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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

2303

B.P. No.

Press

Mis.

Dated

19-8-1954

1954

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th August 1874.*

Read the following papers:—

No. 400. Read the following Proceedings of the Madras Government in the Financial Department, dated 12th March 1874, No. 416.

Read the following Proceedings of the Board of Revenue, dated 17th February 1874, No. 353.

Read the following letter from A. WEDDERBURN, Esq., President of the Local Fund Boards, Coimbatore, to J. GROSE, Esq., Secretary to the Board of Revenue, dated 10th January 1874, No. 2.

I HAVE the honor to forward, for the information and orders of Government, the following letter from the District Engineer of Coimbatore, with, and regarding, a supplemental estimate for the reconstruction of the old Erode and Caroor line of road, partly destroyed and superseded by the Great Southern

of India Railway—*vide* Proceedings, Madras Government, Public Works Department, 8th March 1872; and Financial Department, 6th April 1872.

2. The District Engineer's letter explains the cause for this supplemental estimate.

3. It was with the view of restoring the broken village communication that I strongly advocated, as did my predecessor Mr. Grant, the restoration of the road which, though parallel to the railway, may yet be considered, in reference to the valuable products of the land in the locality, as an important railway feeder.

4. It seems to me that the reconstruction of this road has been commenced on an unnecessarily expensive scale, but, however that may be, it ought to be completed. I certainly think that the road, if it is to stand traffic, should be gravelled.

5. As carts in this country invariably follow in Indian file, there is not occasion for a large breadth of metal, and this is of importance when it has sometimes to be carted from $\frac{1}{4}$ th to $\frac{3}{4}$ ths of a mile.

6. The subject, whether road-dams might not be more economical than masonry culverts, is a professional one, which I simply allude to in case an economy of funds be required.

ENCLOSURE No. 1.

From Colonel J. BEAN, R.E., District Engineer, to A. WEDDERBURN, Esq., President of the Local Fund Boards, Coimbatore, dated 19th December 1873, No. 62.

I HAVE the honor to forward, for the approval of the Local Fund Board and for submission to the Revenue Board, for sanction, a detailed

1 Detailed Estimate.
1 Abstract do.
1 Comparative Statement.
1 Appendix, in two parts.

and abstract supplemental estimate, with appendix of masonry works and comparative statement, amounting to Rupees 14,700, for com-

pleting the road from Malicampolliem to Kodomoody in the Erode Taluq. The new road

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commences from the 12th milestone on the old road from Caroor to Erode, and extends for eleven miles.

2. The estimate originally sanctioned, and which has been worked out, amounted to Rupees 14,030, and the one now submitted is for completing the earth, gravel, and masonry works, the statement accompanying it showing the items which are below or in excess of the original estimate.

3. The road has been in charge of Mr. Nordmann, Executive Engineer, and the whole of the work was carried out by that officer up to the date of his leaving the district in January last, which was one month after my assumption of the duty of District Engineer. Nothing has been done to the road since that date by the present Range officer beyond sloping and levelling the embankments and paying, on my orders, the contractors for work done and materials brought previously. Mr. Nordmann had been ordered off by Government suddenly to another district, so that there were no means of measuring and handing over the road to his successor; and so soon as I discovered the excess outlay it had been my intention to submit the supplemental estimate now forwarded, but Supervisor Scott and an Overseer from Caroor Range have been, for the last six months, measuring up the whole road and ascertaining the sums due to contractors, whilst several transfers had been very wrongly made and treated as expenditure on this road from other works by the Executive Engineer, the adjustments of which took up some time, and delayed the preparation of the estimate.

4. To account for the excess which appears in the items of earth, gravel, and masonry works, the original estimate, prepared by Lieutenant Morris, provided for the raising of eight miles and gravelling of two miles of road only, whilst Mr. Nordmann has raised and embanked the road almost throughout without reference to the estimate, and widened it from five to six yards. This has already caused an expenditure of more than double the amount provided in the estimate, and there remains 8,540 cubic yards, at a cost of Rupees 682 to complete.

The gravelling of portions of the road has already been carried out to the extent of the allotment of the estimate, but if the line throughout, in place of two miles as provided for, is to be coated with gravel, a further sum of Rupees 3,900 will be required.

Lieutenant Morris, in his estimate, only provided for 45 masonry works, but on a road which runs, for the most part, through irrigated land, this provision is manifestly inadequate. No less than 115 irrigation tunnels are required on the road, and the supplemental estimate provides for an additional eighty-five of these works and eleven drainage culverts, at a cost of 4,176 Rupees.

5. The survey of the road was forwarded to you with my letter No. 207, dated 24th November 1873, in order that the exact amount of compensation required for land taken up might be determined. The sum entered for the purpose in this estimate is Rupees 4,800, and the valuation has been calculated at a liberal rate per acre.

6. As Government in their Order No. 468, dated 6th April 1872, Financial Department, made a special grant of Rupees 14,000 from Provincial Funds to the Local Funds of the district for this road, the Board may consider it advisable to apply to Government for a supplemental grant to complete the line.

THIS revised estimate for making a road from Malleampolliem to Kodamoody, at a cost of Rupees 28,970, will be submitted for the sanction of Government.

2. The original estimate for making the road, at a cost of Rupees 14,030, was dealt with in G. O., 8th May 1866, No. 1,489, Public Works Department, 8th March 1872, No. 639, Public Works Department, and 6th April 1872, No. 468, Financial Department. In the last order, Government admitted their liability to reconstruct the road (which had been destroyed in making the railway), and made a special grant of Rupees 14,000 to the Local Fund Board on this account.

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3. The road was in charge of Mr. Nordmann, and he made it on a more expensive scale than had been proposed. Thus the District Engineer says : " The original estimate prepared by Lieutenant Morris provided for the raising of eight miles and gravelling of two miles of road only, whilst Mr. Nordmann has raised and embanked the road almost throughout without reference to the estimate, and widened it from five to six yards. This has already caused an expenditure of double the amount provided in the estimate, and there remains 8,540 cubic yards, at a cost of Rupees 682, to complete." The District Engineer proposes to gravel the line throughout, instead of for two miles only, at a cost of Rupees 3,900, and to provide for eighty-five irrigation tunnels and eleven drainage channels in addition to those in the original estimate, at a cost of Rupees 4,176. The road must be completed, though it has been made so much more expensively than was intended, and the additional gravelling and masonry seems to be required, though the President hints that it might be less expensive.

4. When Mr. Nordmann was ordered off to another district he had already spent Rupees 14,272.

5. The District Engineer suggests that the Local Fund Board "may consider it advisable to apply to Government for a supplemental grant to complete the line." Nothing is said about this in Mr. Wedderburn's letter, but the Board think the justice of making such a grant cannot be doubted after what is said in G. O., 6th April 1887, No. 468, Financial Department.

6. Mr. Nordmann's conduct in the matter seems to require explanation.

(True Copies and Extract.)

(Signed) J. GROSE.

Secretary.

It will be considered in the Public Works Department whether the estimate is on too expensive a scale or not. Explanation will also be obtained from Mr. Nordmann as suggested in paragraph 6 of the Board's Proceedings.

(True Extract.)

(Signed) J. STURROCK.

Acting Under Secretary,

for Acting Chief Secretary.

REFERRED to Inspecting Engineer for Communications, who will report whether any, and if so, what reductions in the estimate are feasible, having in view the nature of the traffic to be served. Mr. Nordmann's explanation should also be obtained and submitted.

FORT ST. GEORGE,
21st March 1874.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 401. From K. F. NORDMANN, Esq., Special Executive Engineer, Jeypore Ghaut Range, to Major J. W. HINDLE, Officiating District Engineer, Vizagapatam, dated Camp at Pottinghy, 19th May 1874, No. 38.

