M.R.O. 1—77,006—8-5-37.

(1) Number of pages 12

(2) Date of repair 2-5-38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Buildings Works DEPARTMENT.

Con 29/6/1859

G.O. No. 735 Press Mis.

1612

Dated 20-9- 1859.

Not to be folded or roughly handled

2/11/58

No. 11. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th ~~February~~ April 1859, No. 9442.

SIR,

In conformity to the instructions conveyed in Extract Minutes of Consultation No. 535 of 10th Ultimo, requisitions have been made on the local Officers of the Chingleput Department of Public Works, for the early and fullest practicable information of the causes that have produced so large an increase in the amount of the present Estimates for Trunk Road maintenance.

2. It will be seen from the correspondence I now do myself the honor to transmit (as enumerated in the margin) and more especially from the Report of the Superintending Engineer in charge of the Central Circle of Public Works, that Captain A. Moberly has been inconsiderate, and that he was altogether mistaken when he assigned an alleged general increase of prices for both labour and materials, although as the present scrutiny has established, perfectly correct in the actual cost of work shewn in his Estimates.

1 Original letter from the District Engineer Chingleput, dated 24th March 1859, No. 1388.
1 Do. do. from do dated 5th April 1859, No. 1441 with 2 Original Enclosures.
1 Do. letter from the Superintending Engineer in charge of Central Circle, dated 7th April 1859.

3. Captain Orr seems to establish conclusively that there has of late been a sensible though slight decrease of prices in the Chingleput District, and that the element of cartage of gravel for long distances is that which has been the general cause of the present increase.

4. But the Superintending Engineer has fully satisfied himself of the care and accuracy with which the District Engineer of Chingleput has drawn up his present Estimates, and as I fully concur in that Officer's opinion, whilst further believing that the amount and rate of traffic wear and tear had practically been underrated, I do myself the honor to recommend that with the explanation now submitted, His Excellency the Honorable the Governor in Council may be pleased to authorize the revised Estimates for execution.

Letter from Captain A. S. MOBERLY, District Engineer, Chingleput; to Colonel C. E. FABER, Chief Engineer, dated Guindy, 24th March 1859, No. 1388.

SIR,

In reply to Extract Minutes Consultation No. 604 of the 16th Instant, forwarded with your Memo. No. 8794 of the 19th Idem, I have the honor to inform you that, with the exception of the branch Road from the Mount Road near Mr. Shubrick's House, through Sydapett, now being repaired under the authority granted by you in Extract from your Proceedings No. 6579 of the 23rd December last, no other Road requires more repair than will be covered by the Annual maintenance allowance I have applied for.

2. The data on which I have calculated the maintenance allowance is the amount of daily traffic passing along on those Roads, where there is a regular traffic, but on Roads such as those from Marmalong Bridge to the Gate of Guindy Park, from Mr. Maltby's Gate to the Elphinstone Bridge, &c., on which there is no regular traffic, but which it would not do to allow to fall into bad order, I have entered the sums passed in Extract Minutes Consultation No. 92 of the 14th January 1857.

3. On obtaining the amount of daily traffic, I allowed one cubic yard of metalling per bandy, the cost of a cubic yard of laterite jelly and gravel for the Road between Madras Boundry and Palaveram, costs on an average Rupees 1-1-10, this sum multiplied by the number of bandies together with 5 per cent. for wear and tear of Tools and for picking up the old road is the sum I have entered per mile.

4. I am unable to say on what data Captain Johnston calculated the allowance entered in Extract Minutes Consultation No. 92 of the 14th January 1857, the price of a cubic yard of metalling according to his statement appears to have been only 8 annas.

5. On reference to the Civil Engineer in charge of the Madras Roads, I find that the cost of a cubic yard of laterite and gravel for the portion from the Cenotaph to the Fort is on an average about Rupees 1-6-5, so that I do not think my rates are too high.

Letter from Captain A. S. MOBERLY, District Engineer, Chingleput; to Colonel C. E. FABER, Chief Engineer, dated Guindy, 5th April 1859, No. 1411.

SIR,

In reply to a letter from the Superintending Engineer in charge of the Central Circle, No. 900:2 of the 25th Ultimo, I have the honor to forward a copy of a statement prepared by Supervisor Goodchap, shewing the rates, &c., on Trunk Road No. 6 during the last five years, as he, having been employed on this road since its formation, is best able to furnish the information you require.

