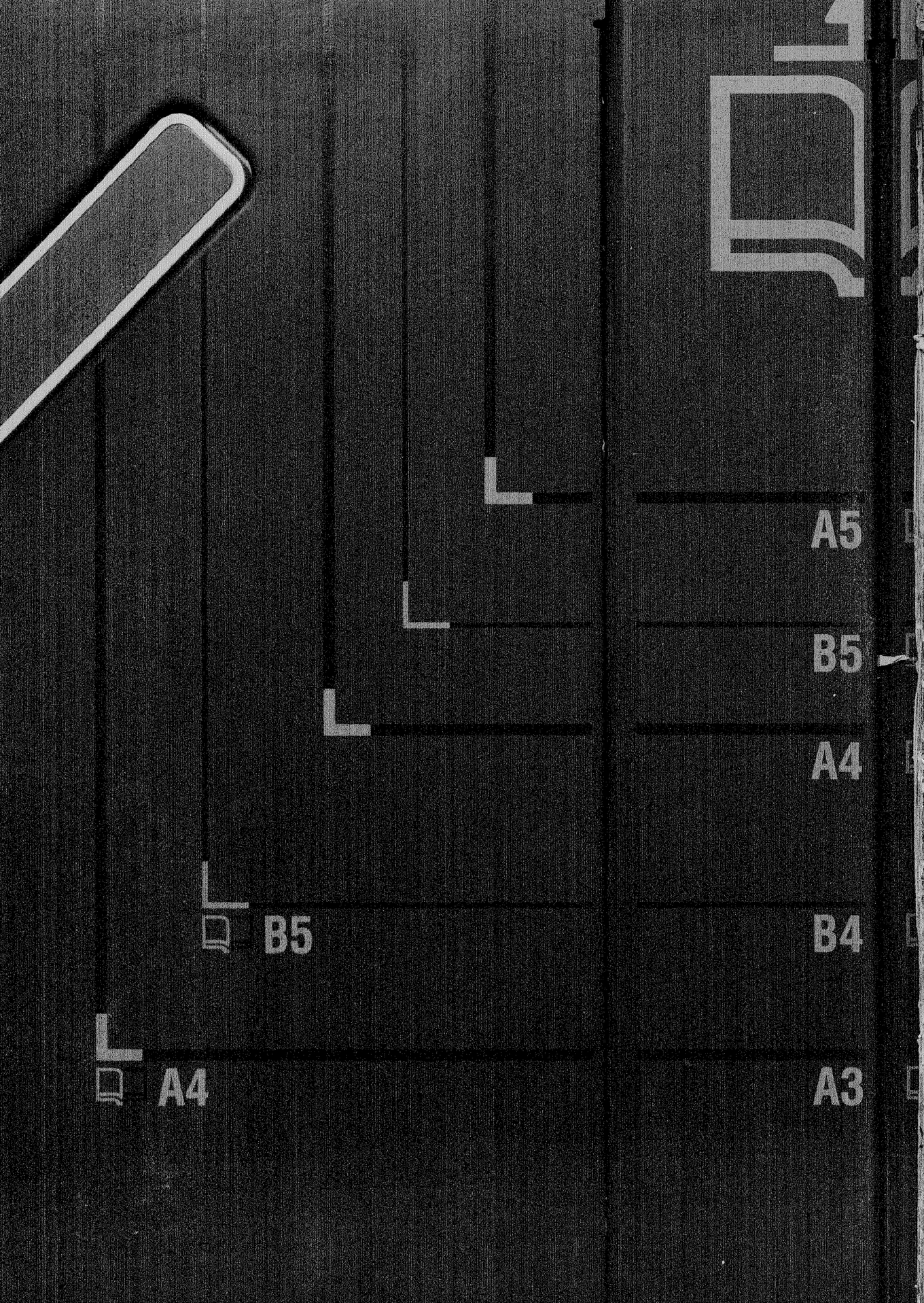


(1) Number of pages 40

(2) Date of repair 5-6-87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No. / B.P. No:	658 W	Press. / Mis.
Dated	1-3-1883	

S.G.M

Not to be folded or roughly handled

Archives I--10,006 1 -80.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General Account.

