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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

No. 17-4-5-8

G.O. No.

117

Press
Mis.

Dated

18-2-38

18-2-38

Not to be folded or roughly handled

No. 93. Read the following letter from Colonel C. E. FABER, Chief Engineer ; to J. D. BOURDILLON, Esq., Secretary to Government, dated 2nd April 1859, No. 9243.

SIR,

I have the honor to acknowledge the receipt of Extract Minutes Consultation, under date 24th February 1859, No. 429, regarding the supposed disproportionate difference between the two Estimates that have been submitted for the re-construction of the Kullair Bridge on Trunk Road No. 1, in the Salem District.

2. The original Estimate of Rupees 2,600 for the re-construction of the Bridge with 3 arches of 33 feet span each, was prepared in 1856, agreeably to the rates at which works were then executed in the District, since that period the Railway Engineers have raised very considerably the prices of materials and labor, Rupees 60 were also then considered ample for the additional height of one yard to the old wing walls, so as to render them available for the new work.

3. The rates given in the larger Estimate, are those under which, since the Railway Engineers have paid such liberal prices, no good work can be executed.

4. The differences in the excess are as follows :

Brick in Chunam work.		Difference on Estimate.		
Old rate.	New rate.	Rs.	A.	P.
2½ Rupees per cubic yard ...	3½ Rupees per Cubic yard.	699	4	10
Arch Work.				
2½ Rupees per cubic yard, including plastering, Pointing, plastering.	5 Rs. per cubic yard. } not including plastering. } Centering, &c. ...	342	8	0
		258	3	2
		1,300	0	0
Alterations in design, &c.		2,200	0	0
		3,500	0	0
Alterations and corrections made in this Office		340	0	0
		3,840	0	0
Original Estimate... ..		2,600	0	0
Present Estimate... ..		6,440	0	0

5. In the present Estimate Rupees 500 have been allowed for new wing walls, an item not required in the first Estimate.

6. The first Estimate was sanctioned in June 1857, but on the receipt of the restrictive orders of Government on the 17th of the following month, the District Engineer considered himself bound to put a stop to the construction of every new work with the exception of the Salem Jail, specially exempted on the 3rd of December 1857, in Extract Minutes Consultation No. 2248, the District Engineer was given to understand that this work among others was not included under the restrictive orders, but from the want of proper and efficient superintendence he states he was not then in a position to commence the work.

Fort Saint George, Public Works Consultation of 19th April 1859.

7. In July 1858, Captain Gahagan commenced the work, under the supervision of Assistant Overseer Anderson, but his behaviour in the management of that and other works was so unsatisfactory that he applied for his removal from the District.

8. Up to the 31st of January last, the expenditure on rough stone Bricks and Chunam and the demolition of the old Bridge, amounted to Rupees 666-11-0.

9. Under the circumstances now set forth, I do myself the honor to solicit the sanction of Government at an early date, for the total amount, viz., Rupees (6,440) six thousand, four hundred and forty, providing for the construction of a Bridge of 3 arches of 40 feet span each, and including the original sanction* of Rupees (2,600) two thousand and six hundred, which allowed for the re-construction of the Bridge with 3 arches of 33 feet span each.

* Extract Minutes Consultation 15th June 1857, No. 1153.

Letter from Captain T. E. GAHAGAN, District Engineer of Salem; to Colonel C. E. FABER, Chief Engineer, dated Camp Wamcul, 11th March 1859, No. 963.

SIR,

In reply to your letter No. 8226, of the 1st Instant, (regarding the new Naikondy Bridge near Vaniembady) I have the honor to state that the difference between the 2 Estimates of Rupees 2,600 and Rupees 6,100, is made up in the following way:

By increased rates. Rs. 1,300
* a (See Memo, in the margin) 1,300
† b By alterations in the design. 2,200

Total Rupees..... 3,500

	Rs.	A.	P.
* a Brick work in chunam....	699	4	10
Arch work do ..	342	8	0
Pointing, Plastering, Centering, and Sundries.....	259	3	2
	1,300	0	0

† b Rupees 500 are required for new wing walls. In the Estimate of 2,600 wing walls were not charged for because the wing walls of the ruined Bridge were in good order and would have done for the new Bridge with about a yard of additional height which would not have cost more than 60 Rupees.

2. The former Estimate was made in November 1856, and the rates were what I was informed the work could be done for, they were indeed rather higher than the rates entered by my predecessor in most of the Estimates of 1855; but I was unable to check them from any experience of my own. The rates given in the latter Estimates are, I believe, the lowest at which decent work can now be executed.

