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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3295	Press
	Mis.
28-29	
Dated 2. 11.	1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

No. 28. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Coimbatore, 16th October 1865, No. 155 :—

1. Having lately completed the inspection of the line of road between Calicut and Palghaut, *via* Malliappooram, Manaar, and Mundoor, I have the honor to report for the information of Government on the subject of that work, No. 104 of the Budget List of this year.

2. An estimate of Rupees 52,083 for opening as a dry weather road the 77 miles of this line, south of Ferokhabad on the Beypoor river, was sanctioned by Government in G. O. No. 321, of 10th July 1855, of which Rupees 27,678 were spent before the Mutiny of 1857. The unexpended balance of Rupees 24,405 appears to have again been made available in season 1858-59 by Minutes of Consultation No. 823 of 1st May 1858, and a further sum of Rupees 88,830 for completing and bridging the line was granted in G. O. No. 1,975, of 18th August 1859. Grand total of sanctions Rupees 1,40,913, whereof Rupees 1,30,715 having been spent up to 30th April 1865, and Rupees 6,633 being the allotment of the current year, a transfer of Rupees 3,565 was ordered in G. O. No. 2,518 of 30th August 1865, to supply funds for working out the estimate.

3. The accounts of expenditure antecedent to 1858-59 appear to have been submitted through the Revenue Department, and there exist no data for comparison of the work done with the outlay incurred. Of the subsequent expenditure of Rupees 1,13,235 (including allotment of this year) Rupees 58,327 as near as can be calculated, will have been the outlay in the Calicut Range, and Rupees 54,908 that in the Palghaut Range. Mr. Sub-Engineer Bailey having held the former charge throughout the whole period, is able to give a complete statement of his operations, and account accurately for Rupees 9,474 out of a total deficiency of Rupees 18,780, the original estimated cost of two bridges, which will be the only works not carried out on the line by the 30th April 1866. Mr. Smithers' experience of the work in Palghaut Range commenced in season 1862-63, and he is therefore only able to show cause for about Rupees 3,312 of the excess on bridge work, leaving Rupees 5,994 unaccounted for.

4. As I can depend on the strict accuracy of their statements and figures, I append extracts of Messrs. Bailey's and Smithers' correspondence, which will show that it was long known to the District Engineer that they were working at enhanced rates. I am not aware what deterred him from revising the old estimates long ago. I have not been able to do so by correspondence; the undefined nature of the unbridged nullahs, as shown by the surveys and levels sent me, and compared with the flood lines given, deterring me from approving of any revised plans without actual inspection of the sites, which I have not found it convenient to make till now. There is not the slightest difficulty in accounting for any such excess as has occurred over estimates sanctioned in 1855 and 1859, so far as rates are concerned; for excess in waterway to be given, compensation, and such like items, the want of good preliminary traces accounts, the estimated line having been abandoned and improved on in many places. And the want of any maintenance allowance up to 1864-65 is a great excuse for additional quantities of earth work and metalling having from time to time been added to those estimated for. I know not what hindered the District Engineer from getting a maintenance allowance as soon as the line was even partially opened, any more than I know why he deferred the revision of the estimates. He did not communicate with me on the subject verbally or otherwise.

5. I have mentioned Rupees 18,780 as the deficit on the original estimate, and having fixed the sites and every detail of the two bridges remaining to complete the line, I am of opinion that that sum need not be exceeded in the revised estimates. Pending their submission, therefore, I request permission to enter that sum as a fresh sanction in next year's Budget; Rupees 15,000 to be spent in 1866-67, and the balance in 1867-68, but both bridges to be opened for traffic before the monsoon of 1867.

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

6. The result of this total outlay of a little less than Rupees 1,60,000 will be the completion of 77 miles of first class road, the present condition of which is most satisfactory and creditable to those able Range Officers Mr. Sub-Engineer Bailey, and Mr. Supervisor Smithers.

Extract of a letter from Mr. Sub-Engineer H. BAILEY, to the Superintending Engineer, 7th Division, No. 409, of 5th January 1865.

