M.R.O. 1—10,006—28-2-50.

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1586	Press	
B.P.—No.		—Mis.—	
			C875
Dated	5 - 6 -	—195	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 5th June 1875.

No. 129. Read the following letter from Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Guindy, 18th May 1875, No. 572 :—

I HAVE the honor to submit the following remarks, with reference to G. O., No. 1,224, dated 1st instant, but I have no information as to the papers on which the order is passed.

1 Extract from the Local Fund Board Sheet.
1 Original letter from the Executive Engineer, No. 3 Range, No. 2,397, dated 8th December 1874.

2. I am obliged, therefore, to address myself generally to the subject of the roads in the Chingleput Circle, and to such remarks as I see published in the District Gazette.

3. *First*, I will observe on the roads from Southern Road to Tetry and from Chingleput to Covelong.

4. The estimates for these roads were sanctioned some years ago, and much work on the first was done by Mr. Leggatt; the second was begun by Mr. Lowry; on both I found that Mr. Lowry was making very considerable deviations from sanctioned plan, and I stopped all such proceeding *till revised estimates and comparative statements were sent in.*

5. In reply to my order, No. 2,465, of 20th October 1874, regarding the Tiraporur road, Mr. Lowry reported* that this was virtually stopping all work as item of earth was exceeded, as he intended to put slopes instead of bridges and tunnels, and as he wanted to use more metalling than was allowed in the estimate.

* No. 2,397, of 8th December 1874.

6. My inspection was made on the 17th and 19th October 1874.

7. And here I would call attention to proceedings of the Local Fund Board. Agreeably to Rule LXXII. notice of meeting on 29th October was issued on the 16th with a memorandum of the subjects to be discussed. There was nothing in this which seemed to require my attendance, and with other work on hand I did not go.

8. I find from the proceedings published in the District Gazette, 12th December 1874, paragraph 7†, that a letter from the Executive Engineer to the President was brought forward which was not included in the memorandum, and a resolution formed that the Government should be addressed regarding my action in stopping the work.

† Copy attached.

9. It is difficult to say where to draw a line as to direct communication between the President or Vice-President, and Mr. Lowry as a member of the Board. He has taken advantage of his position to make a statement which I can only call untrue. The revised estimate was not ready for submission on the 19th October, nor was it put into any shape. I have not the date of Mr. Lowry's letter to the President; but, as that gentleman's covering letter is dated 21st October, it is very clear that Mr. Lowry must have written before or during my march along the road, and with a view to anticipate my action.

10. He sent in certain papers regarding these roads on the 5th November 1874. They were quite unintelligible. From the report I gathered that Mr. Lowry was not satisfied with the amount of waterway provided by Mr. Leggatt, that it would be exceedingly expensive to supplement the bridges and tunnels in the original estimate, and, therefore, he had struck them all out and constructed slopes.

11. I fully admit the wisdom of the principle of using slopes instead of bridges. Mr. Lowry has apparently forgotten that from my first joining the district, I have urged this measure as economical and suited to our means, and called on him to submit proposals to make changes even in sanctioned estimates. He cannot draw the distinction seemingly between this and the actual execution of the work on his own responsibility, and without any reference to higher authority.

12. He does not, in any of a very large number of letters, attempt to explain this action; he says that he did not report it, because he hoped to have got all the papers in earlier, but was disappointed owing to the extra work entailed by the cyclone and heavy monsoon.

13. In the papers submitted in November 1874 he does not attempt to show that the slopes built by him provided sufficient waterway; he sent in sections of flood, proving the inadequacy of the works in the original project, but he did not consider it necessary to inform me, or even to ascertain what the fall of the country drained was, or its area.

14. One omission was very marked. The bridge over the Bukathory stream was inaccessible almost on foot, owing to the yawning breaches in the road on each side of it; the estimate for slopes, which has been since made (and at the request of the Local Fund Board submitted independently), amounts to Rupees 1,400. It was drawn up under my personal instructions, and we have calculated now for discharging only the drainage of the country above it, and have not provided for any water-lipping over the Palar bank.

15. Being urged by letters from the President, in consequence of the above-mentioned resolution, to submit Mr. Lowry's estimates, I sent on these documents, but would not countersign them. The President declined to receive them, and I was again barred from any means of explaining to the Board, as even my letter was clearly not forwarded; and in the meeting, 17th December, further resolutions were passed regarding my conduct.

