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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1807

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679-680

Dated 29-6-1865

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th June 1865.*

No. 679. Read the following letter from Lieutenant-Colonel G. W. WALKER, R. E., Superintending Engineer, 7th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Coimbatore, 10th June, 1865, No. 33:—

SIR,

1. I have no resource but to submit for the orders of Government the accompanying plans and estimates for the road and bridge work remaining, at the commencement of 1864-65, to complete the communication from Tippacaudoo westwards to the head of the new Karkoor Ghát. It has been with the greatest difficulty that they have been extorted from the Range Officer of South Wynad, Mr. Sub-Engineer O'Shaughnessy, by the stoppage of his monthly credits, and as I find myself powerless to enforce attention to my instructions from this most head-strong Subordinate, I have no alternative but to lay before Government such papers as he is pleased to provide; with such comments thereon as my experience suggests, but which nothing short of the intervention of Government will induce him to attend to.

4 Estimates.
13 Plans.

2. To take the estimates, in the first place, generally, Rupees 64,000 are allowed for the 11 miles from Tippacaudoo to Goodaloor, and Rupees 70,000 for the 8th mile section thence to Nadagany, the head of the Ghát. Deduct from these sums Rupees 5,912 and Rupees 5,612 respectively, for superintendence, now charged to the head of Petty Establishments, or an aggregate Rupees 11,526 from Rs. 1,34,000, and a net balance of Rupees 1,22,474 results. Of this amount Rupees 19,934 is stated by the Sub-Engineer to be the proportion of last year's expenditure in the whole line, chargeable to the road above Ghát, and a balance of Rupees 1,02,540 remains to be provided in the current and ensuing years.

3. Now Rupees 60,000 per annum is the annual allowance for new road works on the Wynad plateau, to which Government are pledged; of which Rupees 20,000 represents the share of the Karkoor line. At this rate it would take five years from 1st May 1865 to work out Mr. O'Shaughnessy's estimates. I am sure if he had taken the trouble to analyze his estimates for himself, or had been asked by any one how many years, at an allowance of Rupees 20,000 a year, it would take him to complete the line above Ghát, his demands would have been greatly reduced. As to details of rates, Mr. O'Shaughnessy ignores his experience of the past year, and declines to contribute his share towards the establishment of schedules for the Division; and it is of no sort of use my informing him that Captain Law is working at rates 50 per cent., and Captain Kennedy at 25 per cent. below him; he prefers adopting a high guess rate to one taken from his own or others' experience.

4. As to particulars of the papers submitted, Mr. O'Shaughnessy showed me the bridge plans on the 27th March at Neddivattam, and in point of fact I understand they were got ready in February on Major Farewell's refusal to grant him leave otherwise. He has not taken the trouble to tell me why they are now sent in unaltered, but I will assume his excuse to be that of having no Draughtsman, and no time for the work himself; and on the supposition that the estimates will not be affected, content myself with appending copy of my written instructions of that date, which I request may be enforced by Government order. I also append some suggestions for economizing on the bridge estimates not then shown me, and remarks on the specification for road work, for inculcation on the Range Officer.

5. I must apologize for the very unusual course I have taken of requesting Government to enforce my authority, but it is the only one I am left to adopt, without absolute stoppage of the range work; and I will refer to Major Farewell, my *locum tenens* for three months, to prove how much my forbearance has been tried by Mr. O'Shaughnessy. In no single item of expenditure have I checked him; he has been allowed to entertain two gentlemen Assistants, on Rupees 150 each, one a Civil Engineer, the other a planter, besides Overseers, Draughtsmen, &c., on the extra establishment, to an extent of which I am as yet ignorant; and yet it has been only

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29th June 1865.*

by putting the screw first on his leave and afterwards on his funds, that any papers have been extracted from him; and the Ghát estimates are still wanting, to say nothing of plans and estimates, for want of which the Government grant of Rupees 10,000 for improvements between Sultan's Battery and the Mysore frontier has been lost to us in 1864-65, although I had his assurances in October last, on the spot, that he would not fail me with them. But, as I have several times had occasion to tell him, and shall hereafter have to show Government, he has miserably neglected his Range charge, and confined his attention exclusively to works on one short line of road, and on that road, instead of carrying out what he knew from me that I had pledged myself to His Excellency the Governor should be done, he has chosen to adopt a line of his own, and to persist therein in spite of all warnings.

