

- (1) Number of pages.....
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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. <i>2118</i>	(W)	Press
B.P. No.		Mis.
Dated <i>15-8-</i>		1876.

Not to be folded or roughly handled

No. 331. Read the following letter from N. S. B. BEARDMORE, Esq., Officiating Superintendent of the Madras Harbour Works, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 21st July 1876, No. 50-W:—

I HAVE the honor to acknowledge the receipt of G.O., No. 1,802, dated 18th instant.

2. With regard to paragraph 2, reports on the line of Beach Road Railway and the probable date of commencing the southern surf bank, on the forms of tender for the delivery of stone from Chinnampett or Tirutany, and on the working of the Ambatoor quarries have already been submitted on the 11th and 14th days of July respectively, and possibly were at your address before the date of the above Government Order.

3. The way in which the sidings are proposed to be laid out at Ambatoor are shown on the plan that accompanied my Progress Report for April, No. 8-W, and also on a plan that accompanied the special report on the quarries mentioned above. The way in which these sidings should be in future extended I consider should be left unsettled until they are required, when by the set of the beds of stone it would be more easy to decide which course they should take.

4. I beg to submit that it was not altogether unnecessary to await a reply to my inquiries of the Madras Railway Company as the question whether we could deposit laterite at the rate of 1,500 tons per day was influenced by ascertaining whether they could carry that amount by a single line of railway, or at what date the doubling of their line between Ambatoor and Madras would be completed, and also on the question whether they would run tipping wagons over their railway for us, for the chief difficulty will be whether we can clear the 1,500 tons per day, but I may here remark that Mr. Parkes' estimate of 1,500 tons per day is, I consider, for two piers, and at a time when the tipping stage and barges come into operation: whereas hitherto we have only been constructing one pier with two lines of railway at the tip end, and to have had three lines of railway would have meant a wider bank than Mr. Parkes required should be made and a greater expense than was contemplated. Six hundred tons per day is not so very small a quantity, and it would have been difficult to have cleared much more.

5. A jetty or tipping stage will have to be constructed to enable the hopper barges to be filled, and I herewith submit a plan of such stage that has been generally approved of by Mr. Parkes some months since, but it is not yet quite settled whether the tipping arrangement should be as shown thereon, or whether some other arrangement should be made such as a revolving platform on which the stone would be thrown as it turns round and discharged into a shoot leading to the barges. This question depends on (as mentioned in my report on Ambatoor quarries) whether a design for a wagon cannot be agreed on between the Railway Company and the Harbour Works authorities that will be suitable to run on the Company's main line, and also suitable to be tipped with part of the tipping stage.

6. I think there must be some mistake with regard to a remark that there remains a further length of 150 feet of the northern surf bank to be completed. I conjecture that the 1,100 feet mentioned by Mr. Parkes was not considered definite,

*Proceedings of the Madras Government, Public Works Department,
15th August 1876. No. 2,113.*

but was merely mentioned as the length on which to found the estimate, and we have now reached the length as originally laid down on the plans by Mr. May under Mr. Parkes' instructions. The actual length, however, more depends on the depth of water that exists in front of the embankment. I am keeping myself informed by personal surveys what this depth is, and I am still of opinion that it is now unadvisable to run this bank out too quickly. When we have the first blocks constructed, they will take a month or so to dry before they can be lifted, and during that period a push could be made, if necessary, to get into the required depth of water.

7. There are certain peculiar-shaped concrete blocks that form the junction between the surf bank and the concrete block pier. These have been generally referred to in correspondence between Mr. Parkes, Mr. May, and myself as the abutment blocks, and they do indeed form the abutment to the pier. His Grace the Governor in Council does not appear to be aware that I receive every week letters and instructions from Mr. Parkes.

8. As requested, a form of tender for the supply of Indian manufactured hydraulic cement is submitted. A form of specification, without which the form of tender would be unintelligible, is also added.

9. I have a Surveyor at Tirutany, making a survey of the land containing stone in that district, and as soon as the plan is completed, it shall be forwarded to you. Similar forms of tender and specification as those for the supply of stone from Chinnamapett will answer for these quarries. In conclusion, I beg to draw your attention to the fact that I have had to direct these works and conduct the correspondence for more than three months without any European assistance in the office whatever.

