M.R.O. 1—32 2000—25-11-32

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. Press Mis.

Dated 18

Not to be folded or roughly handled

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 Joliffe, 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 the Acting Secretary to Government, Public Works Department, to forward a copy of the estimate therein called for.

* Dated 3rd February 1857.

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 Madrantacum 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 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-

* Extract Minutes Consultation, No. 17.

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.

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

No. in Estimate				Amount Rs.	A.	P.	Total Amount Rs.	A.	P.	Remarks
	Cubic Yards	Earth work.								
	340267			16769	8	-	16769	8	-	Average 9½ pice per by
		Gravel and Metalling								
	89135	Urgently required		58099	14	-				
		Remainder		13579	15	-	71679	13	0	average 10 annas per Cubic Yd.
1	Yds 43300	Cutting jungle & clearing away stones		2426	-	-	2426	-	-	Average 8 Yds per Rupee
							90875	5	-	
2		Slopes to bank of the Palaur River		450	-	-	450	-	-	
3	1 Bridge	One Arch	Four yards Span	246	12	-				
4	1 Tunnel	One Vent	One yard Do	147	14	6				
5	1 Do	Do	One and a half yard Do	190	4	-				
6	1 Bridge	Nine Arches	Twelve Do Do	7067	11	-				
7	2 Tunnels	One Vent	One Do Do	295	13	-				
8	1 Do	Do	One & a half Do Do	190	4	-				
9	1 Do	Four Vents	Do Do Do	532	10	-				
10	1 Bridge	Nine Arches	Eight Yards Do Do	2977	13	8				
11	1 Tunnel	One Vent	One and a half Do	190	4	-				
12	1 Bridge	Three Arches	Eight Yards Do	2063	3	7				
13	1 Do	Nine Do	Do Do Do	2977	13	8				
14	3 Tunnels	One Vent	One Yards Do Do	443	11	6				
15	1 Do	Two Do	One & a half Yard Do	300	4	6				
16	1 Do	One Do	Do Do	190	4	-				
17	1 Do	Four Do	Do Do	532	10	-				
18	1 Do	Do	Do Do	532	10	-				
19	1 Bridge	Three Arches	Ten Yards Do	2731	3	3				
20	1 Do	Seven Do	Do Do	5064	3	-	26665	5	8	for Masonry work
21	Removing Old wall, Repairs of old bridges and drains			494	13	-				
22	56 Mile Stones at 3 Rs each			168	-	-	662	13	4	for Sundries
	Surveying 92 Miles at 5 Rs per Mile			460	-	-				
	Special Establishment for 18 Months			8761	4	-	9221	4	-	Average 2233-8- per Mile
	Grand Total Rupees						127875	5	8	

A True Copy

Captain

Dy Supg Engr N. Circle

Pamp. Memorandum 6-6

Memo.

The Secretary to Government — this Office

Department of Public Works Madras

to request that the Chief Engineer will have

the goodness to forward for appraisement Mr. Estimate

for Rs. 1,27,875-5-8 an account of the Southern

road from Madras to Vicravandy, submitted

by Mr. Nate Supdt. of Roads under date 3rd

May 1846 No. 176.

Fort St. George 15th Sept. 1846

To Thos. Nate Esqr.

Memo.

From Mr. Secy. to Govt.

Public Department

To the Chief Engineer

Dated 5th Feb. 1847

No. 263/57

Requesting to be furnished with Estimate for Rs. 1,27,875-5-8 an account of the Southern road from Madras to Vicravandy submitted by Mr. Nate Supdt. of Roads under date 3rd May 1846 No. 176.

Fort St. George 15th Sept. 1846

To Thos. Nate Esqr.

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.

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

Upton Stone Captain
Actg Supt Engr N. Circle.
In c/o of the Central Office
of P.W.

To

The Secretary to Government P.W.D.

Encl: 1 Estimate

*dated 3rd Feb 1857.

(Enclosure in a Memo:

From the Actg Supt Engineer
N. Circle in charge of Central
Office of P.W.

Dated 6th February 1857.
Recd } 9th February 1857.

No 209/57

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

Rs 12,75,[illegible]

3

No. 26

From,
Lieutenant A. S. Moberly,
District Engineer of Chinglepu

To,
Colonel A. E. Thaler
Chief Engineer Departments of Public Works

Sir,

With reference to an Extract from your Proceedings
No 9145 of the 2nd Ult.o, I have the honor to forward the
Section of the Baranpoody Bridge with the additions and Alte
printed out, and also to inform you, that Captain Hamilton
states no embankment will be required, as the Road is o
sufficiently high.

I have &c.

Signed A. S. Moberly Lieu
District Engineer Chingleput

To,
Colonel A. E. Thaler,
Chief Engineer Dept.t of Public

A true Copy
A. Thaler Colonel.
Chief Engineer.

Capt. W. Lieut. Adjt.

No 25.

Public Works 1857 Department
From 3d March. No 263
Lieut.o
The Asst. Supdg. Engr. No. Circle
In Ch.e of the Central Office P.W.D.

To, The Secretary to Government
P.W.D.

Dated 6th
Received 7.th February 1857
S.F. No. 378 — 27 Feb.

Enclosure one.

Forwards a copy of the Estimate
as called for in a Memo. from
the Asst. Secy. to Government
P.W.D. dated 3rd Febry. 1857.

C13 July

as one of nine Arches.

3. The Right Honorable the Governor in Council therefore requests the Chief Engineer will ascertain and report why the Bridges in question was constructed of seven instead of nine Arches as originally contemplated and sanctioned by Government and pending the receipt of this explanation this 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 ~~forwarding~~ ~~Contingency~~ Supplemental Estimates for sanctions, for want of information as to the amount of the original Estimate for the work, and the date on which it received sanctions;

Enclosure in a letter from the Chief Engineer to the Secretary to Government P.W.D.

Dated 24th January 1857.

Received 27th January 1857.

No. 1255.

P.W. 15/1/57.

Copy of a letter from the District Engineer of Chunkpoot forwarding a Revised Estimate of the Contingency Bridges

the Governor in Council therefore requests the Chief Engineer will invariably state these particulars in similar letters for the future, ~~after hearing the same duly verified in~~ ~~his Office~~. JR

JG

J Copied to the Chief Engineer with 2 Orders Cyf. 28

Public Works Depart.

13

No 378

Extract from the Minutes of Consultation

Under date the 27th February 1857

Read the following papers

From the Chief Engineer [Here enter 3/4th January /57 No. 97 2/57]

Memo from the Acting Superintending Engineer Northern Circle, in charge of the Central Office of Public Works. [Here enter 6th February 857]

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 Hullaur bridge across the Surplus Channel from the Caranjooly or Indrantaram tank on the Southern Trunk Road No. 8.

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

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
Trunk Road sanctioned on
the 28th January 1847 in which
the work was supposed to have
been provided for was ~~called for~~
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 the Office describes the work
as

× Encl: 2 No 17

Letter 8/7th May 1846 No. 176

Cons: 23d Octr/55 No 31.

Public Works 1857 Dept.
Dt to Cons 3d March.

No 378.

Extract Mins of Cons.

Dt 27th February/57.

Exc: from Chief Engrs No 25 Mar.
1857 & No 2618 in Ltr 7 Ultimo

Requesting the Chief Engineer to report why the Kullaur bridge was constructed of seven instead of nine arches as originally sanctioned by Government, and deferring to take into consideration the Estimate pending the receipt of this explanation, 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.

No 24 at 26.

C 13 Feby, 1223