

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	3-4	Press Mis.
Dated	3-1-	1877.

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 4th January 1859.

No. 5. Read the following letter from Lieutenant-Colonel E. LAWFORD, Officiating Chief Engineer ; to W. H. BAYLEY, Esq., Acting Secretary to Government, dated 8th October 1858, No. 4337.

SIR,

I have the honor to acknowledge the receipt of the Extract Minutes Consultation dated the 17th Instant, No. 1918, in which the Government require to be furnished with the report called for in para. 2 of Extract Minutes Consultation dated the 25th April 1857, No. 787, before submitting the Bills* forwarded with my letter of the 23rd August last, No. 3046, to the Government of India for sanction.

* For the improvement of the Hassanoor Ghaut and Bridge over the Bowany at Suttimungalum in Coimbatore.

2. I beg to observe that more complete information than that furnished by Captain Francis in his letter of the 10th April last, No. 39, respecting the works cannot be obtained, and which I submitted with my letter of the 23rd August last. The order of Government alluded to above was, as stated in that letter, duly communicated to the District Engineer, but no report thereon was received, and when his attention was directed to it in July 7th July 1858, No. 1758. last, Mr. Fraser merely forwarded a copy of Captain Francis' letter of the 10th April last already referred to.

3. The state of the accounts regarding these works does not permit of a detailed statement being prepared, shewing exactly how much each of the assigned causes has influenced the excess of expenditure over the estimate, than has been mentioned in Captain Francis' letter alluded to above, and as that Officer, now in the Central Office, agrees with me in my present remarks, I beg to re-submit the Bills in question for submission to the Government of India for sanction.

Letter from Captain P. M. FRANCIS, District Engineer of Coimbatore; to the Chief Engineer, dated Jackatalla, 10th April 1858, No. 39.

SIR,

Bill No. 1 of 1855-56 and 2 of 1856-57 amounting to Rupees 37,061-12-11. Memo. shewing the amount of extra work performed to the bridge amounting to Rupees 4,205-12-9. Bill No. 70 of 1857-58, Rupees 176-10-3.

I have the honor to forward Bills as per margin for the Hassanoor Ghaut and Suttimungalum bridge those two works having been originally sanctioned together, the amount of

	Rs.	A.	P.
the first sanctioned estimate for the Bridge itself.....	16,029	4	0
Supplemental estimate. ...	3,200	0	0
Hassanoor Ghaut.....	9,549	11	0

the Ghaut work was done for the amount of the estimate the bridge therefore has cost Rupees 27,688, annas 12 and pice 2 or Rupees 8,459 annas 8 and pice 2, in excess of the two sanctions, but in Extract of Minutes of Consultation No. 876, dated 5th June 1856, I was ordered to continue the bridge with the other funds at my disposal and I now proceed to give some reasons for the excess.

2. In the first place extra work was done to the amount of Rupees 4,206 as per Memorandum attached, partly due to the omission in the original estimate of the rough-stone flooring and partly due to the additional height given to the bridge as recommended by Captain Ludlow the Architect, before he left the district, in order to bring its road-way to the level of the country, the expediency of which has been proved by the subsequent height of rise of the river at the spot, the remaining portion of the excess viz. 4,076 Rupees is due to a rise of prices and delay in the work, rates higher than those estimated were forced to be given to induce Bricklayers to come from Coimbatore, Palghaut and Tanjore to such a reputed unhealthy spot as Suttimungalum, and to enable us to compete with the Railway passing through the adjoining Talooks, Carpenters and Smiths had to be brought from Mysore and Palghaut, there are scarcely any local workmen to be obtained in Coimbatore, the length of time, nearly three years, over which the work was spread tended also to raise its cost by necessitating the removal of the lams, and during all this time the Staff of Maistries &c. had to be kept up, the delay again was caused by the constant sickness and change of Superintendents.

