller bridge
across the duplicate channel
from the bearing of the
Stuller bridge from the
Stuller bridge, 1888.

No 24 at 26.

C13 ¹Tracy: 0223