1. As ordered by you I have the honor to subjoin a copy of my report to the District Engineer of Malabar, explaining the cause of the deficiency in the Moondoor Road Estimate.

2. Some letters had passed previously on the subject, but on looking for the book in which they were entered, I am told by one of the Writers in my Office that it was destroyed by white ants, I am therefore unable to forward copies of the letters.

3. When I commenced work on the road, I found that in the first bridges I had to have carried out that the waterway was so deficient that it would be useless attempting to complete the road as sanctioned, I therefore spoke to the District Engineer, and he gave me instructions personally to allow sufficient waterway.

4. For the part of the road for which this sanction was received from him the waterway allowed in the estimate was only 10½ feet, whereas as carried out the waterway is 215 feet, and yet I have more than once seen the water passing over the road.

5. At the time I made the first application to the District Engineer, only a short distance of the road had been traced and the earthwork completed, on finding afterwards that the same mistake had been made throughout, I again addressed the District Engineer, pointing out that although I had received his instructions to allow sufficient waterway in the first bridges I found that there was the same deficiency all through and that I therefore could not take on myself the responsibility of altering the bridges, and requested further instructions; a few days after I met him at Calicut, when he ordered me to use my own discretion in the matter.

6. I therefore, when giving over the Range on being posted to the Carcoor Ghaut, forwarded the subjoined letter and report, in order that no difficulty should afterwards arise in explaining the deficiency.

The District Engineer having personally inspected the alterations it was carried out by me by his orders.

From Mr. Sub-Engineer H. BAILEY, to the District Engineer of Malabar, No. 261.

As there might be hereafter some difficulty in explaining the cause of the extra expenditure on the Moondoor Road in my Range, I have the honor to subjoin a Statement showing the deficiency on each item. From this you will see that of the total deficiency Rupees 6,851-8-5 is owing to the carelessness of the person who prepared the Estimate, Rupees 1,519-14-0 on account of compensation, and Rupees 1,110 due to closing the breaches and turfing to prevent the embankment being washed away.

Central Division of Malabar.

	RS.	A.	P.
Statement showing the expenditure, &c., on the Moondoor Road in the Central Division of Malabar, expended in completing the road to the Cootlangady River	31,983	1	2
Estimated amount...	22,519	10	0

Estimate deficient...	9,473	7	2
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Deficiency how accounted for,

On earthwork in Paddy fields, the road having been ordered to be made six yards wide, while the estimate only allows six yards of earthwork altogether, the slopes on each side are therefore deficient, there is also a deficiency of some items altogether as shown in the estimate, the total deficiency has been 25,195½ cubic yards of earthwork at 1 Anna per cubic yard	1,574	11	6
Closing breaches made on the road near Malleapooram and Poodiat 4,815 cubic yards, at 1 Anna 6 Pie per cubic yard	451	6	6
Turfing in Paddy fields to prevent further injury to the embankments, 42,240 square yards at 3½ Pie per yard	770	0	0
Raising the road between 28th and 29th miles, the estimate merely allowing for repairing the surface, whereas the road had to be raised it being covered with water for upwards of a week at a time during floods, therefore 3,520 cubic yards of earthwork at 1 Anna 6 Pie per cubic yard	330	0	0