With reference to Major Beatty's letter, No. 45, dated 7th ultimo, forwarding a copy of a letter from the Inspecting Engineer for Ports and Communications, and its enclosures (herewith returned),* on the subject of the road from Malleampolliem to Kodamoody in the Coimbatore District, I have the

- * 1 G. O., Financial Department, No. 416, of 12th March 1874.
- 1 Detailed Estimate.
- 1 Abstract do.
- 1 Comparative Statement.
- 1 Estimate of Drains.
- 1 Do. of Culverts.

honor to submit, for the information of Government, the following explanation regarding the deviations from the original estimate. In doing so I would remark that, at this distance of time, and without access to the records of my old Range Office at Bhowany, having to rely chiefly upon my memory and such notes as I can find in my old pocket books, I am placed at a disadvantage, and some of my statements here made may, as regards details, be liable to correction on reference to the records of the Superintending Engineer's Office at Coimbatore, or those of the Irrigation Range Office at Bhowany. But, on the whole, I trust it will be found that I am correct in the following statements. The disadvantage under which I have to render this explanation is enhanced owing to the original detailed estimate for the work not having been sent to me along with the other papers forwarded.

2. The sanctioned estimate for re-constructing the old road from Malleampolliem to Kodamoody, amounting to Rupees 14,030, which had been prepared in 1864-65, before the railway from Erode to Caroor was made, was sent to me for execution in 1872, rather late in the season, *i.e.*, when the Calingaroyen channel repairs were already well advanced, the water was on the point of being re-admitted, and not much time remained for working in dry ground. The work was commenced in June 1872. Nearly the whole amount of the estimate was allotted for expenditure in that year (Rupees 14,000). The work was one of special difficulty on account of the limited period of the year during which only it could be carried out, *i.e.*, the few months during which the ground was dry. For by far the greater portion of the road lay through rice cultivation under the Calingaroyen main and branch channels, and could only be made during the time the crops were off the ground, the fields dry, and the channels closed for the annual repairs; besides a few weeks more which it generally took the water, re-admitted at the Bhowany head sluice, to come down to the "Karays" between Malleampolliem and Kodamoody. Nor could the work be begun immediately the estimate had been sanctioned and the allotment granted, because permission had first to be obtained to occupy and cut up all the valuable rice land the road passes over for some miles. Yet there was a large amount to be judiciously laid out under these difficulties, and a race to be run with time as it were. I mention this to show that, when it became unavoidable to deviate from the estimate, there was little time for references to higher authority, or preparation of revised plans and estimates (unless the work was to be stopped); and, under the peculiar circumstances

to be presently related, I submit that it became the duty of the Executive Officer in charge to take upon himself the full amount of that responsibility which, according to the departmental code, he is in similar cases expected to assume for the good of the public interest.

3. There can be no reason to doubt that the original estimate, prepared in 1864-65, was sufficient for the work then required to be done. But when the road actually came to be made in 1872, the railway had been constructed, partly on the old line of road and partly along its proposed new course. Indeed, the very ground over which the measurements for the estimate had been taken, existed for the most part no longer, at least not in its former place, having been converted into pits and pools from which the material for the heavy railway embankment had been excavated. Such parts of the old road, and the proposed new line, as had not been covered by the embankment itself, or enclosed by the railway fences, had for miles been dug away and converted into deep hollows. The original ground having been thus obliterated, *i.e.*, either covered by the embankment, or taken out to form the latter, it became next to impossible, even with survey and tape in hand, to identify the ground in 1872, for which the road estimate had been prepared, seven years before, under vastly different conditions.

4. There being therefore, practically, almost no estimate to go by, the Executive Engineer had promptly to fall back on his own resources for laying out the line of road that was to be made, or remade, alongside of, and close to, the line of railway. What tended to increase my embarrassment was that there had been handed over to me, after I took charge of the work along with the Perandorai Taluq from the Caroor Range Officer, two different surveys of the railway and the proposed line of road; one survey showing portions of the new road east of the railway, which the other survey showed west, and *vice versa*. These several discrepancies, obstacles, and difficulties did not present themselves all at once, and in such compact form as that in which the mind's eye can now survey them; but they cropped up one after another, at successive inspection visits, and as new miles of the road were laid out to be taken in hand for the first time. All this while, unless a season was to be lost and the year's allotment remain unexpended, or the collected labor dispersed, and faith broken with numerous petty contractors, the work had to go on; and owing to the limited time available for its execution, and the impossibility of adhering to the estimate, I had often to decide, on the spur of the moment, in what manner, and to what extent, the most appropriate deviation could be carried out, so as to save unnecessary outlay and secure the purpose which the road was to serve.

5. Of the two surveys alluded to, which were handed over to me, one was on a small scale (about 8 inches to the mile), while the other was on double that scale, or more, with the railway line and the ground originally proposed to be taken up for it as well as for the road to be re-constructed, distinctly marked. I believe the latter plan was a copy of the original survey made by the Railway Engineers before the line was constructed. But the Company's fences now enclose more ground than was shown as required, or as taken up, on that survey; besides that outside the fences, on the very ground over which the new line of road is drawn on the survey, there are the pits from which the railway embankment has been

taken, and alongside of those are the paddy fields. Therefore the line of road, originally estimated for, does not now exist, or cannot be identified, having been partly cut out and removed into, and partly covered by, the railway embankment.

6. The pits are large and deep and of irregular size and shape, frequently going down to the rocky sub-stratum, and they would have had to be filled up again (with stuff taken from the fields) to make the road even partly as at first proposed; and then the embankment, as estimated for, would have been altogether insufficient, as it would not have reached to the surface of the pits, and would have been immersed by the drainage running off the adjacent wet fields. Such a course was, therefore, out of the question, and an entirely new line had to be chosen. This I endeavoured to do with all possible regard to economy as well as efficiency. I kept the new road between the pits and the fields, skirting on one side the rugged outlines of the former, taking care to avoid all unnecessary bends in the line, and taking up as little of the valuable fields on the other side as I could, with due consideration for the absolute requirements of the future road. I also provided a catch-drain on the upper side, to keep the toe of the embankment out of water, and secure a small strip of ground from which to take material for future repairs, etc.

7. This virtually new line involved, besides an additional length of embankment, a deviation from the dimensions given in the estimate for the road as originally proposed, which went partly over dry ground, viz., over the remnant of the old made road. Neither the height nor the width of the estimated embankment were found sufficient under the altered conditions. To the best of my recollection (the detailed estimate not having been sent to me) the average width of embankment allowed was five yards, including slopes, and the average height considerably below one yard. This, allowing for the side slopes, would have given a top width of road of 12 feet, or less. Such width may have been quite enough for the comparatively dry ground (in fact the old road) over which the measurements for the estimate were taken, but it was insufficient for an embankment through the midst of the rice fields. No height less than a yard could be of use in that ground, which is rather irregular and slopes rapidly down to the Cauvery, the steps from one field to the other being often a yard in height. Having had to increase the height of the embankment, I had to increase the width correspondingly, but I added only one yard which was the least I could do under the circumstances; for an embankment 12 feet wide on the top (or rather less), with steep side slopes exposed to the action of the continuous drainage from the wet fields, and to occasional flood water, would have formed an unsafe and insufficient line of road. This then is the amount of deviation from the dimensions of the estimate that I was forced to take upon myself by the altered condition of the ground, viz., I added one yard to the width of the embankment, and a fraction of a yard to the height; besides the additional length of embankment, which was beyond my control, there being no other ground left for the road except such as required embankment.