3. Again in the original estimate the approaches were not considered, but the site fixed on, involved a mile of new road which was made and metalled towards Coimbatore and half a mile which was also metalled towards Bowany; planks, palmyrahs wedges, moulds &c. were eft and were to have been carried to the Bermary road bridges at a valuation which would have reduced the bill somewhat, but the stop put to those works has involved the destruction of almost all the plant at Suttimungalum. I trust this explanation will be considered satisfactory and that the Government will pass the bill for this handsome and most useful bridge which is 386 feet long and 31 feet above the bed of the river.

Fort Saint George, Public Works Consultation of 4th January 1859.

No. 6. ORDER THEREON, No. 3; dated 3rd January 1859.

The Officiating Chief Engineer submitted for sanction with his letter dated 23rd August 1858, No. 3046, three bills amounting to Rupees 37,238-7-2 for the improvement of the Hussanoor Ghaut, and construction of a Bridge over the Bowanny at Sattiamungulum in Coimbatore and the Government in Extract Minutes Consultation, dated 17th September 1858, No. 1918, required Colonel Lawford preparatory to forwarding the documents to the Government of India a complete report on the accounts connected with the Bridge as well as a clear Statement showing exactly how much each of the assigned causes has influenced the excess, with any explanation that can be adduced in regard to them severally.

2. Colonel Lawford in his letter above recorded states that no further explanation than that submitted with his former communication can be afforded, and that the accounts are in such a state as not to admit of the preparation of the detailed Statement called for.

3. The Government must express their dissatisfaction at the incomplete manner in which the accounts connected with the works in question have been kept; they resolve however to submit the bills for the sanction of the Government of India.

(Signed) W. H. BAYLEY,
Acting Secretary to Government.

No. 7. Ordered in consequence that the following letter be despatched.

From W. H. BAYLEY, Esq., Acting Secretary to the Government of Fort Saint George; to Major R. STRACHEY, Officiating Secretary to the Government of India, dated 3rd January 1859, No. 4.

SIR,

I have the honor under the orders of the Governor in Council to submit for the sanction of the Government of India, agreeably to No. II of the Rules communicated with Colonel Baker's letter dated 1st August 1856, No. 3605, three Bills for the improvement of the Hussanoor-Ghaut and construction of a Bridge over the Bowanny at Suttiamungulum in Coimbatore, amounting to Rupees (37,238-7-2)* thirty-seven thousand, two hundred and thirty-eight, annas seven, and pice two, with copies of the papers noted in the margin†.

2. The original estimate for these works amounting to Rupees 25,578-15-0 was sanctioned by the Government of India under date the 8th June 1853 and the Supplemental estimate for the Bridge authorized by this Government under date the 6th January 1856 amounted to Rupees 3,200, thus making a total of Rupees 28,778-15-0 for both the works. The actual cost now reported according to the Bill is Rupees 37,238-7-2 or Rupees 8,459-8-2 or 44 per cent. in excess of the estimates. The District Engineer states that the Ghaut work has been completed for the estimated amount, viz. Rupees 9,549-11-0 and that the excess expenditure arose in the construction of the Bridge.

3. The Officiating Chief* Engineer in submitting the Bills alluded only to the general explanation afforded by the District Engineer for the increase viz., that it was "partly due to the omission in the original estimate of the rough stone flooring and partly" "to the additional height given to the bridge" "to bring its roadway to the level of the country and the remaining portion" "to a rise of prices and delay in the work," and the Government in Extract Minutes Consultation dated 17th September 1858 No. 1918, called upon Colonel Lawford to submit a complete report with a clear statement shewing exactly, how much each of the assigned causes has influenced the excess with any explanation that can be adduced in regard to them severally.

4. Colonel Lawford states that he is not in a position to afford more explanation than what has already been given and that the state of the accounts does not admit of the preparation of the statement called for. The Government have recorded their displeasure at the loose manner in which the accounts appear to have been kept and as no good can be derived from further correspondence I am desired to solicit sanction for the Bills in question and to refer you to the correspondence noted in the margin,† copies of which

are already before the Government of India.