3. The construction of this work was sanctioned in June 1857 from the one lac fund; but on the 17th of the following month came out the restrictive orders of Government; under which I considered myself bound to stop every new work in the District, except the Salem Jail, which was specially exempted. In the following December I had occasion to apply for the exemption from the restrictive orders of a work of still greater importance (which also had been sanctioned from the one lac fund), and learned (from Extract Minutes of Consultation No. 2218 of the 3rd December 1857,) that such works were not included under the restrictive orders. Unfortunately I was not then (for want of superintendence) in a position to commence the Naikondy Bridge.

4. In July 1858, I attempted to commence it under Assistant Overseer Anderson; but his behaviour in the management of that work and others of which he had charge was so unsatisfactory, that in September I was obliged to apply for his removal from the District. In December last Assistant Overseer Barringer took charge, and the total expenditure (on rough stone, brick and chunam and the demolition of the old bridge) up to the 31st January, was Rupees 666-11-0.

No. 94.

ORDER THEREON, No. 919; dated 18th April 1859.

The explanation as to the great rise in the Estimate for this work is not fully satisfactory without further information; and the Governor in Council resolves to transmit the papers to

Fort Saint George, Public Works Consultation of 19th April 1859.

the Consulting Engineer for Railways, who will report particularly as to the price for which masonry similar to that now in question is executed in or about the locality of the present work.

2. As the Bridge is really and urgently required, the Governor in Council directs the District Engineer to proceed with it without delay, taking care to observe due economy. The bill for the work when completed will be submitted to Government with a full report of the actual cost, every thing included.

(Signed) J. D. BOURDILLON,

Secretary to Government.

* a Brick in Chumam Rupees 699-4-10
 Arch work do 342-8-"
 Painting, Plastering, Carving, 258-3-2
 8 Sundries - 1300-0-0

* b Rs. 500 are required for new wing walls. In the Estimate of 2600 wing walls were not charged for because the wing walls of the ruined bridge were in good order and would have done for the new bridge without,

* a (See memo in the margin) 1300-0-0
 * b By alterations in the design 2200-0-0
 Total Rs. 3500-0-0

2. The former Estimate was made in November 1856, and the rates were what I was informed the work could be done for - they were indeed rather higher than

As

Southern Circle D. P. H.
 Lieutenant Colonel Lawford

1st 963 District Engineer's Office
 Camp Harmaud March 11th 1859

From, Captain L. L. G. G. G.
 The District Engineer

of Salem.

The Chief Engineer
 Fort Saint George

Sir,

In reply to your letter 1st 8226 of the 1st Instant (regarding the new Sai Kondy bridge near Vaniermbady), I have the honor to state that the difference between the 2 Estimates of Rs. 2600 and Rs. 6100 is made up in the following way -

By increased rates Rs. A. P.

7-
The rates entered by my predecessor in most of the Estimates of 1855; but I was unable to check them from any experience of my own. The rates given in the latter Estimates are I believe the lowest at which decent work can now be executed.

award of additional
height which would
not have cost more
than 60 Rupees.

3- The construction of this work was sanctioned in June 1857 from the one lac fund; but on the 17th of the following month came out the restrictive orders of Government - under which I considered myself bound to stop every new work in the District except the Salem Jail which was specially exempted. In the following December I had occasion to apply for the exemption from the restrictive orders of a work of still greater importance (which also had been sanctioned from the one lac fund), and learned from E. M. L. No. 2248 of the 3rd December 1857) that such works were not included under the restrictive orders. Unfortunately I was not then (for want of superintendence) in a position to commence the Sairaidy bridge.

4 In July/58 I attempted to commence it under asst. Overseer Anderson; but his behaviour in the management of that work and others of which he had charge was so unsatisfactory that in September I was obliged to

to apply for his removal from the District. In December last asst. Overseer Barringer took charge, and the total expenditure (on rough stone, brick, & chunam in the demolition of the old bridge) up to the 31st January was Rupees 666-11-00.

I have &c.

Signed J. C. Mahajan Captain
District Engineer.

True copy

J. C. Mahajan Major
Superintending Engineer S. R. Circle.

Copy M

Central Office of C.M.
Port St George
2nd April 1859.

N^o 92403
From
The Chief Engineer
To The Secretary to Government P.M.S.
Sir,

Public
Encl.

I have the honor to acknowledge the receipt of Ex. Min. Cons. under date 24th February 1859. N^o 429, regarding the supposed disproportionate difference between the two Estimates that have

been submitted for the reconstruction of the Pulliam Bridge on Frank Road Engineer of Salem District.

