

(1) Number of pages 10

(2) Date of repair 23.12.43

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 3025	Press Mis.
334-35	
Dated 17.12.1862	

Not to be folded or roughly handled

23.12.43

*Proceedings of the Madras Government, Public Works Department,
17th December 1862.*

No. 334. Read the following Endorsement of the Deputy Chief Engineer, Southern Circle, dated Madras, 2nd December 1862, No. 325:—

Read the following letter from Colonel C. E. FABER, R. E., District Engineer of Coimbatore, to Lieutenant-Colonel J. OUCHTERLONY, R. E., Deputy Chief Engineer, Southern Circle, dated Coimbatore, 27th November 1862, No. 376.

SIR,

1. I have been duly honored with your despatch No. 312, of 22nd instant, overruling the recommendations of the local Officer supported by the District Engineer in regard to the treatment of the Military Road from Trichinopoly through Caroor and Konghiem, and I have this day forwarded instructions to the Range Officer to conform strictly to your orders.

2. I presume to think that some very pertinent considerations connected with the project under reference have been overlooked, as inherent in the distance of the Office of appeal and confirmation and the various delays inseparable from the departmental routine of public business, which are frequent if not continual causes of a loss of opportunity. Yet these and other cognate obstructions cannot be adequately exhibited by any *figured* representative resultant, in either estimates or the detailed data on which the latter are computed.

3. Speaking in general terms, the normal condition of the high road from Caroor to Konghiem is that of a communication running through a dry, hard tract of country, yielding a road material of so friable a description that it can only be made worth the cost of working by artificial consolidation obtained by moistening and beating; for when these processes are omitted, the so-called gravel is converted by the action of the prevalent high winds into dust, and carried away bodily in clouds of impalpable powder; or what is even worse, if applied in mass (instead of by piecemeal manipulation in a moist state) and heavy rain falls, the road stuff is converted into an adhesive clayey marl, like the communication from Goodaloor to Coimbatore on the line of feeder to the Railway station, and which may be correctly reported impassable at this writing.

4. I unconditionally defer to the authority of your superior Office, but I should on the other hand fail in the performance of my own duty were I to suppress a respectful expression of my assured belief that a mere spreadage of the side heaps of new collected material will render the road very much worse than before. Indeed of the truth of this opinion, no fuller proof can be desired than the existing condition of the Metapolliem road, which has been treated in the manner now made applicable for the Konghiem line. Unless rammed and consolidated so as to reduce its capacity for water by its intrinsic cohesion, it is hardly possible to exaggerate the obstruction the material presents after every fall of rain.

5. I must next solicit your attention to the circumstance that besides the really moderate road total, Rupees 2,000, now objected to for such a purpose and length of line, the local Officer is surely bound to exhibit such rates as will ensure the performance of work *whenever* it may be ordered, and by no means to trust to the highly exceptional circumstances of the present season. I learn that for the last three years there has not been such a monsoon as would have enabled the Executive to dispense with the provision made for the conveyance of water for an average distance of two miles.

6. The data quoted in your letter No. 312, dated 22nd instant, were prepared (24th September 1862) *before* there had been any heavy rain-fall and the object was simply to explain the proposed *modus operandi* at that time, and not to vary the charge with an alteration of circumstances which might or might not be taken advantage of in actual operations. But other elements of computation were embodied in a second data, and regard being had to the exceedingly low standard of mere middling passableness proposed for attainment, I should wish to submit that if confidence be placed in the Executive branch, whatever actual economy in any process might be realized in practice could either have been treated as a saving or have been most advantageously so expended in improving both the latent and transverse drainage each equally defective at present, rather than restrict the requisite operations to limits which may probably trammel the Executive to a very undesirable extent.

Proceedings of the Madras Government, Public Works Department,
17th December 1862.

7. It has not consisted with my own professional experience that low estimates for road repairs are cheap estimates in the long run; and the very superficial measures now under adoption for the Konghiem road are perhaps of questionable expediency, as they are now made to depend upon the state of the weather continuing to be favorable to the work in hand. But every personal effort that can contribute to the value of the treatment shall be used without stint, and limiting the outlay to Rupees 1,300 I propose D. V. to set out for the Caroor Range to-morrow, in order that I may personally impress upon Overseer McDonough (in charge of Sub-Engineer Lowry's Range, the necessity not only of the strictest conformity with your orders generally, but of turning the present favorable state of affairs to the utmost possible advantage by employing large gangs of work-people and taking care to make the money go as far as possible on the principle however of doing nothing when unable to do it well: 10 miles of permanently good smooth road, being preferable to 20 in a state of only partial completion.

1 Original letter No. 376, dated 27th November 1862.

Submitted for the information of Government,
with reference to letter No. 311, dated 22nd November 1862, from this Office.

(Signed.) J. OUCHTERLONY, Lieut.-Colonel, R. E.,
Deputy Chief Engineer, Southern Circle.

No. 335.

ORDER THEREON, 17th December 1862, No. 3,025.

Recorded, with reference to the Proceedings of Government No. 3,006, dated 15th December 1862.

(Signed.) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

No. 376.

District Engineer's Office
Coimbatore 27th November 1862

From

Colonel G. E. Faber R.E.

District Engineer of Coimbatore

To

Lieutenant Colonel J. Ouchterlony R.E.

Deputy Chief Engineer Southern Circle
Madras.

Sir,

I have been duly honored with
your despatch No. 312 of 22nd Instant over-
ruling the recommendations of the Local
officer supported by the District Engineer
in regard to the treatment of the Military
Road from Trichinopoly through Caroor
and Konghiem, and I have this day for-
warded instructions to the Range officer
to conform strictly to your orders.