No. 1.

Read—the following paper:—

Despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 31st January 1883, No. 4 (Public Works).

With reference to your Excellency's Public Works letter, No. 44, of the 26th October last, furnishing information in regard to the cost of cement made in the Bengal Presidency, I transmit herewith, for the information of your Government, a copy of a report * by Mr. Parkes, together with copies of memoranda † thereon by the Director-General of Stores and the Inspector-General of Railway Stores.

* Dated 16th December 1882.
† Dated 1st and 5th January 1883.

2. It will be seen that, while Mr. Parkes strongly deprecates any reliance being placed on the local manufacture, he recommends that indents for the supply of cement for the Madras Harbour Works should be sent home as hitherto; both the other officers agree that every endeavour should be made to procure the cement locally, thus carrying out the principle recently adopted of procuring suitable stores of local manufacture, provided the quality and price are favorable.

3. I have only to add that, if a steady supply of sufficiently good cement can be obtained in India on as reasonable terms as from this country, arrangements should be made for the purpose; but if, as alleged by Mr. Parkes, the means of supplying the quantity required are insufficient, and contracts made in Madras can only result in failure, indents should be sent home for obtaining the supply in this country.

Enclosures.

Copy report by the Director-General of Stores, India Office, dated 5th January 1883.

With reference to the accompanying letter from the Government of Madras in the Public Works Department, No. $\frac{44}{1880}$ W., dated the 26th October last, forwarding copy of Proceedings, No. 2823 W., dated 26th October last, containing information as to the cost of local supplies of cement, I forward herewith a copy of a report received from Mr. W. Parkes on the subject.

With reference to the last paragraph thereof, it does not appear advisable to interfere with the arrangements of the Governments in India, in carrying out the principle recently adopted of procuring suitable stores of local manufacture if the quality and price are favorable. The local authorities have every opportunity of forming an opinion on both these points.

I also annex a copy of a report by the Inspector-General of Railway Stores, who agrees with the above.

From W. PARKES, Esq., to the Director-General of Stores, India Office, dated 23, Abingdon Street, 16th December 1882.

Supply of Cement.

With reference to the subject of the papers forwarded to me with your memorandum, No. 8293, dated the 11th instant, it may perhaps be useful if I submit shortly the result of the

experience gained in the last six years on the Madras Harbour Works as to the best mode of obtaining cement.

2. The great bulk of the cement (25,400 tons out of a total of about 26,000 tons) used on the works was supplied from England through the Secretary of State, and the cost to the works was as follows up to the end of 1881:—

	Rs.	A.	P.
Maximum rate per ton	45	10	5
Minimum do.	40	6	6
Average do.	44	4	2

3. There was never any failure in quality of the material itself, and the damage in transit and landing was a fractional percentage. It should be mentioned that the above rates include *casks*, of which the cost is about 15s. in England, or at the present rate of exchange 9 rupees per ton of cement. The value of the materials of the casks is of course very much less than this after they have been emptied, but they have still a value which should be taken into account when the cost of the cement is compared with that of cement supplied in bags, which are returned to the maker. Much of the material of the casks was used at Madras for fencing, and in this form it was credited with a value equivalent to about 1½ rupees per ton of cement. As mere firewood it is worth about 11 annas per ton of cement. But Mr. Thorowgood is of opinion that in future the value of the casks will be greater, and that an average of 8 annas each, equal to nearly 3 rupees per ton of cement, may be recovered.