6. I am much grieved by Mr. O'Shaughnessy's conceit and insubordination, neutralizing as they do many good points of his character, and allowing no alternative but to give him his head, or to stop his supplies altogether. His previous service as a Soldier should have led him to respect my authority instead of ignoring it, and the only conclusion I can come to is that his elevation in society has turned his head. This leads me to doubt whether I shall be justified hereafter in assisting to obtain his discharge any deserving Non-Commissioned Officer who may apply to me for the purpose, lest I should thereby liberate him from wholesome control and discipline, and do the Government and Department an injury. Pending a change of behaviour in Mr. O'Shaughnessy, I must recommend the withdrawal from 1st May of the extra 50 per cent. on salaries and allowances, which I took some trouble to obtain for him last season.

*Notes on Mr. O'Shaughnessy's plans, submitted in person at Neddivatam
on the 27th March.*

1. GOODALOOR BRIDGE.—To remain as at present built, but with timber superstructure on the Canara standard plan, and road-way widened to 16 feet.
2. SEEPUTTY BRIDGE.—East abutment to be re-built or added to in front and not levelled at the corners, so as to reduce the span as near 45 feet as possible. Queen post trusses approved, with road-way 13½ feet in the clear.
3. BIDDRAHULLY BRIDGE.—Same as Seeputty, or with 3 feet wider abutments, if it be desired to allow any splay.
4. KURGOODY BRIDGE.—To be on the Canara plan, without stouts.
5. All the other tunnels, from 15 feet and less, to have semi-circular arches.
6. Trusses to be of Teak, all the rest of best jungle wood.

Copy of the above was taken from the Superintending Engineer's draft by the Sub-Engineer himself.

(Signed) G. W. WALKER, Lieut.-Colonel, R. E.,
Superintending Engineer, 7th Division.

Additional Notes.

1. Since seeing the estimates, it strikes me that the 18 feet and 15 feet arches, estimated at Rupees 5,650, and Rupees 3,300, and Rupees 2,150 respectively, had better be built with rubble masonry abutments and a timber superstructure; perhaps and Rupees 1,150. Where flat granite stones can be cut their adoption may lead

2. I ordered semi-circular arches to be used instead of the very flat ones in Mr. O'Shaughnessy's designs, from distrust of the quality of bricks likely to be turned out along the line.

3. I objected likewise to the practice of levelling off the corners of abutments, as losing several feet width of road-way, and ordered the parapet to be in a continuous line over the wing walls and arch, to get a maximum width of road-way at a minimum cost.

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Notes on the Specification of earth-work.

1. ROAD IN HILL SIDE.—“To be 6 inches higher on the outer side, to allow for the settlement of the made portion.” This is a fallacy well known to experienced ghát makers; the correct section of a road is invariable, approaching absolute flatness as its surface approaches absolute hardness, but in practice always more or less sloped from the centre to the sides, according to the longitudinal gradient.

2. “The abutments of all bridges and tunnels to be built and covered over temporarily before the permanent superstructure of masonry or timber is commenced.” An evil practice, causing obstruction when the permanent work is undertaken. Streams likely to endanger life when in flood may be temporarily bridged at another site; others should merely be sloped into and out of again, with gradients of 1 in 12.

In both the above particulars Mr. O'Shaughnessy has chosen deliberately to run counter to my express injunctions.

I had his word distinctly on 27th March that he would show, marginally on the estimates, the amount of work done in 1864-65, on each mile of road and each bridge or tunnel. This pledge has been broken.

(Signed) G. W. WALKER, Lieut.-Colonel, R. E.,
Superintending Engineer, 7th Division.
COIMBATORE,
10th June 1865.

No. 680. ORDER THEREON, 29th June 1865, No. 1,807.

CIVIL WORKS, No. 106.

16th January 1864, No. 162.
13th May „ 1,400.
28th March 1865, „ 846.