16. The papers were sent again with some pretention to accuracy on the 30th March 1875; the works provided have not suffered under a very heavy rainfall, and, therefore, I have admitted Mr. Lowry's conclusion,* though I have great doubts as to his data; for example, in the papers sent in November, he asserted that the road slope at Mylay (Covelong road) had discharged 6,522 cubic feet per second through an area of 946 square feet "without moving a stone or cubic yard of earth." On my pointing out that this was equal to a velocity of 7 feet per second, Mr. Lowry replied that the area was wrong; it ought to be 1 foot deeper on the same length, and that this would *reduce* the velocity to 5 feet per second.

17. I was obliged to have the comparative statement of the Covelong road drawn up afresh in my office. In doing this I find that instead of a saving of Rupees 16,520 as claimed by Mr. Lowry, there is a decrease of only Rupees 2,800, as he has omitted in the revised estimate altogether to provide for† six miles of road which were included in the original project.

18. To my remarks on these estimates, Mr. Lowry has sent a reply, a copy of which he sent *on the same day* to the Vice-President to be laid before the Board, his intention being clearly to appeal from me to the Board.

* The plans, &c., were forwarded on the 14th ultimo to the President, L. F. Board.

† Including the branch to Kalambakam.

Proceedings of the Madras Government, Public Works Department,
5th June 1875.

19. His letter has, I presume, been included in the papers forwarded to the Board of Revenue unopened at the meeting of the 29th April which I attended.

20. I trust that the Government will take some notice of Mr. Lowry's proceedings in this matter, which appear to me very irregular.

21. The revised estimate of the road from Southern Road to Tetry is Rupees 50,640, or Rupees 12,440 in excess of the sanctioned amount.

22. A great deal of this excess was incurred by Mr. Leggatt, and Mr. Lowry disavows any responsibility, even for not having brought it to notice—a point on which some remark by Government is needed.

23. Regarding the roads from Vendalur to Padapay and thence to Streepermattur, I beg to inform the Government that I have gone over the ground with Mr. Lowry, that we calculated their wants, and that I have left him very little more to do than to fair copy the papers. I have more than once offered to get it all done if he would send me the measurements, but on each occasion have been informed that they were nearly ready.

24. The first of the above estimates has come while I am writing. I have not had an answer lately when I may hope to see the other. The Government Order may induce Mr. Lowry to reply.

No. 1,221, dated 1st instant.

25. I beg to point out that I have a very considerable amount of work of my own to do, and in addition have urgent calls for the new buildings at Poonamallee and the Ordnance works at Avady; and that an order that I am to do myself the work that I am entitled to expect from my Assistants falls very hard upon me, particularly when no remark is made on the failure of the Assistants.

From R. J. LOWRY, Esq., Executive Engineer, Chingleput Range, to Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, dated Chingleput, 8th December 1874, No. 2,397.

REFERRING to your letter, No. 3,142, dated 5th December 1874, allotting Rupees 2,000 additional for the road from Chingleput to Tiraporur, I have the honor to point out that "as you stopped all work other than that sanctioned in the original estimate by an order to the Overseer on the 17th October 1874, and as this was virtually stopping all work, as nearly every item of the original estimate has been altered in the new scheme for the road by which some Rupees 20,000 is saved, it will not now be possible for me to expend this extra allotment, or to complete the road by the end of the year as I would otherwise have been able to do."

No. 3,289.

COPY forwarded to the President, Local Fund Board, Chingleput.

GUINDY,
16*th December* 1874.

Extract from the Local Fund Board Sheet, Chingleput C[illegible] dated 12th December 1874, *para.* 7.

"THE Board are perfectly satisfied with the manner in which Mr. Lowry has carried out their wishes in exercising rigid economy in the construction of the line, consistent with opening it up as a good track before the end of the year. They regret now to hear from him that all work not strictly in conformity with the estimate has been stopped under the orders of the District Engineer. They resolve, therefore, that the Government be addressed in view to procuring

immediate sanction to the work being proceeded with in accordance with their instructions, which are, in fact, embodied in what has already been done, and in the revised estimate, which Mr. Lowry informs them is now ready for submission."

(True Extract.)

(Signed) F. J. MOBERLY, Colonel, R.E.,
Superintending Engineer, Chingleput.

No. 130.

