

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras
PUBLIC WORKS.

Dated July, 8th.

Recd.

Encl.

G.O., 8th July 1882, No. 1720 W.

JULY.

Nos. 57-58.

Madras Harbour Works.

Orders regarding the expenditure of the additional grant of two lakhs in 1882-83; and the Superintendent directed to restrict expenditure to the works required exclusively for the restoration of the broken piers on Mr. Parkes's plan.

engine repaired, and at least two gantry travelling cranes rebuilt, though the reconstruction of two other gantry cranes will have to be taken in hand before more blocks can be made after the first set have been completed, *i.e.*, the block ground over which the second two gaunties span is now nearly filled with blocks, so their reconstruction is not immediately required.

2. All the above and many other smaller subjects of expense, such as relaying railways and general tools, are not strictly block-making, though incidental to it, and block-making cannot be carried on except expenditure on the above is first incurred.

3. I understand from G.O., No. 698 W., of 17th March 1882, and Mr. Parkes read it in the same way, that the extension of the stone revetment for the protection of the beach at Ráyapuram was sanctioned, though it does not appear that any special sum of money has been awarded for the work; still, especially as it was ordered before the close of the last financial year, I thought I was justified in commencing and in continuing the work pending negative orders. It would be most unwise to stop these works now, for the sea might encroach during a heavy swell or storm and destroy all the work that has been done since March. I have already given my opinion in reply to your memorandum, No. 189 E., of 2nd instant, that it is advisable to spend this year Rs. 23,700, *i.e.*, the whole sum of the estimate for the revetment, less the cost put down by Mr. Parkes for maintenance.

4. Works on moorings or repairs to moorings have been in hand since the storm of November 1881, and as I had received no orders to stop these, they likewise have been continued. It would be unwise to stop them now, for moorings are required in the Harbour more than anything else. Another cause of expense connected with moorings is dismantling the wrecks of the foundered hopper barges. The repairs to moorings have been chiefly in repairing the engine and in recovering lost chains, &c.

5. The repairs to rubble base north pier met with Mr. Parkes' approval. They consisted in filling up the scour in the base on the north side of the pier at the end of the intact portions. They are now finished. I was anxious to get the work done before the south-west monsoon set in, as otherwise I feared, if any heavy seas struck the pier, the top courses of two or three hundred feet at the end might be toppled over.

6. The repairs of sea damage north pier were commenced by Mr. Thorowgood in January, and I have only continued them. They consist of levelling off the top with concrete, putting in iron ties recommended by Mr. Parkes in paragraph 34 of his report, relaying the railway lines, and partly in recovering by divers the rails and sleepers, &c., washed off in the storm. No blocks can be set unless the railway lines are relaid, and it is necessary to relay them at once, so that the concrete may set hard before any heavy traffic passes across them, or the new concrete topping and setting for the sleepers would be chipped and broken off. A great length of this railway in fact was required to be relaid before blocks could be made, as it is part of the road from the south pier for stone.

7. The repairs to the south pier have consisted in recovering rails and sleepers washed off the pier; but I also propose to level up the top with concrete and relay the lines of railway there for work. Other small items, such as the pay of the sailors, and repair of survey boats, cost of surveys, &c., all of which are absolutely necessary, are generally charged to north and south piers.

8. I may mention that I think two lakhs of rupees will not be sufficient for making blocks for the year. After all the machinery and engines are put in repair, it will cost Rs. 1,62,000 to make the thousand blocks for which there is room in the yards before one block is taken out to be set, but then this sum includes the cement; the cost of that amount of which that comes from England, I believe, is not to be taken out of the two lakhs of rupees.

9. I have to remark that the Examiner of Public Works Accounts has struck out of the estimate column of my statement of expenditure Rs. 74,000, being sum paid to Madras Railway Company for depreciation of rolling stock. I had entered that at Mr. Parkes's desire, as he argued that, as it was a quite unexpected extra sum

ordered by Government to be paid, it should appear in the estimate column as well as in the expenditure column. I have to request that you will support my action in this matter, and direct that it be not struck out again.

No. 58.

ORDER—dated 8th July 1882, No. 1720 W., Public Works.

The Right Honorable the Governor in Council agrees with the Acting Superintendent of the Madras Harbour Works that the assignment of two lakhs is intended to cover all incidental expenses connected with block-making, quarrying, &c., such as those specified in paragraphs 1 and 2 of his letter above recorded.

2. Adverting to paragraph 3, it is observed that the extension of the north revetment is essential and must be proceeded with; but till the decision of the Government of India as to the incidence of the charge has been communicated, the cost must be borne by Provincial as a provisional arrangement.

3. Similarly the cost of work in connection with the moorings will have to be met from Provincial as a temporary arrangement.

4. The repair of the rubble base as specified in paragraphs 5, 6, and 7 must also be proceeded with; but Mr. Beardmore should, as far as possible, restrict expenditure to work required exclusively for the restoration of the broken piers on Mr. Parkes's plan till orders have been received from the Secretary of State as to the nature of future operations.

5. No immediate orders are required on paragraph 8.

6. As regards paragraph 9, the Examiner seems to have acted correctly in striking out of the estimate the sum of Rs. 74,000 paid to the Madras Railway for depreciation of rolling stock. The amount will, however, be debited to its proper head in the accounts, with such explanation appended as may be necessary.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner of Public Works Accounts.

Exd. A. F. Goodall.
Spare Copies

8TH JULY 1882, No. 1720 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 57.

READ—the following papers:—

From D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Madras, 16th June 1882, No. 45 W.

I have the honor to forward, in original, the statement of expenditure (with four accompaniments connected therewith) on the Harbour Works to 30th April 1882, compared with the estimate, and to state that the same has been duly verified by this office.

2. In their letter, No. 204 A.G., of the 12th ultimo (*vide* G.O., No. 1329, of the 29th idem), the Government of India have ruled that the expenditure incurred against the grant of Rs. 2,00,000 (which is the only allotment for the Harbour Works during the year up to date) must be strictly confined to "block-making," "quarrying," and establishment charges, and I have therefore the honor to invite attention to the charges incurred on Items 9, 12, 13, 16, 23 of comparative statement, also on moorings and repairs to moorings.

No. 1291 C.

Referred to the Superintendent, Madras Harbour Works, for remarks.

23rd June 1882.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 57-A.

From N. ST. B. BEARDMORE, Esq., C.E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 30th June 1882, No. 19 W.

I have the honor to address you in reference to G.O., No. 1329 W., of 29th May 1882. That order refers to another No. 1022 W. of the 26th April 1882, in which two lakhs of rupees is sanctioned for block-making, quarrying, and establishment charges for 1882-83. A letter from the Examiner, dated 16th June 1882, No. 45 W., in which he calls attention to my having spent money on other divisions of the works than those above named, is also referred to me by you for remarks. I apprehend that the terms block-making, quarrying, &c., are not intended to be strictly adhered to, but to cover incidental expenses, and have been employed in order to convey instructions that no blocks are to be set, or the reconstruction of the piers commenced. For instance, one cannot make any blocks before a number of block moulds are re-made, the stationary engines and machinery entirely overhauled and repaired, at least, one locomotive