	R.	A.	P.
* In 1855-56	28,109	11	11
1856-57	8,952	1	0
1857-58	176	10	3
Total....	37,238	7	2

† From Officiating Chief Engineer dated 8th October 1858, No. 4337.
From District Engineer of Coimbatore to the Chief Engineer, dated 10th April 1858, No. 39.

* From Chief Engineer dated 23rd August No. 3046.

From Chief Engineer 8th October 1858, No. 4337.

† Public Works Consultation 13th June 1856, Nos. 38-39
28th April 1857, " 84-85
23rd August 1858, " 29-30

No. 39

From

Captain B. M. Francis

District Engineer of Coimbatore

To

The Chief Engineer

Department Public Works

Sir, Fort Saint George

I have the honor to forward Bills

Bill No. 1 of 1855/56 as per margin for the Hussanoor Ghaut and 2 of 1856/57 amounting to Rupees 37,061-12, Suttiamungulum Bridge those two works having been originally sanctioned together the amount of extra work performed to the bridge amounting to Rs. 4205, amount of the first sanctioned estimate for the 12-9- Bill No. 70 of 1857, Bridge itself Rupees — 16,029-4-
1858, Bill 176-10-3. Supplemental estimate — 3,200-0-0
Hussanoor Ghaut — 9,549-11-0

the Ghaut work was done for the amount of the estimate the bridge therefore has cost 27,688-12-2 or Rupees 8459-8-2 in excess of the two sanctions but in Extract of Minutes of Consultation No. 876 dated 5th June 1856 I was ordered to continue the Bridge with the other funds at my disposal and I now proceed to give some reasons for the

Excess.

excess.

2. In the first place extra work was done to the amount of Rupees 4,206 as per Memorandum attached, partly due to the omission in the original estimate of the rough stone flooring and partly due to the additional height given to the bridge as recommended by Captain Ludlow the Architect, before he left the district, in order to bring its roadway to the level of the Country, the expediency of which has been proved by the subsequent height of rise of the river at the spot, the remaining portion of the excess viz 4,076 Rupees is due to a rise of prices and delay in the work, rates higher than those estimated, were forced to be given to induce Bricklayers to come from Lumbatore, Balghant, and Tanjore to such a reputed unhealthy spot as Lattimangalum, and to enable us to compete with the railway making this the adjoining talooks, Carpenters and Smiths had to be brought from Mysore and Balghant, there are scarcely any local workmen to be obtained in Lumbatore, the length of time, nearly three years, over which the work was spread tended also to raise its cost by necessitating the removal of the dams, and during all this time the Staff of Maistries ^{the} had to

to be kept up, the delay again was caused by the constant sickness and change of Superintendents.

3. Again in the original estimate the approaches were not considered, but the site fixed on, involved a mile of new road which was made and metalled towards Lumbatore and half a mile which was also metalled towards Bowany, planks palmtrunk wedges, moulds ^{the} were left and were to have been carried to the Benary many road bridges at a valuation which would have reduced the bill some what, but the stop put to those works has involved the destruction of almost all the plant at Lattimangalum, since this explanation will be considered satisfactory and that the Government will pass the bill for this handsome and most useful bridge which is 386 feet long and 31 feet above the bed of the river.

Jackatalla
10th April 1858.

I have ^{the} ^{the}
Signed / B. M. Francis
District Engineer

/ A true Copy /
Signed / W. Fraser
Acting Dist. Engineer

Central Office of Public Works?
 Fort St. George 8th October 1858

No 4337

From The Officiating Chief Engineer,
 To The Secretary to Government of
 Public Works Department.