2 I presume to think that some very
pertinent considerations connected with the
Project under reference have been overlooked
as inherent in the distance of the office of
appeal and confirmation and the various
delays inseparable from the Departmental
routine of public business, which are frequent
if not continual causes of a loss of opportunity.
Yet these and other cognate obstructions can-
not be adequately exhibited by any figured
representative resultant, in either estimates
or the ~~very~~ detailed data on which the cal-
culations are computed.

3

Speaking in general terms, the not-

normal condition of the high road from
Garoor to Hongliem is that of a communica-
tion running through a dry hard tract of
country yielding a road material of so friable
a description that it can only be made with
the cost of working by artificial consolidation
obtained by moistening and beating; for
when these processes are omitted, the so called
gravel is ^{not} ~~converted~~ by the action of the converted
prevailing high winds into dust, and car-
ried away bodily in clouds of impalpable
powder; or what is even worse, if applied
in mass (instead of by piecemeal manipu-
lation in a moist state) and heavy rain
falls, the road stuff is converted into an
adhesive clayey mass, like the communica-
tion from Goodaloor to Coimbatore
on the line of feeder to the Railway
station and which may be correctly
reported impassable at this writing.

14 I unconditionally defer to the
authority of your superior office, but I
should on the other hand fail in the
performance of my own duty were I to
suppress a respectful expression of my
assured belief that a mere sprinkling
of the side heaps of now collected mate-
rial will render the road very much
worse than before. Indeed of the truth
of this opinion, no fuller proof can be
desired than the existing condition of
the Metaspallim road which has been
tried in the manner now made

applicable

applicable for the Hongliem line. Unless
rammed and consolidated so as to re-
duce its capacity for water by its in-
ter-cohesion, it is hardly possible to re-
-aggrate the obstruction the material
presents after every fall of rain.

5. I must next solicit your attention
to the circumstance that besides the really
moderate road total now objected to
for such a purpose and length of line,
the Local Officer is surely bound to
exhibit such rates as will ensure the
performance of work whenever it may
be ordered, and by no means to trust
to the highly exceptional circumstances
of the present season. I learn that for
the last three years there has not been
such a monsoon as would have enabled
the Executive to dispense with the provi-
sion made for the conveyance of water
for an average distance of two miles.

6. The Data quoted in your letter
No 312 dated 22nd Instant were prepared
(21st September 1862) before there had been
any heavy rain fall and the object
was simply to explain the proposed
Modus operandi at that time, and not
to vary the charge with an alteration of
circumstances which might or might
not be taken advantage of in actual
operations. But other elements of com-
putation were embodied in a second
Data, and regard being had to the

exceedingly low standard of mere mid-
dling papableness proposed for attainment;
I should wish to submit that if confidence
be placed in the Executive branch;
whatever actual economy in any pro-
cess might be realized in practice
could either have been treated as a
saving or have been most advantageously
expended in improving both the
latent and transverse drainage each
equally defective at present; rather than
restrict the requisite operations to limits
which may probably trammel the
Executive to a very undesirable extent.

4. . . . It has not consisted with my
own professional experience that low
estimates for road repairs are cheap
estimates in the long run, and the
very superficial measures now
under adoption for the Birmingham
road are perhaps of questionable ex-
pediency as they are now made to
depend upon the state of the weather
continuing to be favorable to the
work in hand. But every perso-
nal effort that can contribute
to the value of the treatment
shall be used without strict, and
limiting the outlay to Rspees 1,300
I propose D. V. to set out for the Garoor
Range tomorrow, in order that I
may personally impress upon

of sub-Engineer Lowry's range the
necessity not only of the strictest
conformity with your orders gene-
rally, but of turning the present
favorable state of affairs to the
utmost possible advantage by
employing large gangs of work-
people and taking care to make
the money go as far as possible
on the principle however of doing
nothing when unable to do it well,
10 Miles of permanently good smooth
road, being preferable to 20 in a
state of only partial completion

I have &c &c
Rd. S. Col. R.
District Engineer

Southern Circle Office D. M.
Madras 2^d December 1862

N^o 325

Encls. 1.
1. Orig. Letter.

Submitted for the in-
formation of Government, with re-
ference to letter N^o 311, dated 22^d
November 1862, from this Office -

Quettutary Lt. Col. R. E.
Deputy Chief Eng^r. S. C.

To Colonel W. J. Birdwood R. E.
Secretary to Government
P. M. D.

To Genl. of the S. Circle N. 325

From the District Engineer
of Coimbatore

The Deputy Chief Eng^r
Southern Circle
Madras

N^o 375

acknowledged orders
regarding the strengthening
round retaining wall at No 372
dated 22^d Nov. 1862 and
report to that effect as a di-
rected the officer in
charge of the work or change
to forward the return of the
national school to the
inspector of
Refugees have been
submitted for the

strict conformity
to the N. C. S. C. S. C.
Engineers Southern
Circle and Coimbatore

1862
 No. of Govt. for Dist.
 12049
 From
 Lt. Colk. A. Kuchterlong R.E.
 Dy. Chief Engineer S.C.
 To Colk. W. A. Burdwood R.E.
 Secy. to Govt. P.M.D.

No. 325

Dated 2.
 Recd. B. } December 1862.
 Enc. 1

Submits, for in-
 formation, a letter from
 the District Engineer of
 Coimbatore on the subject
 of spreading gravel on the
 road between Caroor
 and Houghiem.

No. 3025. 17. December
 Nathan Order

No. 116
 No. of Govt. No.
 12049
 No. 3025.
 No. 3025. 17. December
 Nathan Order

13 Copies
 To Mr. Dy. Ch. Secy. S.C. & Mr. Dy. Ch. Secy. P.M.D.

C. L. 1862. R. 4.