2. The original Estimate of Rs. 2,600 for the reconstruction of the Bridge with 3 Arches of 33 feet span each, was prepared in 1856 agreeably to the rates at which works were then executed in the District. Since that period the Railway Engineers have raised very considerably the price of materials and labor, Rs. 2,600 were also then considered ample for the additional height of one yard to

Enclosed in a letter from the Chief Engineer to the Secretary to Government P.M.S.

Dated 2nd April 1859
Signed

N^o 92403
21st 798/59

Copy of a letter from the District Engineer of Salem regarding the proposed bridge.

to the old wing walls, so as to render them available for the new work.

3. The rates given in the larger Estimate, are those under which, since the Railway Engineers have paid such liberal prices no good work can be executed.

4. The differences in the receipts are as follows.

Bricks in Chumam work.		
<u>old rate</u>	<u>new rate</u>	<u>Difference in Est.</u>
2 1/4 Rs p Sq.	3 1/2 Rs p Sq.	699-4-10
Arch work.		
2 1/4 Rs p Sq.	5 Rs p Sq.	352-8-0
including Plastering	not including Plastering	288-8-2
Painting, Plastering, Carting. Rs.		
		7300-0-0
Alterations in design pr		2200-0-0
		3500-0-0
Alterations & Corrections made in this Office		340-0-0
		3840-0-0
Original Estimate		2600-0-0
Present Estimate		6440-0-0

5. In the present Estimate Paper 500 have been allowed for new wing walls, an item not required in the first Estimate.

6. The first Estimate was sanctioned

sanctioned in June 1857, but on the receipt of the restrictive orders of Government on the 17th of the following Month the District Engineer considered himself bound to put a stop to the construction of every new work with the exception of the Salem Jail specially exempted on the 3rd of December 1857 in G. O. No. 2248. The District Engineer was given to understand that this work among others was not included under the restrictive orders but from the want of proper and efficient superintendence he states he was not then in a position to commence the work.

7. In July 1858 Captain Galagan commenced the work, under the supervision of Assistant Overseer Anderson, but his behaviour in the management of that and other works was so unsatisfactory that he applied for his removal from the District.

8. Up to the 31st of January last the expenditure on rough stone Bricks and Chumam and the demolition of the old Bridge amounts to Paper 666-11-0.

Order

Under the circumstances now
 set forth I do myself the honor to
 solicit the sanction of Government at an
 early date for the total amount viz
 Rupees 10,140-00 / Six thousand four
 hundred and forty, providing for the
 construction of a Bridge of 3 Arches
 of 40 feet span each and including
 the original sanction of Rupees 2,600-00 + Sp. M. Com.
 Two thousand and six hundred, which 15th Jan'y 1853.
 allowed for the reconstruction of the
 Bridge with 3 Arches of 33 feet span
 each.

I have the honor to be,
 Sir,
 Your most obedt. Servt.

W. L. S. D. O.
 W. L. S. D. O.
 Chief Engineer

To the Secretary to
 Government P. W. D.

P.H.D.

W 919

Extract from the Minutes of Consultation Under date the 18th April, 1859.

Recd. the following
letter from the Chief Engineer.

/ Here enter 2nd April 1859 N 9243 /

The explanation
as to the great rise in the
Estimate for this work is not
fully satisfactory without further
information, and the Governor in
Council resolves to transmit
the papers to the Consulting
Engineer for Railways, who will
report particularly as to the
prices for which masonry similar
to that now in question is exe-
cuted in or about the locality
of the present work.

As

[Signature]

[Signature]

[Signature]

84 to 600 20th May 1859
10th June 1859
8th Dec 1859

Sub. Mr. R. 1859 20th May
10th June 1859
8th Dec 1859
To the Chief Engineer
of the Railway
at the Depot at Port 1859

Advised 2nd April 1859
No 2

W 9243

1859 19th April 1859

W 9243

660000 1812

1859 19th April 1859
To the Chief Engineer
of the Railway
at the Depot at Port 1859

The great rise in the
estimate for this work is not
fully satisfactory without further
information, and the Governor in
Council resolves to transmit
the papers to the Consulting
Engineer for Railways, who will
report particularly as to the
prices for which masonry similar
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cuted in or about the locality
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the papers to the Consulting
Engineer for Railways, who will
report particularly as to the
prices for which masonry similar
to that now in question is exe-
cuted in or about the locality
of the present work.

2. As the bridge is
really and urgently required,
the Governor in Council directs
the District Engineer to proceed
with it without delay, taking
care to observe due economy.
The bill for the work when
completed will be submitted
to Government with a full
report of the actual cost,
everything included.

J. A.

10 Copies to the Chief Eng.
2 " - to the Consulting
Eng. for Railways.