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	RS.	A.	P.
Raising the road in Poollekil Paddy field, to prevent the road being breached a second time; the top of the embankment as allowed in the estimate being much below the level of floods in the river along side, 1,590 cubic yards of earthwork at 1 Anna 6 Pie per cubic yard	149	1	0
Raising at second 16-feet bridge for same reason as stated in last item, 1,470 cubic yards at 1 Anna 6 Pie per cubic yard	137	13	0
Deficient in Metalling; one item shown in the Estimate being 544 × ½ × ½ instead of 544 × 4 × ½ difference 510 cubic yards at 4 Annas per cubic yard	127	8	0
Deficient on earthwork of ghaut at Malleapooram, the person who prepared the estimate having apparently passed down the old ghaut which is too steep for bandy traffic instead of the new trace.			
Required to complete the ghaut from my house to top part of the ghaut, having been carried out on the original Estimate previous to my taking charge of the Range—	269	2	6
2,871 Cubic yards of hard soil at 1 Anna 6 Pie per cubic yard	247	1	9
2,545 do. do. „ 1 do. 9 do. do.	98	8	0
2,576 do. do. „ 1 do. 6 do. do.	63	2	6
3,631 do. laterite and clay „ 3 do. do.	65	0	0
Blasting rock and revetting road in places			
Forming road from top of ghaut to opposite Mr. Scott's house, 2,162 cubic yards of hard soil at 1 Anna 6 Pie	202	11	0
Ditto. from Mr. Scott's house to top of descent to river, 1,100 cubic yards of hard soil at 1 Anna 6 Pie per cubic yard	103	2	0
Deficient compensation; the amount allowed for this Range being Rupees 1,500, while the amount paid as per accounts received from the Collector of Malabar has been Rupees 3,019-14-0, therefore deficient	1,519	14	0
Deficient on tunnels, part being for additional masonry to allow sufficient waterway and part due to insufficient rates, the rates allowed in the estimate for masonry being only Rupees 10 per 100 cubic feet, while the current rates at the time was Rupees 13 per 100	3,357	4	8
Total deficient	9,471	6	5

(Signed) H. BAILEY,
Sub-Engineer.

(True Copy.)

N. B.—This Statement holds good for the present date, the entire expenditure subsequently having been on one large bridge, the estimate of which will not be exceeded.

(Signed) G. W. WALKER, Lieut.-Colonel, R. E.,
Superintending Engineer, 7th Division.
COIMBATORE,
16th October 1865.

Extract letter from Mr. T. SMITHERS, Supervisor, Palghat Range, No. 234 of 21st January 1865.

Paragraph 2. It would appear from what I could learn from Mr. Konig, on taking over charge of this Range, that the provisions of the original estimate had not been adhered to as a guide in carrying out the work; but a statement was prepared annually and submitted to the District Engineer showing the quantity and description of work proposed for execution during the then current year, each description of work being entered at the then prevailing rates, which of late for earthwork and turfing have been 100, and for masonry 30 per cent. on the previous sanctioned rates.

Paragraph 3. Numerous tunnels and drains have been constructed, as well as larger spans given to bridge arches, and modifications made in other parts of the works; whether such alterations have been reported I am unable to state, there being no record in this office.

(True Extract.)

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

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

Comparative Statement of estimated and actual cost of Bridge work in Palghaut Range.

	Estimat- ed.	Revised.	Excess.
	RS.	RS.	RS.
Pooliamputty	1,612	2,000	388
Valathodoo... ..	616	1,200	584
Covilpundum	839	1,500	661
Manchenthodoo... ..	980	1,600	620
Curramboothodoo	159	550	391
Yedalhalpundum	57	140	83
Three more tunnels...	171	450	279
Tunnel 2 x 2	38	80	42
Seven more do.... ..	266	560	294
So far executed... ..		8,050	3,312

COIMBATORE,
16th October 1865.

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

No. 29. ORDER THEREON, 2nd November 1865, No. 3,295.

ACCOUNT, No. 5.

1. In the foregoing letter the Superintending Engineer of the 7th Division brings to notice the necessity for a Supplemental estimate to complete the line of road between Calicut and Palghaut, via Mundoor, in the Malabar District, and requests permission, pending its submission, to insert in the ensuing Budget an additional sum of Rupees 18,780.

2. The estimates which have been sanctioned for the work amount in the aggregate to Rupees 1,40,913 as follows:—

Extract Minutes Consultation, No. 321, dated 10th July 1855.	(1.) Constructing an unbridged road...	RS. 52,083
G. O. No. 1,975, dated 18th August 1859.	(2.) Completing and bridging road...	88,830
	Total...	1,40,913

3. The actual cost of the road is now estimated at Rupees 1,59,693, averaging Rupees 2,074 per mile for the entire length of 77 miles.