ORDER THEREON, 5th June 1875, No. 1,586.

CIVIL WORKS, No. 15.

IN G. O., No. 1,224, dated 1st May 1875, the Superintending Engineer, Chingleput, was directed to take into his own hands the preparation of estimates for three roads in the Chingleput Local Fund Circle. The following are the roads referred to:—

1. From Stripermadur to Trivallore Railway Station.
2. From 41st mile stone on Southern Trunk Road to Tetry.
3. From Wallajabad to Vendalore.

And in his letter above recorded Colonel Moberly explains that the delay which has given rise to the animadversions of the Local Fund Board is due in a great measure to the line of action adopted by his Assistant Mr. Executive Engineer Lowry. The Superintending Engineer will now call upon Mr. Lowry for explanation of his proceedings as described in this letter. In submitting this explanation for the information of Government, Colonel Moberly will also transmit copies of the instructions which have been issued to Mr. Lowry regarding the preparation of estimates for the several roads required.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

To the Superintending Engineer, Chingleput.

Exd. A. Grubert.
Spare Copies

No 2397. No 3 Range office
Chingleput
8 Decr 1874

From

The Executive Engineer
Chingleput Range

To

The Superintending Engineer
Chingleput

Sir,

Referring to your letter No 31425 of 5 Decr 1874, allotting Rs 2000 additional for the roads from Chingleput to Tirporur I have the honor to point out that as you stopped all work other than that sanctioned in the original estimate by an order to the overseer on the 17th October 1874 and as this virtually stopping all work as nearly every item of the original estimate has been altered in the new scheme for the roads, by which some Rs 2,000 is saved, it will not now be possible for me to expend this extra allotment or to complete the roads by the end of the year as I was

otherwise have been able to do.

I have the honor to be

Sir

Your most obedient

R. Stevens

Secretary Engineer

No 3289

Copy forwarded to the President Local Fund Board Chinglepet

Chinglepet Superintendent's office
Friday 16 December 1874

From
The Executive Engineer
No 3 Range
to
The Superintendent
Chinglepet

Sir

Enclosure in a letter from the Superintendent Chinglepet to the Secy to Govt P.W.D. No 5572 18th May 1875

I have the honor to submit herewith Estimate No 129 for 2390 Rupees for the Repairs in the Pudupet 2 Tank Alignment for the Official year 1874-75. I have the honor to be Sir Your most obedient Servant

[illegible]
Executive Engineer

5Y

Extract from the Local Fund Board Sheet Chinglepet Circle dated 12th December 1874 para 7.

"The Board are perfectly satisfied with the manner in which Mr Lowry has carried out their wishes in exercising rigid economy in the construction of the line, consistent with opening it up as a good track before the end of the year. They regret now to hear from him that all work not strictly in conformity with the estimate has been stopped under the orders of the District Engineer. They resolve therefore that the Government be addressed in view to procuring immediate sanction to the work being proceeded with in accordance with their instructions, which are in fact embodied in what has already been done and in the revised estimate which Mr Lowry informs them is now ready for submission."

(True Extract)

[illegible] Col RE
Supg Engr Chingt

No 572 Supdg. Engr's Office, Chingleput
Friday 18th May 1875.

From
The Superintending Engineer
Chingleput

To
The Secretary to Government
Public Works Department

Sir,

Enclosures
1 Contract for the construction of a Causeway across the Palkaroo
River at Sholinghur
2 Original letter from the Executive Engineer Chittoor
No 3 Revised Estimate
No 2397 dt 8th Dec 1874

I have the honor to submit the following letter for the information of Government.

Sholinghur is a village situated on the Arcot road 28 miles from Madras and 7 miles from Conjeeveram.

2. The Palkaroo river which runs close to the village is bridged over by a masonry causeway 1200 feet long and 20 feet wide between parapets. The bridge consists of 24 arches of 40 feet span each. The foundations are laid in lime concrete and the superstructure is of rubble masonry in mortar. The bridge was completed about 30 years ago and has been in use ever since. The road is metalled over the bridge and for a short distance on either side.

3. During the last rains the river rose to a height of 12 feet above the bed and flowed over the bridge to a depth of 3 feet for a period of 3 days. The current was very strong and the force of the water has washed away the metalling on the bridge and the earth embankments on both sides to a depth of 4 feet. The parapet walls have also been damaged in many places and the foundations of the piers have been undermined to a depth of 2 feet. The Executive Engineer has submitted an estimate for Rs 2397 for the repairs necessary to restore the bridge to its former condition. The Superintending Engineer has sanctioned the estimate and submits it for the orders of Government.