No. 332. ORDER THEREON, 15th August 1876, No. 2,118.

CIVIL WORKS, No. 35.

HIS GRACE the Governor in Council approves of tenders for cement of the description of Portland cement of Indian

manufacture being called for. The specification should provide for the cement supplied standing the same test as that got out from England. The advertisement inviting tenders should be published in Madras, Calcutta, and Bombay, allowing ample time for their submission, say at least one month.

2. The draft forms of tender and specification will be returned to the Superintendent of the Harbour Works, whose attention is called to the remarks on the latter by His Grace the President.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To the Superintendent of the Madras Harbour Works,
with two enclosures.

Exd. J. W. Fischer.

Spare Copies

*Letter from the Off. Superintendent,
Madras Harbour Works, No 50 W dated
21 July 1876.*

FOR ORDERS.

*Major Genl R.E.
Secretary to Govt. P.W.D.*

Not 7/8

*I see no objection to tenders
being invited by advertisement
for Indian manufacture
Portland Cement. To stand
the same test as the English
Cement - & suggest advertisement
being issued with sufficient
time for tenders say 1 month*

*ML
9/8*

11/8

*Reference to the advertisement
in the letter - as the tenders
on the 12th inst. only from*

FOR ORDERS.

N^o 50 W.

From

N. St. B. Beardmore Esq.
Offg Superintendent
Madras Harbour Works.

To

Major General G. W. Walker A. S.
Secretary to Government,
Public Works Department,
Fort St. George.

Madras, 21st July 1876

Sir,

I have the honour to acknowledge
the receipt of G. O. N^o 1802, dated 18th instant.
2. With regard to paragraph 2. Reports
on the Line of Beach Road Railway, and the
probable date of commencing the Southern
Surf Bank; on the forms of Tender for
the delivery of Stone from Whinnamapett or
Tiruttany; and on the working of the Ambaloor
Quarries, have already been submitted on the
11th and 14th days of July respectively and
possibly were at your address before the
date of the above G. O. -

* Letter of 8th July

* Letter of 14th July

ad-7-8-76

3. The way in which the sidings are proposed to be laid out at Ambaloor are shown on the Plan that accompanied my Progress Report for April A.D. 1871, and also on a Plan that accompanied the special Report on the Quarries mentioned above. The way in which these sidings should be in future extended, I consider should be left unsettled until they are required, when by the set of the beds of stone it would be more easy to decide which course they should take.

4. I beg to submit that it was not altogether unnecessary to await a reply to my inquiries of the Madras Railway Company as the question whether we could deposit Lignite at the rate of 1500 Tons per day was influenced by ascertaining whether they could carry that amount by a single Line of Railway or at what date the doubling of their line between Ambaloor and Madras, would be completed; and also on the question whether they would run tipping waggons over their Railway for us, for the chief difficulty will be whether we can clear the 1500 tons per day: but

I

likely
is
and

I may here remark that Mr. Parker's Estimate of 1500 Tons per day I consider for 2 Piers and at a time when the tipping stage and barges come into operation: whereas hitherto we have only been constructing one Pier with two lines of Railway at the tip and and to have had three lines of Railway would have meant a wider Bank, than Mr. Parker required should be made, and a greater expense than was contemplated. 600 Tons per day is not so very small a quantity and it would have been difficult to have cleared much more.

1
2
3

5. A Jetty or tipping stage will have to be constructed to enable the Hopper Barges to be filled and I herewith submit a Plan of such stage that has been generally approved of by Mr. Parker some months since, but it is not yet quite settled whether the tipping arrangement should be as shown thereon or whether some other arrangement, should be made such as a revolving Platform on which the stone would be thrown as it turns round, and discharged into a shoot

leading to the Barges. This question depends on (as mentioned in my Report on Ambulator Quarries) whether a design for a waggon cannot be agreed on between the Railway Company and the Harbour Works Authorities that will be suitable to run on the company's main line and also suitable to be tipped with part of the tipping stage. -

b. I think there must be some mistake with regard to a remark that there remains a further length of 150 feet of the Northern Surf Bank to be completed. I conjecture that the 1100 feet mentioned by Mr. Parkes was not considered definite, but was merely mentioned as the length on which to found the Estimate: and we have now reached the length as originally laid down on the Plans by Mr. May under Mr. Parkes' instructions. The actual length however more depends on the depth of water that exists in front of the embankment. I am keeping myself informed by personal surveys what this depth is and I am still of opinion that

it was stated at 1100 feet. The same appears from about 920 made.