8. To the best of my belief I duly reported the necessity of such deviation, and the certain prospect of a supplementary estimate being required, either in my monthly diaries, or by special letter on the subject, or both—as I habitually

report in minute detail on all extraordinary occurrences or circumstances in connection with the works under my charge, but I cannot refer to the correspondence, without access to the records—whereupon the Superintending Engineer came down to inspect the work, and on the 12th and 13th of August 1872 I accompanied him over the line. We walked and rode along the railway embankment (the new road being nearly impassable owing to the incomplete embankments over the wet ground) and examined the work in progress. The ground was inspected with reference to the surveys; both surveys were compared and their discrepancies pointed out; the estimate was carefully gone into, and the Superintending Engineer finally settled the direction of the new road in places where the two surveys of the line did not agree. The Superintending Engineer was, I believe, pleased with the progress of the work and satisfied as to the necessity of the alterations made, and directed me to prepare a revised estimate to cover the extra expense caused by the unavoidable deviation from the old estimate. This revised estimate I at once set in hand, giving the Overseer in charge detailed instructions regarding the different sub-heads of the work. But the estimate could not be completely prepared, with accuracy, until the work had made some more progress than was the case at that time. I had hoped to submit the revised estimate for sanction before I left the range; but either the estimate was not ready, or it was because I had to leave so abruptly (having been ordered by telegram to hand over charge at once) that I could not attend to it.

9. The expenditure up to December 1872, the last month for which I submitted the range accounts, was only Rupees 4,000 and odd, out of an allotment of Rupees 14,000; and before leaving, in January 1873, I addressed a letter to the District Engineer of Coimbatore, reporting that a certain portion of the year's allotment (I think Rupees 6,000 or 7,000) could not be expended during the official year 1872-73, for reason stated in the letter, chief of which was the difficulty of completing the earthwork in one season while the fields were under water, and cultivation was being carried on. Nor could the work have been satisfactorily finished in the first season, as embankments through irrigated land require one season at least to settle and consolidate. When I left the range the road embankments were well in hand along the greater part of the line, some portions being nearly completed; seven of the dilapidated masonry bridges of the old road had been repaired, and rough stone was being collected for the culverts required in the embankment.

10. Under these circumstances, I submit that the road, as laid out by me, is not on a more expensive scale than is absolutely necessary; is in fact on the smallest scale compatible with safety and practical usefulness, even as a mere local railway feeder. But the line is not, and will never be, a mere village road, as the Local Fund Board seems to think. It is not only the most direct line of communication between Mallempolliem and Kodamoodu, but it is besides part of the old main road from Mysore to Trichinopoly, via Erode and Caroor, which it is still found necessary to maintain, notwithstanding its running parallel with the railway for many miles. The old road was, about twenty years ago, with doubtful policy, abandoned for a more circuitous line over higher ground. This touches scarcely any villages, and is certain to be abandoned by the traffic as soon as the old and direct line is restored, which passes through a most productive

strip of land, and accommodates the important villages of Maleampolliem, Colanelly, Oonjelloor, Vengamboor, Kodamoody, Noyel, etc. These villages have been left without any means of communication between themselves and with the high road when the old line was abandoned and partly destroyed. I was called upon to report on this road ten years ago, in connection with the then proposed railway, and I pointed out the importance of the line for local as well as through traffic at that time. My letter was printed with the Government Proceedings on the subject, dated August or September 1864. I also pointed out that a portion of the railway line, as then marked out, was subject to be flooded by high freshes in the Cauvery; and the line was eventually taken over higher ground, above the village of Kodamoody, instead of between that village and the river, as at first laid out.

11. I agree with the President of the Local Fund Board that the road should be gravelled throughout, if it is to be fairly open for traffic at all seasons; but I do not think that "road dams" could in this case be with advantage substituted for culverts, owing to the nature of the ground the line traverses. The revised estimate is swelled, independently of the rise in rates and prices that has taken place since the preparation of the old estimate, by the necessarily increased amount of earthwork and gravel, the larger area of land taken up, which could not be avoided, and an additional number of masonry works that are absolutely necessary, in the line as laid out, for drainage and irrigation, but might have been dispensed with under the old estimate, which provided for a road over higher ground (ground that no longer exists). For these reasons I think that no reductions in the revised estimate are practicable, having regard to the nature and amount of traffic the road will have to accommodate; and that no cheaper road is possible to satisfy the requirements of this line. Rupees 2,700 a mile (including compensation for land, the cost of drainage culverts and irrigation sluices) for a 15 feet road through irrigated land, embanked nearly the whole way, is, I consider, a minimum rate for such work.

12. Having once commenced the work, never in the least suspecting that the greater part of the ground for which the estimate had been prepared existed no longer, at least not in the same place, and finding that to carry out the work strictly according to the estimate was next to a physical impossibility, there were two courses open to me: one was summarily to stop the work and report that it was impossible to carry out the estimate, the other was to push on with the construction of the road, which was to be made, and to do the best the peculiar circumstances of the case would admit of. I decided upon the latter course, and in doing so I trust I did that which the Government would have wished to be done in an exceptional case like this.

No. 402. From District Engineer, Vizagapatam, dated 28th May 1874, No. 413.
No. 403. From " " Coimbatore, " 18th July 1874, " 52.

ORDER THEREON, 19th August 1874, No 2,303.

CIVIL WORKS, No. 16.

From the correspondence and papers submitted it does not seem to be expedient that the supplemental estimate should

be lessened by reduction of gravelling and omission of irrigation tunnels and culverts, for which road-dams cannot be substituted in wet cultivation. The entire amount of Rupees 14,700 (which includes Rupees 4,800 for land compensation) is therefore sanctioned for provision from Provincial Funds when available.

2. Mr. Nordmann has explained the circumstances which have led to such extensive deviations from the old estimate of 1866, and has proved that they necessitated the construction of a much more expensive road than originally estimated for. That he should have undertaken to carry out on his own responsibility a totally different work from that sanctioned, would be incredible, but that the Superintending Engineer of the Division made an inspection a couple of months after work was commenced; and instead of at once ordering its suspension till a revised estimate should have been submitted and sanctioned, appears to have permitted its continuance pending provision of such estimate. He could not have realized the extent of deviations from the original [that] would be involved; indeed, Mr. Nordmann himself only appears to have realized them from time to time as he took successive portions in hand; having neglected the obvious precaution of at once looking to the details of a sanction of such long standing as to have become practically obsolete.

3. Admitting as has above been done that the road as laid out by him may not be on a more expensive scale than is necessary, and suitable to the circumstances of the villages to be served by it, His Excellency the Governor in Council cannot concur with Mr. Nordmann in thinking that he was justified in pushing on without formal report of the circumstances (of which no trace can be found), and immediate preparation of a revised estimate. His excuse that such revision could not be made with accuracy until the work had made some progress is inadmissible. It was rather, by his own account, an entirely new estimate than a revised one that was wanted. He is censured for his conduct, and warned that repetition of it will lead to serious consequences.

[(True Extract.)]

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Coimbatore.
" District Engineer, Vizagapatam.
" Officiating Controller of Public Works Accounts.
" Financial Department.

Exl. S. T. Austin.
Spare Copies

*Proceedings of the Madras Government, Financial Department,
12th March 1874.*

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THIS revised estimate for making a road from Malleampolliem to Kodamoody, at a cost of Rupees 28,970, will be submitted for the sanction of Government.

2. The original estimate for making the road, at a cost of Rupees 14,030, was dealt with in G.O., 8th May 1866, No. 1489, Public Works Department, 8th March 1872, No. 639, Public Works Department, and 6th April 1872, No. 468, Financial Department. In the last order, Government admitted their liability to reconstruct the road (which had been destroyed in making the railway), and made a special grant of Rupees 14,000 to the Local Fund Board on this account.

3. The road was in charge of Mr. Nordmann, and he made it on a more expensive scale than had been proposed. Thus the District Engineer says: "The original estimate prepared by Lieutenant Morris provided for the raising of eight miles and gravelling of two miles of road only, whilst Mr. Nordmann has raised and embanked the road almost throughout without reference to the estimate, and widened it from five to six yards. This has already caused an expenditure of double the amount provided in the estimate, and there remains 8,540 cubic yards, at a cost of Rupees 682, to complete." The District Engineer proposes to gravel the line throughout, instead of for two miles only, at a cost of

*Proceedings of the Madras Government, Financial Department,
12th March 1874.*

Rupees 3,900, and to provide for eighty-five irrigation tunnels and eleven drainage channels in addition to those in the original estimate, at a cost of Rupees 4,176. The road must be completed, though it has been made so much more expensively than was intended, and the additional gravelling and masonry seems to be required, though the President hints that it might be less expensive.