4. Colonel Walker reports that the work which has been already performed has been executed in a most satisfactory and creditable manner. He explains that the necessity for the additional sanction now applied for is attributable, first to the imperfect manner in which the original estimates were prepared, secondly to increased rates, and thirdly to the want of a maintenance allowance for those portions of the road which have been opened, but he is unable to state how much of the anticipated excess is due to each of these causes.

5. As the early completion of the road is of great importance the Government sanction the entry in the Budgets for 1866-67* and 1867-68† of the additional sum of Rupees 18,780 above mentioned.

Colonel Walker will submit the revised estimate which is under preparation as early as practicable, and he will be careful to enter in his Budget for the next official year, under the head "Communications," the entire amount sanctioned for the work, which should be described as shown in the margin; the difference (Rupees 1,40,913) between the estimate (Rupees 1,59,693) and the supposed expenditure up to 30th April 1865.

* Rupees 15,000.
† Rupees 3,780.

‡ Rupees 1,59,693.

§ "Constructing and bridging road between Calicut and Palghaut via Mundoor."

difference (Rupees 1,40,913) between the estimate (Rupees 1,59,693) and the supposed expenditure up to 30th April 1865.

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

6. Adverting to paragraph 4 of the Superintending Engineer's letter, the Government observe that the late District Engineer in Malabar ought to have reported that the sanctioned estimates would be exceeded as soon as he became aware of the fact, and his omission to do so is highly reprehensible.

(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.

Exd. S. T. Augustin.

Extract of a letter from Sub Engineer A Bailey to Lieut Colonel G Walter
R.E. Superintending Engineering Division No 407 of 5 January 1865

As ordered by you I have the honor to submit a copy of
my report to the District Engineer of Malabar explaining
the cause of the deficiency in the Moondoor Road Estimate.

Some letters had passed previously on the subject
but on looking for the Book in which they were entered
I am told by one of the writers in my office that it was
destroyed by what ants I am therefore unable to forward
copies of the letters.

When I commenced work on the Road I found that
in the first Bridges I had to have carried out that the
waterway was so deficient that it would be useless attempt-
ing to complete the Road as sanctioned. I then reported
to the District Engineer and he gave me instructions
personally to allow sufficient waterway.

For the part of the Road for which this sanction
was received from him the waterway allowed in the
Estimate was only 10 1/2 feet whereas as carried out the
waterway is 25 feet and yet I have more than once
seen the water passing over the Road.

At the time I made the ^{first} application to the Dist
Engineer only a short distance of the Road had been
traced and the earthwork completed on finding after
wards that the same mistake had been made through-
out I again addressed the District Engineer pointing
out that altho I had received his instructions to allow
sufficient waterway in the first Bridges I found that
there was the same deficiency all through and that
I therefore could not take on myself the responsibility
of altering the Bridges and requested further instruction
a few days after I met him at Calicut when he ordered
me)

me to use my own discretion in the matter -
 I therefore when giving over the Range on being
 posted to the Care of the Subordinate forwarded the subjoined
 letter and report in order that no deficiency should
 afterwards arise in explaining the deficiency.

The District Engineer having personally inspected
 the alterations it was carried out by me by his order.

No. 261

To Captain J. B. B. B.

Sir, District Engineer of Malabar

As there might be hereafter some difficulty
 in explaining the cause of the extra expenditure on the
 Moondol Road in any Range & hence the house with
 join a statement showing the deficiency on each item
 from this you will see that of the total deficiency
 Rs 6857 8.5 is owing to the carelessness of the person
 who prepared the Estimate No 1519 in an account of
 compensation under No 1110 due to closing the breaches
 and Surging to prevent the embankment being washed
 away.