That may be & I suppose was of course the case. But I am not informed of the purpose of them.

that it is now inadvisable to run this bank out too quickly. When we have the first blocks constructed they will take a month or so to dry before they can be lifted, and during that period a push could be made if necessary to get into the required depth of water. -

7. There are certain peculiar shaped concrete Blocks that form the junction between the Surf Bank and the concrete Block Pier. These have been generally referred to in correspondence between Mr. Parkes, Mr. May and myself as the abutment Blocks, and they do indeed form the abutment to the Pier.

His Grace the Governor in Council do not appear to be aware that I receive every week Letters and instructions from Mr. Parkes. He requested a Form of Tender for the supply of Indian manufactured Hydraulic cement is submitted. - A Form of Specification without which the Form of Tender would be unintelligible is also added. -

9. I have a Surveyor at Tientsin making

a survey of the Land containing stone in
that District and as soon as the Plan is
completed it shall be forwarded to you. -
Similar forms of Tender and Specification
as those for the supply of Stone from
Leshinnamapett will answer for these Quarries.

In conclusion, I beg to draw your attention
to the fact that I have had to direct these
works and conduct the correspondence for
more than three months, without any
European assistance in the Office whatever.

I have the honour to be,

Sir,

Your most obedient servant
Wm. B. Beardon
Offy. Superintendent
Madras Harbour Works

for 12 May 76. No 1197
14 June 76. 1488
18 July 76. 1802
22 July 76. 1938

P.W.D.
17.0678
From
The Offg Superintendent
Madras Harbour Works
To
The Secretary to Government
Public Works Department
Fort St George

Dated 21st July 1876
Recd
A. 50 rr.

X
Reply to request for
design of Tipping Stage,
Specification for Indian
manufactured cement and
other subjects referred to
in G.O. No 1802 of the 18th July
1876

+ Please keep back
at Dept - 15/8

No 331

Recd - 14-8-76
cc - 7-8-76 Attn - 14-8-76

No 2118
Public Works Department.
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 15 Aug 76.
Read the following:—

From
The Offg: Superintendent
Madras Harbour Works } (P.O. No 50 of 21st July 76)

His Grace the
Governor in Council
approves of tenders for
supply of ~~the~~ ^{the} ~~specification~~ ^{specification} of
Portland Cement of Indian
manufacture being called
for. The specification
should provide for the
Cement supplied standing
the same tests as that got
out from England. The
advertisement inviting
tenders should allow
ample time for their
submission, say one
month.

14/8
M
in Madras

Recd his hon
the Secretary in Madras (Cable to Bombay)
14/8

The

2. The draft forms
1. Sender and speci-
fications will be
returned to the Superin-
tendent of the Harbour
Works so have attention
is called to the remarks
in the letter by His
Grace the President.

Superintendent
Madras Harbour Works
with 2 enclosures.

~~Approving of Tenders for cement of the description of Portland Cement of Indian Manufacture being called for~~

of ~~passing~~ ^{of} ~~orders~~ ^{orders} ~~on~~ ^{on} ~~wire~~ ^{wire}
at ~~new~~ ^{new} ~~to~~ ^{to} ~~columns~~ ^{columns} ~~standing~~ ^{standing} ~~being~~ ^{being}
the ~~subject~~ ^{subject} ~~of~~ ^{of} ~~analysis~~ ^{analysis} ~~and~~ ^{and} ~~synthesis~~ ^{synthesis}
~~verifying~~ ^{verifying} ~~for~~ ^{for} ~~the~~ ^{the} ~~value~~ ^{value} ~~for~~ ^{for}
Cement of the description
of Portland Cement of
Indian manufacture for
use on these the works