4. When Mr. Nordmann was ordered off to another district he had already spent Rupees 14,272.

5. The District Engineer suggests that the Local Fund Board "may consider it advisable to apply to Government for a supplemental grant to complete the line." Nothing is said about this in Mr. Wedderburn's letter, but the Board think the justice of making such a grant cannot be doubted after what is said in G.O., 6th April 1872, No. 468, Financial Department.

6. Mr. Nordmann's conduct in the matter seems to require explanation.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 117.

ORDER THEREON, 12th March 1874, No. 416.

It will be considered in the Public Works Department whether the estimate is on too expensive a scale or not. Explanation will also be obtained from Mr. Nordmann as suggested in paragraph 6 of the Board's Proceedings.

(True Extract.)

J. H. W. L.
for Acting Chief Secretary.

To the Board of Revenue.

Public Works Department, with the enclosures.

Exd. J. Wright.

20th March 1874

Precis of Correspondence & Orders of Govt.
relative to the Road from Mallampollu
to Coolloomuddy between Ende & from

Letter from Collector of Cumbaluru to Bd of
Revenue dated 12 September 1865, —

Represents that a portion of the Road will
be destroyed by the Great Southern of India
Railway. Recommends that a new line
of road be determined on & an estimate
be drawn up.

Plants of
Cumbaluru
12 Sep. 65.

G.O. 2021 of Director Sup: Engineer Y. Div. to prepare an
13 July 1864. estimate for replacing the road.

G.O. 2463 of Refers to same Subject.
26 Aug. 74.

Is Sup: Engineer Y. Division
No 339. 20: Forwards estimate - Specifications &
2 April 1866 Survey for the new line of road, amounting
to Rs 4821-1-6 for compensation for land
9208-14-6 for unmetalled road in
Rs 14030 Total.

G.O. 1489 Declines to sanction estimate on the
8 May 66. ground that the road appears from the

Is
Reported by
Inspector Engineer for
Communications with
will report whether
any and if so, what
reductions will be
calculated are feasible
having in view the
nature of the traffic
to be served. Mr
Forbes' opinion
should also be
obtained and submitted.

THE BOARD OF REVENUE,
AC, AC, AC,
No. 1596
Dated March, 1874.
Recd. — 18

FINANCIAL.
G.O. 12th March 1874, No. 415.

MARCH.
Nos. 116-117.

Comptroller District Local Funds — The Public
Works Department directed to consider whether the
revised estimate for making a road from Mallampollu
to Kadamoodu is on too expensive a scale
or not, and to call for explanation from Mr. Ford
man, Executive Engineer, as to his having made
the road on a more expensive scale than had been
proposed.

Minister of the
Public Works
Department
21 March 1874
Q. 4000

G.O. No. 339. 19-8-74
Approved

2072
Observations of the Deputy Consulting Engineer rendered in proceedings of Department 5 July 1864. No 416 to be very little used. The construction might be deferred.

Details from Correspondence & Shows that road passes through nine villages. p. 12419. Being 35 079. No. 2192. States that sandy track should be made passable as before. Shows that the land is highly cultivated. Suggests that the Railway Company should be made liable. Resubmits Survey & Estimate

Forwarded above for favorable consideration.

Referred to Consulting Engineer for Railways with reference to details.

Letter from Collector of Coimbatore to B. of Rev. No 269 of 31 Oct 1871

Proceeding of B. of Rev. No 495 of 7 Dec 71.

19 Dec 71.

From Acting Consulting Eng. for Railways No 42. of 27 Jan 72.

GO 98 639. 8 March 1872

GO 460 6 April 72

Letter from Pres. Local and Board Coimbatore to B. of Rev. 27 Jan 1874 p. 2.

9
Recommends the idea of liability on the part of the Railway on the ground that at the time of the construction of the railway no idea of liability was entertained by the Govt. & the land was given to the Company free of charge.

Considers with Consulting Eng. & refers provision of funds for road to the Financial Dept.

Considers liability of reconstruction rests on Govt. & allots special grant of Rs 14000 from Provincial funds to the Local Fund of Northern Coimbatore Circle & directs work to be carried out as speedily as possible by arrangement of Collector of Coimbatore President S.D.O.

Forwards supplementary estimate for the reconstruction of road in question. Suggests that the reconstruction has been commenced on too expensive a scale.

Forwards a detailed estimate amounting to Rs. 14700 for completing the road. States that it extends for 11 miles.

States that the road has been in charge of Mr. Nordman Esq. Eng. & the whole of the work has been carried out by him to his leaving in Jan'y 73 one month after Mr. Khan's assumption of charge.

Accounts for exp. viz that the original estimate provided for raising 8 miles & gravelling 2 miles. Mr. Nordman raised & embanked almost throughout without reference to Est. Worked it one yard. This expenditure on earthwork was more double the estimate & more & there was more earthwork to the extent of 6020 cupees required.

An additional 85 irrigation tunnels & 11 drainage culverts are required at a cost of 4176 rupees - & if the road be gravelled throughout a further sum of 3900 Rs.

Submits revised estimate showing a total of Rs. 23970 for the road. Suggests

Enclosure is above.

Letter from District Engineer to Pres. Secy. 2. Nov. 1873 19. Dec. 73 No. 62.

Mr. Nordman Esq. Eng. to Pres. Secy. 10. 5. 74

Endorsement of Rev. Bd. No. 353. 17. Feb. 74

that Mr. Nordman be called on for explanation.

G.O. 416 12. March 74.

Endorsement Secy. to Govt. 21. March 74

Directs to consider whether the estimate is too expensive. Explanation to be called for from Mr. Nordman.

Refers to Inspecting Engineer for communication to report whether any & what modifications are feasible in the estimate; Having in view nature of traffic to be served. Mr. Nordman's explanation also to be obtained.

District Engineer Vizagapatam No. 413. of the Esq. Eng.

28. May 74. Affording explanation regarding the excess expenditure on Road.

Mr. Nordman No. 30. 19. May 74.

States that he has difficulty in affording explanation owing to the lapse of time. Since the work was carried out by him & the absence of the original estimate which was not forwarded to him.

He points out that the estimate was prepared in 1864-65 before the Railway from Gude to Tarnor was made & was sent to him in 1872 for execution later.

in the season. It, work
- was commenced in June 72
14000 were collected for
expenditure in 1872 and
the time during which operations
were possible was limited since
the greater part of the road
line had through rice fields
& when these were in crop
or under water nothing could
be done. Permission
had to be obtained before
commencing to cut up the
valuable land.

Mr. Anderson further argues
that since there was a large
amount to be laid out, in
cases of unexpected alterations
from the estimate it was
his duty to take the responsibility
on himself of doing so.

The estimate was found
not to be applicable to the
state of things in Ceylon
when the work was taken
up. It is stated that

The ground on which it
was designed to lay out the
new line of road, was encroached
on by the railway or cut up
by the pits from which earth
was taken to form the WY
embankment.

There was practically no estimate
to go by and moreover the
surveys of the line of proposed
railway & road differed
amongst themselves. These
discrepancies appeared in
view at successive inspection
visits.

Labour had been collected
before contractors engaged &
a season would be lost &
the allotment of work had
ceased. The deviation from
the line estimated for had
open to be decided on the
spot of the moment.

The Railway Co's fences enclosed
more ground than was shown
as taken up on the survey plan

in the season. It, work
- was commenced in June 72
£14,000 was allocated for
expenditure in 1872 and
the time during which operations
were possible was limited since
the greater part of the road
cut through rice fields
& when these were in crop
or under water nothing could
be done. Permission
had to be obtained before
commencing to cut up the
valuable land.