4. About the time that the Harbour Works were started a manufactory of Portland cement was established at Madras. A retired military officer, General Morgan, was the nominal proprietor, but a leading mercantile firm, Messrs. Arbuthnot and Company, were acknowledged to be largely interested in it. General Morgan made several contracts for the supply of cement to the Harbour Works on the basis of charging 10 per cent. less than the cost of English cement, and on the whole between 2,000 and 3,000 tons were thus supplied. But the supply was very uncertain, and although the Superintendent accepted all that was offered and passed the required tests, the total amount supplied was far below that contracted for. In the end the works were closed, and General Morgan withdrew from the undertaking, a heavy loser.

5. The works have since been re-opened under other management, but still under the auspices of Messrs. Arbuthnot and Company. On a recent contract to supply 600 tons to the Harbour Works within a given time, less than 300 tons were forthcoming.

6. The quality is good generally, and at times quite equal to that of the best English cement, but the means of supplying the quantity contracted for are as yet evidently insufficient, and the endeavour to increase the supply has more than once resulted in a deterioration in quality, and consequent rejection of considerable deliveries.

7. On the whole I am bound to say that the establishment of these works was the reverse of an advantage to the progress of the Harbour Works. There was a natural desire on the part of the authorities to encourage the native industry, and with that view allowances and concessions were made in favor of the local manufactory, which only resulted in temporary failures of the stock of cement, and this evil had to be met by urgent consignments from England at increased cost.

8. I have, of course, no means of knowing how far the price paid by the Harbour Works was remunerative, but my own impression is that for large supplies the local manufacture is not likely to compete successfully with importation from England. This impression is based on the fact that the largest items of expenditure—fuel, skilled labor, maintenance of machinery, and interest on capital—are far more costly in India than in England, and would more than counterbalance the saving in freight.

9. Messrs. Burn and Company, of Calcutta, have lately tendered for a supply at Madras at the rate of Rs. 71-8-0, or 75 per cent. in excess of the rate at which the best English cement was being imported. This of course includes freight from Calcutta to Madras, and possibly landing charges, but the remainder would be largely in excess of the prices hitherto paid at Madras, which would seem to confirm my impression that the latter are abnormally low for local manufacture.

10. My opinion as to the impossibility of the local manufacture competing with English cement, specially imported on a large scale, does not extend to a competition with smaller and casual importations by local merchants. The necessary allowances for commercial profit for doubtful sale, and for risk of deterioration, are legitimate additions to the cost price at all times, while in special cases the price of a small stock is certain to be raised to an urgent purchaser. Thus the price of imported cement in the open market is sure to be higher than that of the same article specially imported, and is likely to be very variable. With such a source of supply the local manufacture would be much more likely to compete with success, and there is little doubt that the certainty of a good supply of the article at a uniform price would encourage its extended use in India as it has done elsewhere.

11. But for the future supplies for the Harbour Works I would most strongly deprecate any reliance on the local manufacture. There is no objection to the Superintendent purchasing as much as is offered and passes the required tests at a nett price not exceeding that of English cement furnished through the Secretary of State, but no contracts should be entered into for future local supplies, and directly the stock actually in the Harbour Works stores falls below the quantity which may be required for carrying on the work till the possible arrival of a supply from England, the latter should be at once indented for without reference to any expectations from the local manufactory.

If the Harbour Works price be really remunerative, it would then be possible for the local manufacturer to supply any quantity he could produce, but the progress of the works would not be retarded by his possible failures.

Copy of report by General HYDE on supply of Cement for Madras Harbour Works, dated 1st January 1883.

It is certainly advisable to use local cement, if it can be made as good and at or under the cost of English Portland cement, and I think every endeavour should be made to encourage the local manufacture of this supply. How this is to be done the Government of Madras are the best judges.

No. 2.

Order—dated 1st March 1883, No. 658 W., Public Works.

Communicated to the Superintendent of the Madras Harbour Works.

2. All cement offered by the local manufactory at a cost and of a quality equal to that obtained from England may be accepted by the Superintendent of the Harbour Works, who will, however, arrange that no delay to the works shall occur by want of cement, a sufficient stock of English cement being provided to meet anticipated failures of local supply.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Marine Department.