I have the honor to be
Sir
Your most obedient servant
Superintending Engineer

Enclosure in a letter
from the Supt. Engineer
Chingleput to the Secy
to Government P.W.D.
No. 572 dt 18th May/75

No. 3336/75.

GO-5 June/75 in B
No 129.

5. In reply to my order No 2465-67 20th October/74 regarding the Tirapoorur road Mr Lowry reported that this was virtually stopping all work as item of earth was exceeded, as he intended to put slopes instead of bridges and tunnels, & as he wanted to use more metalling than was allowed in the estimate.

x Lr No 2397 7/8 December 1874

6. My inspection was made on the 17th and 19th October 1874.

7. And here I would call attention to proceedings of the Local Fund Board. Agreeably to Rule LXXII notice of meeting on 29th October was issued on the 16th with a memo of the subjects to be discussed. There was nothing in this which seemed to require my attendance, and with other work on hand I did not go.

8 I find from the proceedings published in the District Gazette 12th December/74 para 7 that a letter from the Executive Engineer to the President was brought forward which was not included in the memo, and a resolution formed that the Government should be addressed regarding my action in stopping the work.

x copy attached

9. It is difficult to say where to draw a line as to direct communication between the President or Vice President and Mr Lowry as a member of the Board. He has taken advantage of his position to make a statement which I can only call untrue. The revised estimate was not ready for submission on the 19th Oct nor was it put into any shape. I have not the date of Mr Lowry's letter to the President, but as that gentleman's covering letter is dated 21st October, it is very clear that Mr Lowry must have written before or during my march along the road, and with a view to anticipate my action.

10. He sent in certain papers regarding these roads on the 5th November 1874. They were quite unintelligible. From the report, I gathered that Mr Lowry was not satisfied with the amount of waterway provided by Mr Liggatt, that it would be exceedingly expensive to supplement the bridges and tunnels in the original estimate, and therefore he had struck them all out, and constructed slopes.

11. I fully admit the wisdom of the principle of using slopes instead of bridges. Mr Lowry has apparently forgotten that from my first joining

the district, I have urged this measure as economical and suited to our means; and called on him to submit proposals to make changes even in sanctioned estimates. He cannot draw the distinction seemingly between this, and the actual execution of the works on his own responsibility and without any reference to higher authority.

12. He does not, in any of a very large number of letters, attempt to explain this action. he says that he did not report it because he hoped to have got all the papers in earlier, but was disappointed owing to the extra works entailed by the cyclone and heavy monsoon.

13. In the papers submitted in November 1874 he does not attempt to shew that the slopes built by him provided insufficient waterway. he sent in sections of flood prowing the inadequacy of the works in the original project, but he did not consider it necessary to inform me, or even to ascertain what the fall of the country drained was, or its area.

14. One omission was very marked. The bridge over the Bukathiya stream was inaccessible almost on foot owing to the yawning breaches in the road on each side

of it. the estimate for slopes which has been since made (and at the request of the Local Fund Board submitted independently) amounts to Rs 1400-

15. It was drawn up under my personal instructions, and we have calculated now for discharging only the drainage of the country above it, and have not provided for any water tipping over the Palar bank-

Being urged by letters from the President in consequence of the above mentioned resolution, to submit Mr Lowry's estimates I sent on these documents, but would not countersign them. The President declined to receive them and I was again barred from any means of explaining to the Board. as even my letter was clearly not forwarded and in the meeting of 17th December further resolutions were passed regarding my conduct-

16. The papers were sent again with some pretention to accuracy on the 30th March 1875; the works provided have not suffered under a very heavy rain fall, and therefore I have admitted Mr Lowry's conclusion, though I have great doubts as to his data- for example in the papers sent in last he asserted

The plans &c were forwarded on the 16th ultimo to the President C.F. Board.-

1875

that the road slopes at Mylay (Coneloug road) had discharged 6,522 Cubic feet per second through an area of 946 Sqre ft "without moving a stone or Cubic yard of earth." On my pointing out that this must equal a velocity of 7 ft per second Mr Conry replied that the area was wrong, it ought to be 1 ft deeper on the same length, and that this would reduce the velocity to 5 ft per second.