1. The Superintending Engineer, 7th Division, submits, with reference to the several requisitions as per margin, the following estimates for the road from the head of the Carcoor Ghát to Tippacandoo via Goodaloor:—

	RS.
From head of Ghát to Goodaloor, 8 miles	70,000
Do. Goodaloor to Tippacandoo, 11 miles	64,000
	1,34,000
<i>Deduct.</i>	
For superintendence chargeable to Petty Establishments	11,526
	1,22,474

Of this sum Rupees 13,934 are reported to have been expended in the past official year, leaving a balance of Rupees 1,02,540 to be provided in the current and future years.

2. The Superintending Engineer considers the estimates submitted, and which have been framed by Mr. Sub-Engineer O'Shaughnessy, to be higher than necessary, as similar work on the Coonoor and Tambracherry Gháts is being done at lower rates. Colonel Walker further appends a Memorandum, noting the points in which Mr. O'Shaughnessy's plans are considered objectionable, and as no trouble has been taken by that Subordinate to revise them with reference to the suggestions made, although he was instructed to do so, that Officer requests the interference of Government with a view to those suggestions being enforced.

3. The Government observe that the Sub-Engineer's plans need revision in only minor particulars, and taking into consideration the high prices now generally prevailing, the uncertainty of labor, the difficulties attending the prosecution of works in Wynad, and the fact that the work to be done must extend over some years, during which the prices now ruling will in all probability continue to rise, they consider it inexpedient to resort to the alternative, which will entail much untoward delay, of returning for revision the plans and estimates now laid before them. His Excellency in Council resolves accordingly to sanction them, and in doing so he desires that Mr. O'Shaughnessy be informed that the Government

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expect that he will carry out the work with every possible regard to economy, and that he will strictly attend to the orders and suggestions of the Superintending Engineer.

4. The Government notice with displeasure the conduct of Mr. O'Shaughnessy as brought to notice in this letter, but the allegations against him are vague, and they content themselves with warning him to be more circumspect in the discharge of his duties, and more respectful and attentive to the orders of his superiors.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
.. Controller of Public Works Accounts.
.. Accountant General.

Ed. S. T. Augustin.

D. P. W. Division		South Western Range.		Road from Gondal to Nidagunji		Abstract of Estimate.	
No.	Particulars	Rate	Amount	Total			
165	labour yards of masonry —	per yd 11	1650				
2033 1/2	do do —	do 8	16263 5 4				
41	Roughstone drains —	each 100	4100				
586	labour feet of Oakwood wrought and put up —	per ft 3	1758				
2772	labour yards of Earthwork	per yd 4	693				
	Setting out beds on rock for abutments		100				
	Digging foundation		750				
	Forming up from bed & filling in		875				
	Centering		560				
	Timber		678	10 8			
	Superintendence.		1842			29.270	
	Excavation						
80.68	labour yards of blasting —	per yd 3	3204				
24047 1/2	do stony soil —	do 8	12023 10				
14055	do gravel soil —	do 6	5270 10				
64770 1/2	do Earthwork —	do 4	16192 11				
	Carried over.		36.690 15 0			29.270	

South Wymond Range

25600 Square yards of chert & limestone
 Superintendence and sundries

3772 64 40730

Total Estimate Rupees 70,000

South Wymond Range Office
 Good alone 26th May 1865

Sub Engineer South Wymond Range

Abstract of Estimate of the
probable cost of forming and
bridging the Road from
in the South Wymond Range
Estimate Rs 70,000 - 0 - 0

Abstract of Estimate of the
probable cost of forming and
bridging the Road from
in the South Wymond Range
Estimate Rs 70,000 - 0 - 0

South Wymond Range

Road from Good alone to Lippa Kander

Abstract of Estimate.

No.	Items	Rate	Amount	Total
121	Cubic yards of masonry —	per yd 10	210	
2941 3	do	do 8	23530	10 8
68	Poughstone Road drains	each 100	6800	
932	Cubic feet of Teakwood wrought and put up —	per ft 3	2796	
354 1/2	do do	do 2 8	886	
8670	Yds of cutting foundation and filling up approaches —	yard 4	2167	8
	Cutting rock and preparing bed for masonry —		100	
	Baling —		200	
	Centering and sundries —		1760	
	Superintendence —		3129	13 4
				42580
<u>Excavation</u>				
175	Cubic yards of blasting	per yd 3	585	
2790	do stony soil	do 8	1395	
3163	do gravel soil	do 6	1186	2
7007 15/16	do Earthwork	do 4	14251	15 9
	Carried over —		17418	1 9
				42580

Brought forward.		17413	1	9	42580	0	0
117,114	Square yards of clearing jungle	2	1219	15			
	Superintendence and sundries	2731	15	3	21420	0	0
Total Estimate Rupees					64,000	0	0

Rupees Sixty four thousand only.