Exd. A. F. Goodall.
Spare Copies

GENERAL ACCOUNT.

Govt. of [1883] Madras.

PUBLIC WORKS.

Dated March, 1st.

Read. *Exec*.

G.O., 1st March 1883, No. 658 W.

MARCH.

Nos. 1-2.

Cement

The purchase of locally manufactured — for the Madras Harbour Works, permitted on certain conditions.

26TH OCTOBER 1882, No. $\frac{44}{2829}$ W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE MOST HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD MARQUIS,

We have the honor to acknowledge the receipt of your Lordship's despatch, No. 17, Public Works, dated 21st September 1882, sanctioning, with certain exceptions, compliance with an indent for stores for the Madras Harbour Works, and requesting information as to the cost of cement made in the Bengal Presidency. We have the honor to forward in reply copy of our Proceedings, No. 2828 W., dated 26th October 1882, containing the information desired by your Lordship.

We have the honor to be,

My Lord Marquis,

Your Lordship's most obedient, humble servants,

OOTACAMUND,
26th October 1882.

Lsd. C. Howarth.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

LETTER to the Most Honorable the Secretary of State for India.

No. 44 / 2829 W dated 26th Oct. 1882.

FORWARDING copy of Proceedings regarding the prices of cement obtained from the Indian Portland Cement Company and from other sources.

India Office,
London 31st January, 1883.

Public Works

No. 4.

Sir,

1. With reference to your Excellency's Public Works Letter, No. 44, of the 26th October last, furnishing information in regard to the cost of cement made in the Bengal Presidency, I transmit herewith, for the information of your Government, a copy of a report by Mr. Parkes, together with copies of memoranda thereon by the Director General of Stores and the Inspector General of Railways

† dated 16. Dec. 1882.
* dated 1st & 5th Jan. 7 1883.

His Excellency
The Right Honorable
The Governor in Council,
Fort St. George.

Railway Stores.

2. It will be seen that, while Mr. Parkes strongly deprecates any reliance being placed on the Local Manufacture, he recommends that Indents for the supply of Cement for the Madras Harbour Works should be sent home as hitherto, both the other officers agree that every endeavour should be made to procure the cement locally, thus carrying out the principle recently adopted of procuring suitable stores of local manufacture, provided the quality and price are favorable.

3. I have only to add that, if a steady supply of sufficiently good

good Cement can be
obtained in India on as
reasonable terms as from
this Country, arrangements
should be made for the
purpose, but if, as alleged
by Mr. Parkes, the means of
supplying the quantity
required are insufficient,
and contracts made in
Madras can only result
in failure, Indents should
be sent home for obtaining
the supply in this Country.

I have the honor to be,
Sir,
Your most obedient
humble Servant
Kimberley.

Go. 2828-29 May 26/10/82
Despatch No 44 2829 26/10/82

No 27.

Public Works

31st January 1883

Rec'd 22 Feby 1883.

From
Secretary to Govt of Bengal.
No 11
P. Cons. 2 Feb. 1883
Read

Copy Report by the Director General of Stores, Indian Office dated 5th January 1880.

With reference to the accompanying letter from the Government of Madras, in the Public Works Department No 44/2829, dated the 26th October last forwarding copy of proceedings No 2828, dated 26th October last, containing information as to the cost of local supplies of Cement, I forward herewith a copy of a Report received from Messrs Tarbet on the subject.