Public
 Engr
 Bill

I have the honor to acknowledge the receipt of the Extract Minutes Consultation dated the 17th Instant No 1918, in which the Government require to be furnished with the report called for in para 2 of Extract Minutes Consultation dated the 25th April 1857 No 187 before submitting the

* For the improvement of the Lacoon
 Chaat & Bridge over the Borey
 at Cettamungalam in Coimbatore.

Bills, forwarded with my letter of the 23rd August last, No 3046, to the Government of India for sanction.

2. I beg to observe that more complete information than that furnished by Captain Francis in his letter of the 10th April last No 39, respecting the works cannot be obtained, and which I submitted with my letter of the 23rd August last. The order of Government alluded to above was, as stated in that letter, duly communicated to the District Engineer, but no report thereon was received

Coimbatore

D. P. M.
 in a letter No 80 dated 21st
 July 1858.

from
 The District Engineer
 of Coimbatore

To
 The Chief Engineer

D. P. M.

For forwarding and explanation
 of the cause of the expense
 incurred in making for the
 town of Coimbatore at a
 running stream.

received, and when his attention was directed to it
in July last, Mr. Fraser merely forwarded a
copy of Captain Francis' letter of the 10th April
last, already referred to.

3 The state of the accounts regarding these
works does not permit of a detailed statement
being prepared, showing exactly how much each
of the assigned causes has influenced the excess
of expenditure over the Estimate, than has been
mentioned in Captain Francis' letter, alluded to
above, and, as that officer, now in the Central Office,
agrees with me in my present remarks, I beg to
resubmit the Bills in question for submission
to the Government of India for sanction.

Central Office of P. W.
Fort St. George
8th October 1858

I have the honor to be,
Sir,

Your most Obedient Servant

L^d May

Leopold Smith Call

Officiating Chief Engineer.

11
Sub Works Dept

(No 3)
Extract from the Minutes of Consultation
Under date the 3^d January 1859

I read the following letter from the Off. Chief Engineer.

There enters 8th October 1858.
No 4387

The Officiating Chief Engineer submitted for sanction with his letter dated 23rd August 1858, No 3046 three bills amounting to Rupees 37,238. 7-2 for the improvement of the Huparoor Tank, and construction

He
will

Mr. Comr. 210/24/1858 29-30

Subd. Mr. 1858 de partment
210/24/1858
No 4387

From
The Officiating Chief Engineer

To
The Secretary

Government 1858

Extract 8th
Revenue 11th October 1858

No 4387
Road Return 1858

Copy of the letter with
that of Mr. 210/24/1858
sent to the Secretary
in 210 - 3rd January 1859

1858

213 Dec 1858

Subd. Mr. 210/24/1858
210/24/1858
No 4387
Road Return 1858
Copy of the letter with
that of Mr. 210/24/1858
sent to the Secretary
in 210 - 3rd January 1859

construction of a Bridge
over the Bowanny at
Sultannugulum and
Combatore and the
Government in Ex. Min.
Cmt dated 17th September
1858 & 1918 required
Colonel Sawford pre-
paratory to forwarding
the documents to the
Govt of India a com-
plete report on the
accounts connected with
the Bridge as well as
a clear statement show-
ing exactly how much
each of the assigned
causes has influenced
the exps, with any
explanations that can
be adduced in regard
to them severally.

Colonel

2. Colonel Sawford
in his letter above
recorded states that no
further explanation
than that submitted
with his former
communications ^{can} be
afforded, and
that the accounts
are in such a state
as not to admit of
the preparation of
the detailed statement
called for.

3. The Government
must express their dissatisfaction
~~cannot refrain~~
~~from remarking~~
at the incomplete
state of the work
in which the
accounts connected
with the works in
question have been
kept

kept it unsatisfactory
they resolve however
to submit the Bill
for the sanction of
the Government of
India. with the
correspondence notes
and the accompanying
list of papers on the
subject.