South Wynand Range Office
Goodaloor May 1865

G. H. H. H. H.
Sub Engineer South Wynand Range

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the 9 and 6 ft. Arches which are so heavily priced at Rs. 1300, Rs. 1900 & Rs. 1150. Where flat granite stones can be put their adoption may lead to reduction of cost of the 3 ft drains.

Ordered semicircular arches to be used instead of the very flat ones in Mr. Oskaug's designs from distrust of the quality of bricks likely to be turned out along the line.

Objected likewise to the practice of leveling off the corners of abutments, as losing the usual flat width of Road way, and ordered the Parapet to be in a continuous line over the Drift walls & arch, to get a maximum width of Road way at a minimum cost.

Notes on the Specification of Earth Work.

1. Road in Kilb-Side. To be 6 inches higher on the outer side, to allow for the settlement of the made portion. This is a fallacy well known to Experienced Shant makers; the correct section of a road is invariable, approaching absolute flatness as its surface approaches absolute hardness, but in practice always more or less sloped from the centre to the sides, according to the longitudinal gradient.

2. The Abutments of all bridges & Tunnels to be built and covered over temporarily before the permanent superstructure of masonry or timber is commenced. An evil practice, causing obstruction when the permanent work is undertaken. It is very likely to endanger life when in flood may be temporarily bridged at another site; others are merely be sloped into & out of again, with gradients of 1 in 12.

In both the above particulars Mr. Oskaug has shown deliberately to run counter

to my express injunctions.

Had his word distinctly on 27th March that he would show marginally on the Estimates the amount of work done in 1864-65 on each mile of road & each bridge or tunnel. This pledge has been broken.

Supr. Engineer's office;
J. D.
Bombay 10th June,
1865.

Walter L. Folger
Supr. Engr 7th Dec

No 33

Superintending Engineer's Office 7th Sec.
Comibator 10th June 1865.

Sir,

Lieutenant Colonel G. H. Walker R.E.
Superintending Engineer 7th Sec.

to

Colonel G. H. Walker R.E.
Secretary to Government. D. P. W.

Sir,

I have no resource but to submit for the
Orders of Government the accompanying Plans
and Estimates for the road and bridge work remain-
ing at the commencement of 1864/65, to complete
the communication, from Tippiakaboo westwards
to the head of the New Siakhor Channel. It has been
with the greatest difficulty that they have been extracted
from the Plans of the South Western, Mr. Sub Engineer
O'Shaughnessy, by the stoppage of his monthly credit,
and as I find myself powerless to enforce atten-
tion to my instructions ^{from} this most headstrong
subordinate. I have no alternative but to lay
before Government such papers as he is pleased
to provide, with such comments thereon as my
experience suggests, but which nothing short of
the intervention of Government will induce
him to attend to.

2. To take the Estimates, in the first place,
generally - Rupees 64,000 are allowed for the
miles from Tippiakaboo to Godabar, and Rupees
for the 8 miles section thence to Nadagany,
the head of the Channel. Deduct from this sum
Rupees 5,912 and Rupees 5,612 respectively, for

Enclosures
4 Estimates
13 Plans

Dr. Letter No. 33 acc
10th June, from the
Eng. Corps to the
Secretary to Govt.
D. P. W.

Superintendent, now charged to the head of Petty Establishments; or an aggregate Rupees 11526 from Rupees 134,000, and a net balance of Rupees 122,474 results. Of this amount Rupees 19,934 is stated by the Sub Engineer to be the proportion of last years expenditure in the whole line chargeable to the road above Ghant, and a balance of Rupees 102,540 remains to be provided in the current and ensuing years.