Mr. Henderson further argues
that, since there was a large
sum set aside for the
cases of unexpected elevation
from the estimate it was
his duty to take the responsibility
on himself of doing so.

The estimate was found
not to be applicable to the
state of things in Brisbane
when the work was taken
up. It is stated that

The ground on which it
was designed to lay out the
new line of road, was encroached
on by the railway or cut up
by the pits from which earth
was taken to form the high
embankment.

There was practically no estimate
to go by and however the
surveys of the line of proposed
railway & road differed
amongst themselves. These
discrepancies appeared in
view at successive inspection
visits.

Labour had been collected
before contractors engaged &
a season would be lost &
the allotment of work had
ceased. The deviation from
the line estimated for had
now to be decided on the
spot of the moment.

The Railway Co. James enclosed
more ground than was shown
as taken up on the survey plan

The additional heights involved
are increases to the widths
at the base to allow for
the side slopes.

Mr. Nordmann states that to the best of his belief he reported the necessity of these alterations & the certain prospect of a supplementary estimate to the Superintending Engineer.

That ²therein the ³Sup. Engineer
inspected the work &
compared the Survey with
the ground & directed him
to prepare a supplementary estimate

The expenditure up to Decr.
1872, for which Mr. Nordman
last submitted accounts

was only \$4000 in
Jan'y. ⁷³ he reported to the
Superintending Engineer that
\$6000 or 7000 of the Allotment
could not be expended.

When he left the Range the road embankments were in hand along the greater part of the line.

The road is not on a more expensive scale than is absolutely necessary & is important as a line of communication.

The estimate is swelled by the increased amount of earth work & gravel & masonry works all in consequence of the alterations made.

No. 2700 a mile including cur-
-persation for land is cheap
for a 15 ft. road two irrigated
land, embankment nearly the whole
way.

Col. Bessie Spencer Chase
in October 1872

Col. Farnwell?
on the 12 & 13 Aug 1872

Heard is still anxious as to
leave the 31 of March 1874
reports that there is nothing
to be done. He that says
nothing is to be done to the
says again that there would
be no work as that he had

Memorandum - above Correspondence

The object originally in view in reference to this road was its restoration as a line of communication between certain villages which had ground of complaint on its being cut and partly obliterated by the railway.

2 The obligation of the Government extended no further than to the restitution of that which had been taken away or rather, an equivalent to it.

3 It has been explained in Correspondence forwarded with the letter of the Sup. Engineer, marginally stated that the village road in question formed a portion

of the high road from Brook to Crown & was abandoned when a new road was made to replace it, leading along the upper side of the Calingayon Channel. It is further stated that the abandoned road falling into decay served only the local traffic of the villages.

4 It seems obvious therefore that the original provision made from Provincial funds, amounting to P4,140 or thereabouts, have sufficed to do all that was really required by the circumstances of the case.

5 Mr. Nordman the Executive Engineer in charge of the works has endeavored to show that the original

estimate and plan were
almost useless on account
of deviations of the Railway
which had taken place
since the former had been
framed. Unless his re-
-collection of the ground
has failed him & he has
erred in consequence, - he
has conclusively proved
that the works ought never
to have been proceeded
with, for the purpose of
working as it were from
head to tail & the
selection of the line for
portions of the road on
the Spur of the Government
could only lead to
unnecessary expenditure &
waste of money.

14
6 The explanations given
by Mr. Nordmann in his
letter on this subject dated
the 19 May 1874, are therefore
anything but satisfactory.
He states that to the best
of his belief he reported the
necessity of the deviations to
the Superintending Engineer
as also that there was a certain
prospect of a supplementary
estimate being required.
There is nothing in the records
of the Range Office or the
Office of the District Engineer
to show either that he re-
ported, as he believes he
did, or that he received
Authority to alter the
dimensions of the road.
He reports that up to the
end of December.

he had only expended Rs. 4000, but this was in reality only the limit of expenditure accounted for. Some liabilities had been incurred in addition, for the greater part of the balance of the estimate.

The visit of the Superintendent Engineer stated to have taken place on the 12 & 13 August & his inspection of the work does not relieve Mr. Warden of the responsibility he has incurred. An Officer is bound under such circumstances as these to place on record the facts & to state written authority for action exceeding his

powers & there was no emergency in this case to justify action in anticipation of Authority.

As regards the question of further expenditure on the road it may be judged advisable to limit the further outlay from provincial funds to an amount sufficient to furnish a line of communication equivalent to that afforded by the one partly destroyed by the Railway; leaving the Local Road Board to budget for any additional expenditure that local considerations seem to demand.

Adm. S
16 July 74

Chf. Engr

Road from
Mallampallam to
Coimbatore -
Perambalur

Please put up with the
original of G.O. No 2303 of 19
August 1874

No 753
21

Insprg Engineer's Office
for Ports & Communications
Chennai, Madras
24 March 1874

Insprg Engr's Office for Ports & Communications
Camp No 38 & 11/14
District Engr
Vizagapatam

Sir,
I have the honor to request
that you will be so good as
to expedite the despatch of
Mr Executive Engineer No 1
-mann's explanation regarding
the excess expenditure
over the estimate for the
road from Mallam -
-pollam to Koodloomoodu
in the Coimbatore District
Called for in this Office
letter No 754 of 24 March
20 I have to
SD/Engr. S. S. S. being ex-
-ceeded, or that he was authorized
to increase within the width of the
road on to raise it over all with
-out reference to the Estimate he
was working on.

Chf. Engr

To
To Mr. D. B. Long
Vizagapatam
Dated 30 April

Requesting to see
the despatch of the
Mr. Engr. Roadman
explanation regarding
the excess expenditure
over the estimate
for the road
from the road
to Kodamoor
in the Coimbatore
District

P. N. 4182/74
2
Coimbatore

No 753
21

Inspry Engineers Office
for Ports & Communications

Chennai. Madras

24 March 1874

The Inspecting Engineer for
Ports & Communications

The District Engineer
of Coimbatore

Sir,

I have the honor to request
you will be so good as to report
if there is anything on record in
your Office or the Bhojany Range
Office showing that Mr. En-
gineer Roadman
reported the probability of the
estimate for the Road from Mellam-
pallam to Kodamoor being ex-
ceeded, or that he was authorized
to increase either the width of the
road or to raise it over all with-
out reference to the Estimate he
was working on.

R. B. Long
Recd to Act 17 July 1874

2. Please also supply me with a copy of notes in progress re. part of Bhavany Range with expenditure up to 31st Oct. 1872 in the Mallampollam and Kodamooddy Road.

Tharick.

W. L. Larnell Esq
Inspecting Engr for
Roads & Canals

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side.]

Recd to Act 17 Feb 74

*Hyderabad
Engineering*

To
The Dist Engr
Bombay.

Dated 27 March 74

Requesting to
report of Mr Salcutin
Engineer Roadman
reported the probability
of the estimate for
the road from
Mallampollam
to Kodamooddy
being exceeded for

Roads
P.W. 4182/74
3

Maximum amount
of Rs 4000 sanctioned

Monthly Expenditure

June 1872	100
July	
August	155
September	115
October	30
Total	600 12 10

District Engineer's Office
Bombay, 31st March 1874

Colonel Mr.
Dist Engineer & Comptroller

Revised to Act 17 July 1944

Remarks by Surferius
- finding Guineas.

Remarks Range Progress Report

1872-100 The line has been laid out. Earth work is commenced. The
old bridges are being repaired.
Last inspected 23rd June 1892.

July— The line marked out, repairs to old road begun, restoration
of old bridges in progress.
Last inspected 1st July 1892.

Line marked out through the paddy fields, upper down cut,
old road is being re-formed, old bridges repaired. The Collet.
or has been requested to take up the land required.
August 153 12 10
Last inspected 12th August 1892.