WAT

9 Copies Chief Secy
Capt.

24th June 1856 No. 2549
28th April 1857 84785
23rd Aug. 1858 29755

N 4

Major R. Stacey
Offg Secy to the Govt of India
D.P.W.

Sir,

I have the honor
under the orders of the
Governor in Council to sub-
mit for the sanction of the
Government of India agree-
ably to No. II of the Rules
communicated with both
Baker's letter of 1 August
1856 No. 3605 three bills for
the improvement of the
Hussanor Ghant and con-
struction of a Bridge over
the Bonary at Luthanna
gulum in Comtatore
amounting to Rs 238.7.2
thirty seven thousand
two hundred and thirty
eight annas seven and paces
two with copies of the papers
noted in the margin.

St

W.L.

12. as 1
In 1855/56. 28109-11-11.
1856/57-8952-1-4
1857/58-176-10-3
Total 37,238-7-2.

From Offg Ch. Engr of 8 Oct/58 No 4037
From District Engr of Comtatore
to the Ch. Engr of 10 April/58 2.
1859

The Original Estimate
for these works amounting
to

At. Enr. 21 Sept/58-2922

At. Enr. 1859-2915
At. Enr. 4 Aug:

No 3.

At. Enr. 1859-2915
At. Enr. 4 Aug:
At. Enr. 1859-2915
At. Enr. 4 Aug:

At. Enr. 1859-2915
At. Enr. 4 Aug:
At. Enr. 1859-2915
At. Enr. 4 Aug:

At. Enr. 1859-2915
At. Enr. 4 Aug:
At. Enr. 1859-2915
At. Enr. 4 Aug:

At. Enr. 1859-2915

C13 Enr. 1859-2915

to Rs. 28,578-15-00 sanctioned by the Govt. of India under date the 8 June 1858 and the supplemental estimate for the bridge authorized by the Government under date the 6 January 1856 amounted to Rs. 3,200, thus making a total of Rs. 28,778-15-00 for both the works. The actual cost now reported according to the Bill is Rs. 37,238-7-2 or Rs. 8459-8-2 or 44 per cent in excess of the estimate. The District Engineer states that the shaft work has been completed for the estimated amount viz. Rs. 9,549-11-00 and the excess expenditure arose in the construction of the bridge.

The officiating Chief Engineer in submitting the bills alluded only to the general explanation afforded by the District Engineer

From Ch. Eng. d/25 Aug 58 N. 3146

Engineer for the increase viz. that it was "partly due to the omission in the original estimate of the rough stone flooring and partly to the additional height given to the bridge to bring its roadway to the level of the country and the remaining portion to a rise of prices and delay in the work" and the Govt. in Lt. Col. Sawford's September 1858 N. 1918 called upon Col. Sawford to submit a complete report with a clear statement showing exactly how much each of the assigned causes has influenced the excess with any explanation that can be adduced in regard to them severally.

From Ch. Eng. 8 Oct 58 N. 4037

Colonel Sawford states that he is not in a position to afford more explanation than what has already been given and that the state of the accounts does

does not admit of the prepa-
ration of the statement
called for. The Government
have recorded their dis-
pleasure at the loose
manner in which the
accounts appear to have
been kept and as no good
can be derived from
further correspondence
I am desired to solicit
sanction for the bills in
question and to refer
you to the correspondence
inserted in the margin of
which are already before
the Committee of India.

+ P.W. Com. 13 June 56 N^o 38439.
— " — 28 April 57 — 82485
— " — 23 Aug 58 — 29230

W.H.D.

Fort St. George
3^d January 1859

Report of the Committee
of India.

Public Works 1877-Dept.
Dpt. Civil January.

Not.
To the App. Secretary to the
Gov. of India. D. P. M.
13.1.1877.

Submitting for the
sanction of the Government of
India certain bills of Rs. 3,238-7-2 for the improvement
of the Thompson Canal and the
Bridges over the Boreway at
Lutianmargahm in Punjab.

Not.