(Signed) A. D. D. D.
 District Engineer

Central Division of Malabar
 Statement showing the expenditure on the Moondol
 Road in the Central Div of Malabar expended in completing
 the Road to the Coollangud River. — B — 1877-78

Estimated amount — 22,517 11-2
 Estimated deficiency — 9,473 7-2
 Deficiency has been accounted for
 On earthwork in Paddy fields the Road having

been ordered to be made 6 yards wide while the
 estimate only allows 6 yards of earthwork altogether, the
 slopes on each side are therefore deficient, there is also
 a deficiency of some items altogether as shown in the
 Estimate - the total deficiency has been 25,995 2 Cys of
 earthwork @ 1-6 per Cys 1574-11-6

Closing Breaches made on the Road near
 Mallepporam & Poodiat 1,815 Cys @
 1-6 per Cys 457-6-6

Surging in Paddy fields to prevent further
 injury to the embankments 12240 sq. yds.
 @ 3 1/2 per yard 770-0-0

Raising the Road between 28 & 29 miles the
 Estimate merely allowing for repairing the
 surface whereas the Road had to be raised
 it being covered with water for upwards of
 a week at a time during floods, therefore
 3620 Cys of earthwork @ 1-6 per Cys 330-0-0

Raising the Road in Poodikil Paddy
 field to prevent the road being breached
 a second time, the top of the embankment
 as allowed in the estimate being much
 below the level of floods in the River along
 side 1590 Cys of earthwork @ 1-6 per Cys 149-1-0

Raising at 2nd 16-ft Bridge for same reason as
 stated in last item 1470 Cys @ 1-6 per Cys 137-13-0

Deficient in metalling one item shown in the
 Estimate being 54 1/2 x 1 1/2 instead of 54 1/2 x 1 1/2
 difference 510 Cys @ 1-4 per Cys 127-8-0

Deficient on earthwork of Ghaut at
 Mallepporam the person who prepared
 the Estimate having apparently passed
 down 3540-8-10

Carried forward

Extract Letter from Mr. T. Smithes Supervisor Palghat Range No. 234 of 21st January 1865.

Para 2.- It would appear from what I could learn from Mr. King, on taking over charge of this Range, that the provisions of the original Estimate had not been adhered to as a guide in carrying out the work; but a statement was prepared annually and submitted to the District Engineer showing the quantity and description of work proposed for execution during the then current year each description of work being entered at the then prevailing rates, which of late for earthwork and turping have been 100, and for masonry 30 per cent on the previous sanctioned rates.

Para 3.- Numerous tunnels and drains have been constructed, as well as larger spans given to Bridge Arches and Modifications made in other parts of the works; whether such alterations have been reported, I am unable to state; there being no record in this Office.

True Extract
 Munster Lieut. Col. R.E.
 Supr. Engr. 7th Div.

Comparative Statement of estimated and actual cost of Bridge work in Palghat Range -

	Estimated	Actual	Excess
Poolampatty.	1612	2000	388.
Valattisdo.	616	1200	584.
Civilpundum.	839	1500	661.
Manchenthodo.	980	1600	620.
Amumbododo.	159	550	391.
Yadalkal pundum.	57	140	83.
3 more tunnels.	171	420	249.
Tunnel 2x2.	38	80	42.
7 more, ditto.	266	550	284.
Sofar executed	8050.	3312	

Combatore 16th Oct. 1865

Munster Lieut. Col. R.E.
 Supr. Engineer 7th Div.

Brought forward 2512 - 5 - 2
 down the old Chaut which is too steep for
 Randy traffic instead of the new one.

Required to complete the Chaut from my
 House to top part of the Chaut having been
 carried out on the original Estimate previous
 to my taking charge of the Range

2871 Cys of Hard soil @ 1.6 per Cys 2671 - 2 - 6

2576 - " " " 1.9 - " 257 - 1 - 9

3632 - " " " 4.6 - " 98 - 8 - "

Blasting Rock & Revelling Road in place - 68 - 2 - 6

forming Road from top of Chaut to opposite

Mr. Scello House 2162 Cys of Hard soil @ 1.6 per Cys 11 - "

Ditto from Mr. Scello House to top of Section 6

1100 Cys of Hard soil @ 1.6 per Cys 113 - 2 - "

Deficient compensation the amount allowed

for this Range being Rs 1500 while the

amount paid as per accounts received from

the Collector of Malabar has been Rs 8019 - 14 - "

therefore deficient 1519 - 14 - "

Deficient on Tunnel part being for additional

masonry to allow sufficient waterway and

part due to insufficient rates the rates

allowed in the Estimate for masonry being

only Rs 10 - per 100 cft while the current

rates at the time was Rs 13 - per 100

Total deficient 3357 - 1 - 8

2471 6 5

Signed N. B. Bailey
 Lieut. Engineer

(True Copy)

N.B. This statement holds good for the present and the entire expenditure subsequently having been on one large bridge, the Estimate of which will not be exceeded.