September— 115 " " Work in progress.

October— 300 " " { Earth work in progress along whole line; bridges have been repaired. Last inspected 12th August 1892.

total 670 12 10

District Engineer's Office

My Dear

Illegible handwritten text.

March 1874

1030 District Engineers Office
Coimbatore 31st March 1874

From, ...
Colonel J. Bean R.E.
District Engineer
Coimbatore

To
St. Col. W. Farewell
 Inspecting Engineer for
 Ports and Communications

Sir,
With reference to your letter
of 25th dated 27th March 1874, I have the
honor to inform you that there is no
authority on records to show that Mr
Nordmann had instructions to widen
the Coodoomoody to Maleampolliem
road, nor any record to show that
he reported the deviations from the
estimate.

estimate.
2. I send you extract of
Progress Report to 31st October, 1872,
outlay to which date was insign.
ificant. The Range Officer however
spent

Enclaves, 1.

[illegible]

Is a letter from
the Oath Congress
congratulating the
early Congress for
Dont V Commence
dread breach
No 30 dated 31st May

I M. 4182 / 7.4

Harper

Spent Rs 1596 in November, Rs 1975 in December, and Rs 1065 in January -

3. The Executive Engineer, it is very evident, had no authority to make alterations. On record, however, are his instructions to the Overseer to widen to 6 yards, and his sections given to the same subordinate for guidance, are very different to those provided in the estimate, and give a very much greater width of road which actually averages 7 yards and side drains in proportion.

4. Mr Nordmann was permitted in January by Government to leave the District without any measurements of works, and as soon as I discovered the excess outlay, I stopped all work on the road. Mr Scott who was very delatory in inspecting the work done, reported that the estimate would be very largely exceeded, and that his expenditure to the close of the official year was merely paying Contractors

in part for work done under Mr Nordmann's orders and for sectioning.

5. I discovered also that Mr Nordmann had transferred expenditure amounting to Rs 1459 from other works to this work and it took me months to clear his accounts, and even now Rs 459 remain unadjusted. I then sent an Overseer from another Range to measure up the whole road with Supervisor Scott, as I could not find out what was paid for, and what was not, after making a valuation Mr Nordmann's Contractors were paid Rs 5063 in October last as a final adjustment.

I have the honor to be
Sir,

Your most obedt servant,

R. E. Col. R. E.
District Engr. Coimbatore

P. L.

NO. 656

Vizagapatam District Engineer's Office Camp
Vizianagram 2 July 1874

From

Captain J. W. Hindle.
DISTRICT ENGINEER
VIZAGAPATAM

To

Colonel G. W. Walker R. E.
Chief Engineer D. P. W.
Madras

Sir,

As directed in your Memo. No. 442
of 18th June 1874, I have the honor to
forward herewith the papers referred to
and noted in the margin of the Inspect-
ing Engineer's Letter No. 62/3 dated 2nd June
1874 to my address.

I have the honor to be
Sir

Your most obedient servant
M. W. Hindle Captain
District Engineer
Vizagapatam.

Compd. Act.

So Dec 1874 - 11
No. 35 of 30 Oct 74

From 020

The District Engineer
Comd. Madras

The Joint Engineer
for Port and Commerce
Madras

P. M. 4/8 2/7
5/11
Dated 31st March 1874
Recd. 31st April 1874
A. 30

Enclosed
I inform that there
is no authority for
recd. to show that
Mr. Condon has had
instructions to order
the Government to
send Mr. Condon to
Madras for the purpose
of the Government
from the Government

NO. 510

Vizagapatam District Engineer's Office
WALT AIR 10th June 1874

From

Offg.
THE DISTRICT ENGINEER
VIZAGAPATAM

To

THE Secretary to Government P.W.D.
Madras

Sir,

With reference to the accompanying copy of a letter N^o 62/3 of 2nd Instant from the Inspecting Engineer for Ports & Communications I have the honor to inform you that Mr. Nordman's explanation regarding the excess expenditure over the Estimate for the road from Malleampalliam to Koodloomoody was forwarded to the Inspecting Engineer on the 28th May 1874 with my letter N^o 413.

I have &c
/signed/ W. W. Kinde Captain
Offg. District Engineer Vizagapatam
(True Copy)

Forwarded to the Inspecting Engineer
for Ports & Communications ^{for information} with reference to his
letter N^o 62/3 of 2nd June 1874

W. W. Kinde Captain
Offg. District Engineer
Vizagapatam

P. W. K. 1874. 1874. 1874.

1874. 1874.

The District Engineer

Vizagapatam

To the District Engineer

Madras.

Dated 2nd July 1874

N^o 656

-5-

Submitting as directed

The papers noted in the
margin of the Inspecting
Engineer's letter N^o 62
of 2nd June 1874.

C.O. No. 2203. 19-8-74

Copy of a letter to the Secre-
tary to Government inform-
ing that Mr. Stordeman's
explanation regarding the
excess expenditure over the
estimate for the road from
Hallam to Williams to Woods
mostly now forwarded to
the Army. Copy on file
28 May 71 with letter 14112

Go-10 2303-19-8-74

COMBATORE DISTRICT.

IRRIGATION RANGE

No. of 1873-74

Estimate of the probable cost of mussels and the New England mussel program is \$ 600,000.

	Particulars of work.	Amount
1890-1891		
1891-1892		
1892-1893		
1893-1894		
1894-1895		
1895-1896		
1896-1897		
1897-1898		
1898-1899		
1899-1900		
1900-1901		
1901-1902		
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2024-2025		
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2026-2027		
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2028-2029		
2029-2030		
2030-2031		
2031-2032		
2032-2033		
2033-2034		
2034-2035		

Rate:

Per.

Article	Amount of each.	Work
1	100	100
2	200	200
3	300	300
4	400	400
5	500	500
6	600	600
7	700	700
8	800	800
9	900	900
10	1000	1000
11	1100	1100
12	1200	1200
13	1300	1300
14	1400	1400
15	1500	1500
16	1600	1600
17	1700	1700
18	1800	1800
19	1900	1900
20	2000	2000
21	2100	2100
22	2200	2200
23	2300	2300
24	2400	2400
25	2500	2500
26	2600	2600
27	2700	2700
28	2800	2800
29	2900	2900
30	3000	3000
31	3100	3100
32	3200	3200
33	3300	3300
34	3400	3400
35	3500	3500
36	3600	3600
37	3700	3700
38	3800	3800
39	3900	3900
40	4000	4000
41	4100	4100
42	4200	4200
43	4300	4300
44	4400	4400
45	4500	4500
46	4600	4600
47	4700	4700
48	4800	4800
49	4900	4900
50	5000	5000
51	5100	5100
52	5200	5200
53	5300	5300
54	5400	5400
55	5500	5500
56	5600	5600
57	5700	5700
58	5800	5800
59	5900	5900
60	6000	6000
61	6100	6100
62	6200	6200
63	6300	6300
64	6400	6400
65	6500	6500
66	6600	6600
67	6700	6700
68	6800	6800
69	6900	6900
70	7000	7000
71	7100	7100
72	7200	7200
73	7300	7300
74	7400	7400
75	7500	7500
76	7600	7600
77	7700	7700
78	7800	7800
79	7900	7900
80	8000	8000
81	8100	8100
82	8200	8200
83	8300	8300
84	8400	8400
85	8500	8500
86	8600	8600
87	8700	8700
88	8800	8800
89	8900	8900
90	9000	9000
91	9100	9100
92	9200	9200
93	9300	9300
94	9400	9400
95	9500	9500
96	9600	9600
97	9700	9700
98	9800	9800
99	9900	9900
100	10000	10000

Explanation of necessity of work, when last repaired, and at what cost.