17. I was obliged to have the comparative Statement of the Coneloug road drawn up afresh in my office. In doing this I find that instead of a saving of Rs 16,520 as claimed by Mr Conry, there is a decrease of only Rs 2800; as he has omitted in the revised estimate altogether to provide for *6 miles of road which were included in the original project.

* including the branch to Kalambella

18. To my remarks on these estimates Mr Conry has sent a reply; a copy of which he sent on the same day to the Vice President to be laid before the Board. his intention being clearly to appeal from me to the Board.

19. His letter has I presume been included in the papers forwarded to the Board of Revenue unopened at the meeting of the 29th April which I attended.

20. I trust that the Government will take some notice of Mr Conry's proceedings in this matter which appear to me very irregular.

21. The revised estimate of the road from Southern road to Letey is Rs 50,640. or Rs 12,440 in excess of the sanctioned amount.

22. A great deal of this excess was incurred by Mr Taggatt, and Mr Conry disclaims any responsibility, even for not having brought it to notice. A point on which some remarks by Government is needed.

23. Regarding the roads from Vendalur to Pondapay and thence to Streepermatur I beg to inform the Government that I have gone over the ground with Mr Conry, that we calculated their mands, and that I have left him very little more to do than to fair copy the papers. I have more than once offered to get it all done if he would send me the measurements but on each occasion have been informed that they were nearly ready.

24. The first of the above

estimates has come while I am writing. I have not had an answer lately when I may hope to see the other. The G.O. may induce Mr Lowry to reply.

No 1221 of 1st instant

25. I beg to point out that I have a very considerable amount of work of my own to do, and in addition have urgent calls for the new buildings at Fermanville and the Ordnance works at Sandy. and that an order that I am to do myself the work that I am entitled to expect from my Assistants falls very hard upon me, particularly when no remark is made on the failure of the Assistants.

I have the honor to be
Sir
Your most obedient Servant

H. Le Mesurier Colonel R.E.
Supg. Engr. Channel Islands

Copy / 75. No 15-16 weeks
(illegible) May / 75 No 15-16
C. Circ 24.30 4.15 Encls

P. W. 1875 Dept.
From, No: 3336
The Supt. Engineer
Chingleput
To,
The Secretary to Govt.
P. W. Dept.
Dated 18th May 1875
Rec'd 19 "
E.2.V No. 572

Submits certain observations on the roads from Sun. Brown road to Tatty, from Chingleput to Covelong and from Vendalore to Oddapay and Streepermatur.

E.C. No: 1586. 5-6-75.

No 129

Circ: 25/5/75 AD 1/6/75
Clerks to Circ 20-5-75 - 2-3-6-75

Public Works Dept.

Proceedings of the Madras Government

Under date the 18

Read the following:

From
The Supt. Engineer
Chingleput } (No. 572 of 18th May 1875)

G.O. No: 1586 of 5th June 75

In G.O. No. 1224

dated 1st May 1875.

the Superintending Engineer, Chingleput, was directed to take into his own hands the preparation of estimates for three Roads in the Chingleput Local Fund Circle. The following

are

are the roads referred

to

1. From Stripermadur to Tiruvallore Railway Station
2. From 41st Mile stone on Southern Trunk Road to Tetriyo.
3. From Vallayabad to Vendalore.

And in his letter above recorded Colonel Moberly explains that the delay which has given rise to the animadversions of the Local Fund Board is due in a great measure to the line of action adopted by his Assistant, Mr. Executive Engineer Lowry. The Superintending Engineer will now call

upon

upon Mr. Lowry for explanation of his proceedings as described in this letter. In submitting this explanation for the information of Govt. Colonel Moberly will also transmit copies of the instructions which have been issued to Mr. Lowry regarding the preparation of estimates for the several roads required.

Jh. 14.2.75

S.O.

Supdg. Engr. Chingleput. 5c Drsd 19-6-75

3338

Govt. of [1875] Madras.

PUBLIC WORKS.

To

The Superintendent
Chingleput

Dated

Issued

Recd. Encl.

G. O., Series, No. 1586

No. 12430

Roads in the Chingleput
Local Fund Circle. —
Passing orders on the
letter of the Superintending
Engineer, offering
explanations as to the
delay in the submission
of Estimates for certain