Combatore 18th Oct. 1865

Munster Lieut. Col. R.E.
 Supr. Engineer 7th Div.

2 Enclosures with letter
from Supr. Engrs. 7. 25. 1855
No. 155 of 16. 12. 1855

No. 155

Superintending Engineer's Office
of the Division
Bombay 16th October 1855

From The Superintending Engineer
of the Division
To The Secretary to Government
Departt. Pub. Works.

Sir

Having lately completed the inspec-
-tion of the line of Road between Calcut and Cal.
-ghat, via Malhapuram, Monar, and Mun-
-door, I have the honor to report for the informa-
-tion of Government on the subject of that work
No. 104 of the Budget List of this year.

2. An Estimate of Rs. 52083 for opening
as a dry weather road the 77 miles of the line
south of Serokhabad on the Brijpore River was
sanctioned by Government in G. O. No. 321 of 10th
July 1855, of which Rs. 27,678 were spent before
the ending of 1857. The unexpended balance of
Rs. 24,405 appears to have again been made availa-
-ble in season 1858-59 by Minute of Consultation
No. 823 of 1st May 1858, and a further sum of
Rs. 88,830 for completing and bridging the line was
granted in G. O. No. 1475 of 15th August 1859. Grand
Total of sanction Rs. 1,10,913, whereof Rs. 1,30,915
having been spent up to 30th April 1865, and
Rs. 6633 being the allotment of the current year,
a transfer of Rs. 3565 was ordered in G. O. No. 2518
of 30th Aug. 1865, to supply funds for working out
the Estimate.

3. The accounts of expenditure antecedent
to 1858-59 appear to have been submitted through
the Revenue Department and there exist no data
for comparison of the work done with the outlay
incurred. Of the subsequent expenditure of Rs. 1,18,235
(including

(including allotment of this year) Rs. 58,327 as near as can be calculated, will have been the outlay in the Calicut Range; and Rs. 54,908 that in the Palghat Range. Mr. Sub Engineer Bailey having held the former charge throughout the whole period, is able to give a complete statement of his operations and account accurately for Rs. 94,74 out of a total deficiency of Rs. 18,780 the original estimated cost of 2 Bridges which will be the only work not carried out on the line by the 30th April 1866. Mr. Smither's experience of the work in Palghat Range commenced in season 1862-63; and he is therefore only able to shew cause for about Rs. 3312 of the excess on Bridgeworth, leaving Rs. 5994 unaccounted for.

4. As I can depend on the strict accuracy of their statements and figures I append extracts of Messrs Bailey and Smither's Correspondence, which will shew that it was long known to the District Engineer that they were working at enhanced rates. I am not aware what deterred him from reversing the old estimates long ago. I have not been able to do so by correspondence; the undefined nature of the unbridged nullahs, as shewn by the surveys and Levels sent me, and compared with the flood-aid Plans without actual inspection of the sites, which I have not found it convenient to make till now. There is not the slightest difficulty in accounting for any such excess as has occurred over estimates sanctioned in 1855 and 1859, so far as rates are concerned; for excess in waterway to be given, Compensation, and such like items, the want of good preliminary traces accounts, the estimated line having been abandoned and improved on in many places. And the want of any Maintenance Allowance up to 1864-65 is a great excuse for additional quantities of Earth work & ballasting having from time to time been added to those refinished for. I know not what hindered the District

District Engineer from getting a Maintenance Allowance (as soon as the line was even partially opened, any more than I know why he deferred the revision of the Estimates. He did not communicate with me on the subject verbally or otherwise.