With reference to the last para thereof, it does not appear advisable to interfere with the arrangements of the Government in India in carrying out the

Approved

principle recently adopted of procuring suitable stone of local manufacture of the quality and price are favourable the local authorities have every opportunity of forming an opinion on both these points

I also annex a copy of a Report by the Inspector General of Railways since the above

65/10. 1176

Copy Report by Mr C. Parkes on Madras Harbour Works dated 16th Dec: 1872

23 Abingdon Street
16th December 1872

Supplying Cement

Sir,

With reference to the subject of the letters forwarded to me with your memo. No. 8293, dated the 11th instant, I may perhaps be useful if I submit a short report of the result of the experience gained in the last 6 years in the Harbour works as to the best mode of obtaining cement

2 The great bulk of the cement (23,400 tons out of total of about 26,000 tons) used on the works was supplied from England by Messrs Francis Brothers through Messrs Parkes

through the Secretary of State
and the cost to the municipa-
lities will be about Rs. 45.10.5
Maximum rate per ton Rs. 45.10.5
Minimum " " 40.6.0
Average " " 44.4.2

6. There was never any failure
in quality of the material itself
and the damage in transit and
handling was a fractional percentage
It should be mentioned that the
above rates include casks, of
which the cost is about 15/- ea-
ch and at the present rate
of exchange 9 Rupees per ton
of cement. The value of the
materials of the casks is of course
very much less than this after
they have been emptied, but they
have still a value which should
be taken into account when
the cost of the cement is compa-
red with that of cement supplied

65/11

in bags which are returned to the
maker. Much of the material of
the casks was used at Madras
for fencing, and in this form
it was credited with a value
equivalent to about 1½ Rupees
per ton of cement. In one case
even it was worth about 11 Rs. as
per ton of cement, but Mr. Thompson
is of opinion that in future the
value of the casks will be greater
and that an average of 5 Rs.
each equal to nearly 3 Rs. per
ton of cement, may be recovered.

4. About the time that the
Madras Works were started a
manufactory of Portland Cement was
established at Madras. A retired
military officer, General Morgan
was the nominal promoter, but
a leading mercantile firm Messrs
Arbuthnot & Co. were actively
to be largely interested in it.

General

General Morgan made several estimates for the supply of cement to the Harbour Works on the basis of charging 10 per cent help than the cost of English cement, and, on the whole between 2000 and 3000 tons were thus supplied. But the supply was very uneven, and although the Superintendent accepted all that was offered and passed the required tests, the total amount supplied was far below that estimated for. In the end the works were closed, and General Morgan withdrew from the undertaking, a heavy loser.

5. The works have since been re-opened under other management but still under the auspices of Messrs Arbuthnot & Co. On a recent contract to supply 6000 tons to the Harbour Works within a given time, help than 300 tons were forthcoming.

6. The quality is good generally, and at times quite equal to that of the best English cement, but the means of supplying the quantity contracted for are at present evidently insufficient, and the endeavour to increase the supply has more than once resulted in deterioration in quality, and consequent rejection of considerable deliveries.

7. On the whole I am bound to say that the establishment of these works was the reverse of an advantage to the progress of the Harbour works. There was a natural desire on the part of the authorities to encourage the native industry and with that view allowances and concessions were made in favour of the local manufactory which only resulted in temporary failures of the stock of Cement and the cost has to be met by

by urgent consignments from England at enormous cost.

8. I have of course no means of knowing how far the prices paid by the Harbour Works are remunerative, but my own impression is that for large supplies the local manufacture is not likely to compete successfully with importation from England. This impression is based on the fact that the largest items of expenditure, fuel, skilled labour, maintenance of machinery and interest on capital are far more costly in India than in England and would more than counterbalance the saving in freight.

9. Messrs Burn & Co of Calcutta have lately tendered on a supply at Madras at the rate of Rs 6-4 or 71 shillings or 75 per cent in excess of the rate at which the best English cement has been imported.

This of course includes freight from Calcutta to Madras, and possibly landing charges but the remainder would be largely in excess of the prices hitherto paid at Madras, which would seem to confirm my impression that the latter are abnormally low for local manufacture.