2. In my letter No. 1053 of the 24th December I stated "I can only suppose that Captain Johnston was able to do the work at the rates you mention from labor, &c., being cheaper in those days than they are now"; I am afraid I did not express myself clearly enough, as both Government and you have misinterpreted my meaning; I intended that I supposed the rates were lower in Captain Johnston's time than they are now, and did not mean to assert that they really were: the data forwarded by me for No. 6 Trunk Road is calculated on the present rate of wages, as I have shewn in detail in the statement forwarded with my letter No. 1053 of the 24th December 1858.

3. I would beg to take this opportunity to point out that the rates of maintenance allowance entered by Captain Johnston, in the list attached to Extract Minutes Consultation No. 92 of the 14th January 1857, appear to be calculated at about 8 annas per cubic yard, a rate at which the work could only be done if the material was close along side the road or else labor much cheaper than it is in the neighbourhood of Madras.

4. As regards the amount entered by me for spreading, &c., viz., 2 annas per cubic yard, Mr. Goodchap's statement shews how that is obtained, at the same time I would beg to point out that, according to notes on building and road making, the cost of spreading, &c., a cubic yard of laterite road on the Western Trunk Road appears to have been 2 annas and 4 pice.

5. In my letter No. 1388 of the 24th Ultimo, I stated on what data I had calculated the maintenance allowance for the roads in this neighbourhood, more especially the road from the Madras Boundary to Palaveram, and mentioned that the cost of a cubic yard of laterite stone and gravel was Rupees 1-1-10: I now beg to annex a statement, from which you will observe that I have made a slight mistake; this however is accounted for by my having made the calculation nearly a year ago when the cost of gravel dug by my own people was 10 pice the parah, whereas I now procure it from the Contractor at 9 pice the parah, delivered on any part of the road where it is required; no clay is, or apparently has ever been, used on the road, the proportions of laterite and gravel are the same as were used during the time the roads were under the charge of Major Worster; the cost however is a little less, as the records shew that in his time a square of 4½ inches thick cost Rupees 1-10-2½, whereas it is now Rupees 1-8-3.

6. The Bandies on this side of Madras do not carry so much as is entered in Mr. Goodchap's statement as they will only carry 4 parahs, that being the amount they always carry in Madras.

7. The Contract price for laterite and gravel in this neighbourhood, is 5 annas of the former nnd 3 annas of the latter per Bandy load; the corresponding rates for the Madras roads adjoining being 9½ annas for the former and 4½ annas for the latter.

Letter from Captain C. A. ORR, Superintending Engineer, in charge of Central Circle; to Colonel C. E. FABER, Chief Engineer, dated 7th April 1859. No. 1.

SIR,

With reference to Extract Minutes Consultation of the 10th and 16th Ultimo, Nos. 535 and 604, directing you to employ the Superintending Engineer of the Central Circle, on the investigation of the data on which the increased rates of maintenance allowance for certain roads in the Chingleput District were applied for, on the alleged ground of the prices of labour and materials having lately risen, I have the honor to report that having called upon the District

Engineer for information, and held personal communication with him on the subject, I have received from him the accompanying two letters to your address with their enclosed Statements and have elicited the fact that Captain Moberly was altogether mistaken in assigning as a reason for the necessity of augmented allowances for the roads in question, arrise in price either of labour or materials. These have in reality actually fallen, with the exception of the hire of Carts, as clearly shewn in the Statement prepared by Mr. Supervisor Goodchap, of the wages of labour, &c., during each of the last five years; and the true explanation of the District Engineer's Estimates exceeding those formerly prepared for the maintenance of the same roads is, that he has calculated the cost of each square of gravelling from a careful computation of the quantity and prices of material required, the distances it has to be carried for each Section of the road, and the expense of laying down, spreading, watering and beating it, to form the requisite compact surface coating of 4½ inches in thickness.