3. Now Rupees 60,000 per annum is the annual allowance for the Road works on the Wynad Plateau, to which Government are pledged; of which Rupees 20,000 represents the share of the Marikoor line. At this rate it would take 5 years from 1st May 1865 to work out Mr O'Shaughnessy's Estimates. I am sure if he had taken the trouble to analyze his Estimates for himself, or had been asked by anyone how many years, at an allowance of Rupees 2,000 a year, it would take him to complete the line above Ghant, his demands would have been greatly reduced. As to details of rates Mr O'Shaughnessy ignores his experience of the past year, and declines to contribute his share towards the Establishment of Schedules for the Division. And it is of no sort of use my informing him that Captain Law is working at rates 50 Percent and Captain Kennedy at 25 percent below him; he prefers adopting a high guess rate to one taken from his own or others experience.

4. As to particulars of the papers submitted,

Mr O'Shaughnessy showed me the Bridge Plans in the 27th March at Naddivattun and in point of fact I understand they were got in ready in February on Major Farrwell's refusal to grant him leave otherwise. He has not taken the trouble to tell me why they are now sent in unaltered, but I will assume his excuse to be that of having no draftsman and no time for the work himself; and on the supposition that the Estimates will not be affected, content myself with appending copy of my written instructions of that date, which I request may be enforced by Government Order. I also append some suggestions for economizing on the Bridge Estimates not then shown me, and remarks on the specification for Road Work; for incultation on the Range Officer.

5. I must apologize for the very unusual course I have taken of requesting Government to enforce my authority, but it is the only one I am left to adopt, without absolute stoppage of the Range work; and I will refer to Major Farrwell of the Range work; and I will refer to Major Farrwell my demand - ten days for 3 months, to prove how much my forbearance has been tried by Mr O'Shaughnessy. In no single item of expenditure have I checked him; he has been allowed to entertain 2 Gentlemen Assistants, on Rupees 150 each, one a Civil Engineer, the other a Planter, besides Overseer Draftsmen &c. on the extra establishment

to an extent of which I am as yet ignorant;
and yet it has been only by putting the sword
first on his back and afterwards on his hands,
that any papers have been extracted from him. -
And the Grant Estimates are still wanting,
to say nothing of plans and estimates for
want of which the Government Grant of Rs 10,000
for improvements between Sultan's Battery
and the Mysore Frontier has been lost to us
in 1864/65, although I had his assurances in
October last, on the spot, that he would not fail
me with them. - But, as I have several times
had occasion to tell him, and shall hereafter
have to show Government, he has miserably
neglected his Range charge, and confined his
attention exclusively to works on our short line
of Road - and on that road, instead of carrying
out what he knew from me that I had pledged
myself to His Excellency the Governor should
be done, he has chosen to adopt a line of his
own and to persist therein in spite of all warnings. -

6. I am much grieved by Mr O'Shaughnessy's
conceit and insubordination, neutralizing
as they do many good points of his character,
and allowing no alternative but to give him
his head, or to stop his supplies altogether. - His
previous service as a soldier should have led
him to respect my authority instead of ignoring
it, and the only conclusion I can come to
is that his elevation in society has turned
his head. - This leads me to doubt whether
I shall be justified hereafter in assisting

to obtain his discharge any deserving Non-
Commissioned Officer who may apply to me for
the purpose, lest I should thereby liberate him
from wholesome control and discipline, and
do the Government and Department an injury. -
Pending a change of behaviour in Mr O'Shaughnessy
- namely I must recommend the withdrawal from
1st May of the extra 50 per cent on salaries and
allowances which I took some trouble to
obtain for him last season. -

I have the honor to be
Sir

Your Most Obedient Servant.

W. Walker Esq. M. A. B. C.
Superintending Engineer of a Div.

Civil Works

Public Works Dept

No 1807

Proceedings of the Madras Government
Madras date the 29th June 1865
Read the following.

From the Supg Engineer J. D.

Submits for orders Plans
and Estimates for the Road and
Bridge work to complete the com-
munication from Tiffa Kadoo West
ward to the head of the new Warthoor
Road, also brings to notice of Govt.
the conduct of Mr Sub Engineer Chaudh.