10. My opinion as to the unprofitableness of the local manufacture competing with English cement, steadily imported on a large scale, does not extend to a competition with smaller and casual importations by local merchants. The necessary allowances for commercial profit for doubtful sale, and for risk of deterioration, are legitimate additions to the cost price at all times, while on special occasions the price for a small quantity is certain to be raised to an urgent purchaser. Thus the prices of imported cement

in the open market is due to
be higher than that of the
Cane article steadily entered
and is likely to be very valuable.
Such, such a source of supply
the local manufacture would
be much more likely to compete
with success, and there is little
doubt that the certainty of a
good supply of the article at a
uniform price would encourage
its extended use in order to
be done elsewhere

11. But for the future supplies
for the Harbour Works I would
most strongly deprecate any
reliance on the local manufacture
There is no objection to the Re-
Superintendent purchasing as
much as is offered and keeping the
required tests at a rate price -
not exceeding that of English

cement

15

cement transmitted through the
Secretary of State but no contract
should be entered into for future
local supplies and directly the
clerk actually in the Harbour
Works store falls below the
quantity which may be required
for carrying on the work till
the possible arrival of a supply
from England the latter should
be at once ordered for without
reference to any expectations
from the local manufactory

If the Harbour Works
have be really remunerative
it would then be possible for
the local manufacturer to supply
any quantity he could produce
but the progress of the work
would not be retarded by the
trouble & delays

I have &c.
(Sd) H.T. Parker.

Copy of Retort by General Hyde
on Subject of cement for Madras
Harbour Works.

1st January 1883.

It is certainly advisable to —
use local cement if it can —
be made as good, and at or —
under the cost of Imported —
Portland Cement, and I think
every endeavour should be —
made to encourage the local
manufacture of this supply.
How this is to be done, the —
Government of Madras are the
best judges.

(Sd) H. Hyde.

Public Works

No 4

Public Office,
London, 31st January, 1883.

54
16

Sir,

With reference to your Lordship's Public Letter No. 4 of the 20th March last, forwarding information in regard to the cost of cement made in the Bengal Presidency, I am directed to forward, for the information of [illegible], a copy of a report by Mr Bedford together with [illegible] of memoranda thereon by Mr Burgess and Captain Fanshawe of the Inspection Branch of this Office.

I have &c.

The Right Honble
The Secretary of State
for India

Railway Stores -

2. It will be seen that, while the Parties strongly deprecate ance being placed on the Local Manufacture, he recommends that Tenders for the supply of Cement for the Back Harbour Works should be ... as hitherto, both the other officers agree that every endeavour should be made to procure the cement locally, thus carrying out the principle recommended, of procuring suitable stores of local Manufacture, provided the quality and price are favourable -

3. I have only to add that, if a steady supply of sufficiently good

656
18

good Cement can be
obtained in India on a
reasonable terms from
this Country, arrangements
should be made for the
purpose, but if, as alleged
by Mr. Parkes, the means
employed are insufficient,
and Contracts made on
Remarks can only result
in failure, Sudents should
be sent home for obtaining
the supply in this Country.

I have the honor to be,
Sir,
Your most obedient
humble Servt
Co.[illegible] Lindesay

No 8.

Public Works

21st January 1863

Copy
Letter to Fort St George

No 14 dated 6th/63

Read 1 March 1863.

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 1st February 1863

Read the following

Despatch from the Secretary of State for India No 14 dated 21st January 63

Communicated to the Superintendent of the Madras Harbour Works.

2. All Cement offered by the local manufactory at a cost and of a quality equal to that obtained from England may be accepted by the Superintendent of the Harbour Works - who will however arrange that

no delay to the works shall occur by want of cements a sufficient stock of English cement being provided to meet anticipated failures of local supply.

Copy
26/2/89

Copy
5/3
Supt. M. Works
Marine Dept 1/7

658
20

1665

Calif. State Library
PUBLIC WORKS

2/3

1 Jan. 3 1855

Nos. 1-2

Contract

Clothing of locally manufactured — for the Indian Harbors Works, furnished on certain conditions.

40/3

Endorsed on the Cover of Report