By whom recommended

Measurement.				Name of work.	No.	Contents.	Particulars of work.	Rate.	Per.	Amount of each.		Explanation of necessity of work, when last repaired, and at what cost.	By whom recommended.
Length	Breadth.	Depth.	Article							Work.			
18	1 1/2	1 1/2	2	81	Structure to establish work								
4	1 1/2	1 1/2	2	31	Structure to establish work								
2	2	1 1/2	2	12	Structure to establish work								
18	1 1/2	2 1/2	2	108	Structure to establish work								
18	1 1/4	1 1/2	2	4 1/2	Structure to establish work								
4	1 1/2	1 1/4	4	4 1/2	Structure to establish work								
5	1 1/2	1 1/2	2	7 1/2	Structure to establish work								
5	1 1/4	2	2	25	Structure to establish work								
18	4	1 1/2	4	31	Structure to establish work								

Kind regards

Constructing Cultures

[illegible]

He 721 460/4

Estimate of the probable cost of
 Suburb and the class
 Road from Chalkum
 Patham to Koodamoody

Amount Rs. 911-0-0

No. 33

Dated 10th December 1873

Comptroller

The District Engineer,
 Irrigation Range

To

The Executive Engineer,
 Irrigation Range

COMBATORE DISTRICT.

See a letter from the

President of the Local

Road Board, Comptroller

and, to the Secretary

to the Board of Revenue,

Madras, No 2 of 10th

January 1874.

P.M. 1546/74

12. 27. 19 Aug 1874

12. 27. 19 Aug 1874

12. 27. 19 Aug 1874

Estimate of the prob:

= built cost of Suburb

on the new Road from

Mattingpattam to

Koodamoody.

Rs 911-0-0

COMBATORE DISTRICT.

From *Officer in Charge,*
 The Executive Engineer

Irrigation Range

To

The District Engineer,

Comptroller

Dated 10th December 1873

Received

No. 33.

Abstract Estimate of the probable cost of

New Road from Chalkum

Patham to Koodamoody

Amount Rs. 14300-0-0

See a letter from the
 President of the Local
 Road Board, Comptroller
 = bore well, to the
 = Secretary to the Board
 of Revenue, No 2 of

January 1874.

P.M. 1546/74

Enclosure 3.

12. 27. 19 Aug 1874

12. 27. 19 Aug 1874

12. 27. 19 Aug 1874

Abstract Estimate

of the probable cost of

New Road from Chalkum

Patham to Koodamoody

Rs 14300-0-0

COIMBATORE DISTRICT.

Supplement to Abstract Estimate of the probable cost of New Pond from Machine pulpers to Redwood

Quantity.	Description of Work.	Rate.			Amount.	Total amount.	Remarks.
		Per.	Rs.	A. P.			
10333	Subsoil of Earth	at 9	16		94.15.6		
7224 1/2	Do of Earth	at 8	13		606.9.5		
1512 5/8	Do of gravel wheel cut. removed	at 8	23		1337.11.10		
460 5/8	Do of gravel carted 20 yards	at 4	9		21.9.3		
1951	Do of Do carted 1/4 mile	at 4	20		243.14.0		
594 3/8	Do of Do carted 1/2 mile	at 4	40		898.9.4		
579	Do of Do carted 3/4 mile	at 6	60		1342.2.0		
254	Do of gravel spread	at 4	8		101.11.0		
53 2/3	Do of Stone Mosaic	at 14	6		692.1.4		
134	Do of Blasting Rock	at 1			134.0.0		
632	Square yard of Surfing	at 3			19.12.0		
85	Drainage Drains	at 3			326.5.0		
11	Entire do				911.0.0		
	Sum of all				9900.0.0		
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						
	Subsoil of Earth						
	Do of Earth						
	Do of gravel wheel cut. removed						
	Do of gravel carted 20 yards						
	Do of Do carted 1/4 mile						
	Do of Do carted 1/2 mile						
	Do of Do carted 3/4 mile						
	Do of gravel spread						
	Do of Stone Mosaic						
	Do of Blasting Rock						
	Square yard of Surfing						
	Drainage Drains						
	Entire do						
	Sum of all						

Irrigation Range Office,
 11th December 1913 }
 President -
 District Engineer's Office }
 Constantinople }

COIMBATORE DISTRICT.

From

The Executive Engineer

Irrigation Range

To

The

District Engineer

Comptroller

Dated

10 November 1873

Received

No. 37

Estimate of the probable cost of

irrigation works on the

New Road from

Wahampholam to

Godanoodys

Amount Rs. *3265-0-0*

Taking.	Name of work.	Length.	Breadth.	Depth.	No.	Contents.	Particulars of work.	Rate.	Per.	Article.	Work.	Explanation of necessity &c.
		18	3	1/2			Plough & forward					
		3 1/2	9 1/2	1 1/2	2		27. 1/2 ft or 1 Cyl of Sowing done at 10	23 54	948			
		3 1/2	9 1/2	1 1/2	2		8. 7 1/2 ft or 1/3 of Brick in Churn at 5	10				
		3 1/2	9 1/2	1 1/2	2		28. 1/2 ft or 1/3 of Plaster in Churn at 2	108				
							Excavation	28				
							For 1. Drain Re	2				
							For 18. Drain Re	368				
							Imposition Drain 1 1/2 x 1 1/2 high					
		18	4	1 1/2			Foundation to Body	108				
		3	1 1/2	1 1/2	4		Re to Wng	22 1/2				
		18	1 1/2	1 1/2	2		Superstructure to attachment	63 1/2				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		3	1 1/2	1 1/2	4		Re to Wng	18 3/4				
		4	1	1 1/2	2		Re Blocking Course	4				
							Imposition Drain 8 1/3 ft. 900 Pong holine in Ch. at 3	225 1/2				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				
							For 4. Drain Re	164				
							Imposition Drain 1 x 2 high					
		18	3 1/2	1 1/2			Foundation to Body	94 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	30				
		18	1 1/2	1 1/2	2		Superstructure to attachment	90				
		18	1 1/2	1 1/2	2		Re to Backing to Dr	4 1/2				
		4	1 1/2	1 1/2	4		Re to Wng	35				
		3 1/2	1	1 1/2	2		Re to Blocking Course	3 1/2				
							25 1/2 ft or 9 1/2 of Plaster in Ch. at 3	28				
							Foundation to Body	108				
		18	3 1/2	1 1/2			3 1/2 ft or 1 1/4 of Sowing done at 10	128				
		4	3 1/2	1 1/2	2		Re 1/3 of Re. Brick in Churn at 5	108				
		4	4	4	2		32 ft or 1/3 of Plaster in Churn at 2	134				
							Excavation	1				
							For 1. Drain Re	41				

18	3 1/2	1 1/2	-	3 1/2	Feet or 1/3 of Lower Stone at 10 ft.	Do	128
4	3 1/2	1 1/2	2	9	Do of 1/3 Do Brick m. Churn at 5	Do	108
4	-	4	2	32	Feet or 1/3 of Plastering in Churn at 28	Do	134
					Excavation	"	1 "
					For 1 Drain Re	"	41 "
					For 4 Drains Re	"	164 "
					Drainage Drain 1 x 2 1/2 high		
18	3 1/2	1 1/2	-	9 1/2	Mudation to Body		
4	1 1/2	1 1/2	4	30	Do to Wng		
18	1 1/4	2	2	90	Superstructure to Attachment		
18	1 1/4	1/2	2	4 1/2	Do to Backing to D		
4	1 1/4	1 3/4	4	35	Do to Wng		
3 1/2	1	1/2	2	3 1/2	Do to Blocky Course		
				257 1/2	Feet or 9 1/2 of Sides of Pough		
					Stone m. Churn at 13	Do	288
18	3 1/2	3	1/2	21	Feet or 1 Side of Lower Stone at 10	Do	10 "
3 1/2	3 1/2	3 1/4	1 1/2	8	Feet or 1/3 of Brick m. Churn at 5	Do	108
3 1/2	3 1/2	2	2	28	Feet or 1/3 of Plastering	Do	134
					Excavation	"	1 "
					For 1 Drain Re	"	41 "
					Carried Over		418 - 1769 =

[illegible]

2030

District Engineer's Office
Coimbatore 31st March/74

To

The Inspecting Engineer for
Posts & Communications

Sir,

With reference to your letter, No. 753 dated 24th March 1874, I have the honor to inform you that there is no authority on record to show that Mr. Nordmann had instructions to widen the Kodumoodu to Maleampolliem road, nor any record to show that he reported the deviations from the estimate.