(Hereafter 10 June 1865
No 33)

The Superintending En-

gineer J. D. Submits, with
reference to the several requisitions
as per margin, the following
estimates for the road from the
head of the Caroor Ghat to the

15 Jan'y 1865 - 162
13 May " 1400
28 March 1865 - 825

I must remark upon the
character of Mr Walden com-
munication to Govt. - it is true
that he himself seems aware of
the absurdity of his application
to the Govt to assist him. I am
in keeping his subordinates
in proper order - but in
spite of this absurdity he per-
sists in bringing complaints
against Mr Chaudhary which
he ought to have dealt with
himself - as regards the Plans
of the road from Caroor to
Tiffa Kadoo I confess I am
surprised at the amount of
the estimate as, of my memory
ever one right, I was told
it was that with the exception

Caroor via Goodaloor.
head of Ghat to Goodaloor 70000
8 miles
Goodaloor to Tiffa Kadoo 64,000
11 miles
Rs 1,34,000

Deduct
for superintendence charged to
to Petty Cash Rs 11,526
Rs 1,22,474

Of this sum Rs 19,954 are reported
to have been expended in the
past official year, leaving

No 33

At a 10th June 1865
No 33

B 17

Submits for orders Plans
and Estimates for the Road
and Bridge work to complete
the communication
from Tiffa Kadoo West ward
to the head of the new Warthoor
Road, also brings to notice
of Govt the conduct of Mr
Sub Engineer Chaudhary

No 679

C. 16 June 1865 O.R. 1945

a balance of Rs 102,570 to be provided in the current & future years.

The Sub Engineer considers the estimates submitted, & which have been framed by Mr Sub Eng: O'Shaughnessy, to be higher than necessary, as similar work on the Connor & Sambacherry ghats is being done at lower rates. Col. Walker further appends a Memo. making the points in which Mr O'Shaughnessy's plans are considered objectionable, & as no trouble has been taken by that subordinate to revise them with reference to the suggestions made, although he was instructed to do so, that officers request the interference of Govt with a view to these suggestions being enforced.

The Govt observe that the Sub Engineer's plans need revision in only minor particulars, and

the bridges the road & all works as far as foodalawar was or would be completed. Since Col. Walker would understand that his has become the plan and estimates, and that he ought to have taken the matter in hand when Mr O'Shaughnessy sent him an Estimate & plan, & what he could not approve, it was then his business to revise and modify them according to his data furnished or in his possession instead of sending them back to Mr O'Shaughnessy with such marginal notes. The Govt has more trouble with Col. Walker and his subordinates than with the other 7 superintending Engineers, and seems to think that the reason of this is that he does not comprehend his position, that he is unwilling to face his own responsibility and tries to throw them upon the subordinates. It is a sign of a very weak character when a man in his position feels himself compelled to call in the aid of the Govt to help him to keep in order a very junior subordinate.

WD

taking into consideration the high prices now generally prevailing, the uncertainty of labor, the difficulties attending the prosecution of works in Wynaad & the fact that the work to be done must extend over some years, during which the prices now making will in all probability continue to rise, they consider it inexpedient to resort to the alternative, which will entail much untoward delay, of returning for revision the plans & estimates now laid before them. His Ex: in Council resolves accordingly to sanction them, & in doing so he desires that Mr O'Shaughnessy be informed that the Govt expect that he will carry out the work with every possible regard to economy, & that he will strictly attend to the orders & suggestions of the Superintending

Engineer.

The Govt notice with
displeasure the conduct of Mr.
O'Donoghue as brought to
notice in this letter, but the
allegations against him are vague,
& they content themselves with
warning him to be more
circumspect in the discharge
of his duties, & more respectful
& attentive to the orders of
his superiors.

27/1865 Depa
Pro: of Govt for June

5/1865
Pro: of the M Govt
Of 29 June/65.

A.B.

Fort St George
29th June/65

Recd from
26-6-65

To the Secy Dn with 23 Encls.
Cont
Accd by
Recd 30 June 1865

(20) 1865
of 1865 Date
No. of Govt for June

No. 18679
No. of the M. Govt
of 29 June/65

The estimates sent
to Rs. 122,474 for the
Construction of a
Road from the Head
of the Barkoor Ghaut
to Tippurandoo via
Goodaloor Mulahar
D. Sanctioned.

No. 679. 680