5. I have mentioned Rs. 18,780 as the deficit on the original Estimates and having fixed the site and every detail of the two Bridges remaining to complete the line I am of opinion that that sum need not be exceeded in the revised Estimates. Pending their submission therefore I request permission to put that sum as a fresh sanction in next year's Budget; Rs. 15,000 to be spent in 1866-67, and the balance in 1867-68, but both bridges to be opened for traffic before the Monsoon of 1867.

6. The result of this total outlay of a little less than Rs. 1,00,000 will be the completion of 77 miles of 1st Class Road, the present condition of which is most satisfactory and creditable to those able Range Officers Mr. Sub Engineer Bailey, and Mr. Supervisor Smither.

I have the honor to be
Sir,
Your most Obedt. Servant.
Charles Little Esq.
Superintending Engineer, &c.

Public Works Department
 3232, 3295. 17
 Proceedings of the Madras Government
 Under date the 2nd Novr 1865
 Read the following

From the Super. Engineer
 of the 7th Division
 Reports on the road
 between Calicut and Palghat via Malloppuram,
 Manaur and Moondoor.
 (Recd enter 16th October 1865 No 155)

In the foregoing letter the Super.
 intending Engineer of the 7th Division
 brings to notice the necessity for
 a Supplemental estimate to com-
 plete the line of road between
 Calicut and Palghat, via Manaur
 in the Malabar District, and
 requests permission, pending its
 submission, to insert in the
 ensuing Budget an additional
 sum of Rs 18,780 -
 The estimates which have
 been sanctioned for the work
 amount in the aggregate to Rs 1,40,913
 as follows -

Sanctioned, June 1865 No 321 of 10 July 55	1 st	Constructing an unbridged road -	Rs 52,083 -
G.O. No 1975 of 18 August 59	2 nd	Completing and Bridging Do -	88,830
		Total	Rs 1,40,913

The actual cost of the
 road is now estimated at
 Rs 1,59,693, averaging Rs 207⁴/₁₀ per
 mile

10 July 1865 3232

Super. Engineer of the 7th Division

No 155

Calicut

Palghat

Manaur

Moondoor

Malloppuram

and Manaur

28

219 out of 1657

219 3295-2nd of 10 July 55

mile for the entire length of 77 miles -

Colonel Walker reports that the work which has been already performed has been executed in a most satisfactory and creditable manner. He explains that the necessity for the additional sanction now applied for is attributable, 1st to the imperfect manner in which the original estimates were prepared, 2nd to increased rates, and 3rd to the want of a maintenance allowance for those portions of the road which have been opened, but he is unable to state how much of the anticipated excess is due to each of these causes.

As the early completion of the road is of great importance the Government sanction the entry in the Budgets for 1866/67 and 1867/68 of the additional sum of Rs 18780 above mentioned.

Colonel Walker will submit the revised estimate which is under preparation as early as practicable, and he will be careful to enter in his Budget for the next financial year under the head of "Communications" the entire amount sanctioned for the work, which should be

x Rs 15000
o Rs 3780

• Rs 159,693 -

Constructing and bridging
road between Patimul and
Puduphanti via Mundoor

described as shown in the margin,
the difference (Rs 1,40,913) between
the estimate (Rs 1,59,693) and the
sum (Rs 18,780) to be provided
for the next two years, being
inserted as the competent
expenditure up to 30th April/65

Adverting to para 4 of the
Superintending Engineer's letter,
the Government observe that the
late District Engineer in
Malabar ought to have reported
that the sanctioned estimates
would be exceeded as soon as
he became aware of the fact,
and his omission to do so
is highly reprehensible -

C.B.

By the Secy Rs 18780 = ✓
By the Controller of P. & A. ✓
By the Accountant General ✓

21
4

Dec^r 3rd November

1871-72
District of Malabar
Revenue Department

1871-72

Revenue Department

Malabar District

A line of road between
Chikil and Palghat in
Malabar District.
The Suptg Engr & Dyng autho-
rized to insert in the ensuing
Budget an additional sum of
Rs 18,700 for the completion of
and requested to submit the
revised estimate.

No. 28. 29