I send you extract of Progress Report to 31st October 1872, the outlay to which date was insignificant. The Range officer however spent Rs 1,596 in November, Rs 1,975 in December, and Rs 1,065 in January.

The Resident Engineer, it is very evident, had no authority to make alterations. On record, however, are his instructions to the Overseer to widen to 6 yards, and his directions given to the same subordinate for guidance are very different to

Encl: 1

Revenue from the

Produce of the State

from the, Coimbatore

Circle, to the Secretary

to the Board of Revenue,

Madras on 22 of 10th

January 1874.

1536/74

2/74

125 2719 July/74

Rs. Receipts 5.600

Rs. 4.00

Estimate of the probable

cost of construction

on the new road from

Coimbatore to

Madras.

125 2719 July/74

Rs. 4.60/74

those provided in the estimate, and give a very much greater width of road which actually averages 7 yards and side drains in proportion.

4. Mr Nordmann was permitted in January by Government to leave the District without any measurements of works, and as soon as I discovered the excess outlay, I stopped all work on the road. Mr Scott, who was very dilatory in inspecting the work done, reported that the estimate would be very largely exceeded, and that his expenditure to the close of the official year was merely paying contractors in part for work done under Mr Nordmann's orders and for sectioning.

5. I discovered also that Mr Nordmann had transferred expenditure amounting to Rs 1459 from other works to this work and it took me months to clear his accounts, and even now Rs 459 remain unadjusted. I then sent an Overseer from another Range to measure up the whole road with Supervisor Scott, and what was not, after making a valuation Mr Nordmann's contractors were paid Rs 5063 in October last as a final adjustment.

1881. I have to

Statement showing the expenditure &c on the Hallingpallam and Woodhouse roads on the estimate of Rs 14,000 sanctioned in G.O. No 210, dated 10th April 1872

Remarks by Superintending Engineer:-

Expenditure Remarks in Range Progress Report

100 .. The line has been laid out. Earth work is commenced. The old bridges are being repaired.

Last inspected. 23 June 1872.

The line marked out, repairs to old road begun, restoration of old bridges in progress.

Last inspected. 1st July 1872

August 1872 1210 Line marked out through the paddy fields, upper drain cut, old road is being re-formed, old bridges repaired. The Collector has been requested to take up the land required.

Summed 2755-1210 over 1210 Last inspected. 12 August 1872

32

Aug 1874 255 12 10
Sept 115

Work in progress.

Earth work in progress along whole line, bridges
have been repaired.
Last inspected - 12 August 1874

Total 670 12 10

District Engineer's Office
Coimbatore 19 March 1874

Signed / J. Dean, Colonel &
District Engineer Coimbatore.
True Copies

Copies in
Superintending Engineer's
Coimbatore.

DD

No 52

Superintending Engineer's Office
Coimbatore 18 July 1874

From
The Superintending Engineer
Coimbatore.

In a letter from
the Supg Engineer
Coimbatore to the Government
Secretary to Govt. Department.
D. P. W. Madras
No. 52 dated 18 July 1874 the Under
state that

Mr. 4478/74 No. 753, dated
12.9.74 No. 403, 1903, dated
In 1874 No. 403, 1903, dated
Copy of reply to the
Supg Engineer
Communications of which letter
on the unauthorized.
outlay incurred by the Board
Mr. 4478/74 No. 753, dated
the local impoliteness on the collector
and Goddard on the collector
road with copy of sure, from this
a statement. Estimate was

to Rs. 14,700
to fund the work, on the original
estimate, amounting to Rs. 14,000, Rs.
14,272 have been expended, so the

Copy to Mr. 253 12 10
Sept. 115

Work in progress.

Oct. 300 .. Earthwork in progress along whole line, bridges
have been repaired.
Last inspected - 12 August 1874

Total 690 12 10

District En
Comptroller

Mr. L. R.
Comptroller

Mr. L. R.

mees

1020

No 52

Superintending Engineer's Office
Coimbatore 18th July 1874.

From
The Superintending Engineer
Coimbatore.

To
The Secretary to Government
Public Works Department.

Sir,
Enclosure. With reference to the Under
Copy of letter Secretary's Memo. No 72 of 16th July
No 30 of 31st 1874, I have the honor to state that
March 1874 with letter, not endorsement, No 753, dated
one Statement 21st March 1874, from the Inspecting En-
gineer for Ports & Communications, was
replied to from this office in No 30 of
31st March 1874, a copy of which letter
I now enclose for reference.
2. In the Proceedings of the Board
of Revenue, dated 17th February 1874, No 353,
giving cover to a letter from the Collector
of Coimbatore with enclosure, from this
office a supplementary estimate was
forwarded amounting to Rs. 14,700,
to finish the work; on the original
estimate, amounting to Rs. 14,030, Rs.
14,272 have been expended, so the

PAID 1874 2015.
The Subj Organized
of Commodore
The Secretary to Board
J. H. O. O. O. O.
Address.

in well cultivation.
The entire amount of
Rs 14,000 (which includes
Rs 4,800 for land com-
-pensation) is therefore
sanctioned for provi-
-sion from Provin-
-cial Funds when
available.

Mr. Nordmann
has explained the
circumstances which
have led to such ex-
-tensive deviations
from the old Estimate
of 1866, and has proved
that they necessitated
the construction of
a much more ex-
-pensive road than

originally estimated
for. That he should
have undertaken
to carry out on his
own responsibility
a totally different
work from that
sanctioned, would be
incredible, but
that the Superintendant
of the Division made
an inspection a
couple of months
after work was com-
-menced; and instead
of at once ordering
~~the~~^{its} suspension till
a revised estimate
should have been

submitted and sanc-
-tioned, appears to have
permitted ~~them~~ ^{its} con-
-tinuance pending
provision of such
estimate. He could
not have realized
the extent of deviations
from the original
that would be involved;
indeed Mr. Nordmann
himself only appears
to have realized them
from time to time as
he took successive
portions in hand,
having neglected the
obvious precaution
of at once looking to
the details of a sanction
of.

16
of such long standing
as to have become prac-
-tically obsolete.

Admitting as has
above been done that
the road as laid out
by him may not be
on a more expensive
scale than is neces-
sary, and suitable
to the circumstances
of the Village to be
served by it, His
Excellency the Governor
in Council cannot
concur with Mr.
Nordmann in
thinking that he
was justified in

pushing on without
formal report of the
circumstances (of which
no trace can be found)
and immediate prepa-
ration of a revised
Estimate. His excuse
that such revision
could not be made
with accuracy until
the work had made
some progress is in-
admissible. It was
rather, by his own
account, an entirely
new estimate than
a revised one that
was wanted. He is
censured for his conduct,
and

and warned that re-
petition of it will
lead to serious
consequences.
C.M.W.

To the S.C. Bangalore ✓
" S.C. Vizagapatnam ✓
" Controller ✓
" Financial Dept ✓
S. Copies despt. 25/8/74.

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Supr. Engr. 17/70
Coimbatore

Dated

Recd.

Encl //

G. O. 19 Aug 1874. No. 2303

Nos. 400-404

From Malleswaram

Moody, ~~Vijaya~~ Coimbatore

~~to the~~ ~~Post~~

as the subject
except expenditure

red in the Road.

Mr. Executive

mann, ensured

conduct and

that a repetition

will lead to serious

—

400-404

22/7/74
22/7/74 R 22/7/74