2. The Statements forwarded by the District Engineer with his letter No. 1053, of the 24th December, and those now submitted, having been prepared with reference to the prices actually paid for gravel and for its cartage, according to the great distance it has generally to be carried and for laying it down in a satisfactory manner, it is impossible to dispute the correctness of Captain A. Moberly's Estimates for the work to be done on the roads in question, and I can only account for their excess, by supposing that former Estimates were merely speculative, and did not give the real cost of the material. For example, taking the wear and tear as usual to be equal to one cubic yard per Cart per mile, by the rules for calculating the expense of maintaining a road according to the traffic upon it, as prepared by Captain Johnston, and sanctioned by Government in Extract Minutes Consultation of 24th January 1857 No. 92, the cost of a cubic yard of gravel would appear to have been assumed as varying from 4 to 6 annas, whereas the District Engineer of Chingleput clearly shews that it varies from Rupee 1-5-7 between the 16th and 36th mile of Trunk Road No. 6, and annas 9 and pice 11 between the 5th and 16th mile of the same Road; it being Rupee 1-1-6, on the piece of road between the Madras Boundary and Palaveram, specially referred to by Government, and as much as Rupee 1-6-5, in Madras on the roads under the control of the Municipal Commissioners.

Para. 3 of E M. C. No. 604 of 16th March 1859.

No. 12. ORDER THEREON, No. 935; dated 20th April 1859.

It appears from the Estimates now sent up, which have evidently been made with care and from the result of actual experience, that the true cost of metalling on the Roads referred to is about double the rate at which it was set down in the previous Estimate sanctioned on the 14th January 1857. It occurs then to enquire whether the quantity of material laid on the Road was no more than half the estimated quantity; if so, and if the Road was thus kept in a tolerable condition of repair, the quantities provided in the present Estimates would appear to need revision. The Chief Engineer will report on this as well as on any other point connected with the subject which may appear to him to require the attention of Government and meanwhile final sanction to the Estimates will be suspended; but the District Engineer will be authorized to proceed actively with the repairs.

2. The Governor in Council resolves also to call on Captain Johnston by whom the former estimates were framed, and who is now Consulting Engineer for Railways, to explain the data on which his calculation of the cost of metalling was based.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Central Office of Public Works
Fort St. George 8th April 1859

No 9442

From

The Chief Engineer

To

The Secretary to Government
Public Works Department

Sir,

Public Communications.

In conformity to the instructions conveyed in Extract Minutes of Consultation No 535 of 10th Ultimo, requisitions have been made on the local Officers of the Chingleput Department of Public Works for the early and fullest practicable information of the causes that have produced so large an increase in the amount of the present estimate for Trunk Road maintenance.

2. It will be seen from the correspondence I now do myself the honor to transmit (as enumerated in the margin) and more especially from the report of the Superintending Engineer in charge of the Central Circle of Public Works, that Captain R. Moberly has been inconsiderate, and that he was altogether mistaken when

1 Orig[l] letter from the Dist[t] Engr Chingleput dated 24th March /59 & 1388.
1 Dt — Dt — from Dt — of 5th April /59 No 1441 with 2 Original Enclosures.
1 Dt letter from the Supt Engr in charge of Central Circle dated 7th April /59.

P.W. Departt

No 935-

Extract from the Minutes of Consultation

Under date the 20th April 1859

Read the following letter from the Chief Engineer

(Secretariat 8th April 1859 No 9442)

It appears from the Estimates now sent up, which have evidently been made with care and from the result of actual experience, that the true cost of metalling an additional mile of road is about double the rate at which it was set down in the previous Estimate sanctioned on the 14th January 1857.

M.

Ord. 18 - Metal 30 miles 1858.

By Work Dept. Darjeeling No 2908 dated 29th Oct. 1858

From The Chief Engineer

To The Secretary to Government Public Works Dept.

Dated 8th April 1859

Rec'd 9th April 1859

No 9442.

Sir:

Subject: 30 Miles Metal

I have the honor to submit herewith the information regarding the estimate for annual Road maintenance Estimate required by Govt. last Financial year 1857-58 & Passed in Council 14th January 1857.

I have &c.

Sd/-

Offg Chief Engr

Cc to Supdt Rly

~~Dlo Cons 15th~~ March/59
R 15/16

Public Works 1859 Dept.
Dlo Cons. 29th April

No 935

From the Chief Engr. D
18th Nov. 58. C. No 3011 enclosing

Extract Minutes of Cons:
D 29th April 1859.

From the Consulting Engr. for
Railways 4th May/59 C. No 1126.
enclosing 1st May 1859 - 58

Sanction to the Chingleput
Trunk Road maintenance
Estimates, suspended pending
the submission of certain in-
formation regarding them.
The Dist. Engineer to proceed
with the repairs. Capt. Johnston
who framed the former Estimates
to explain the data on which his
calculation of the cost of
metalling) was based.

No 11 & 12.

From Chief Engineer D 18th
May/59 C. No 1284 enclosing 10th June
No 187-188

Cir 29 April 1859