(17)

(1) Number of pages 34

(2) Date of repair 7/11/87

(3) Initials of the Referencer

TAMIL NADU ARCHIVE

GOVERNMENT OF TAMIL NADU

P.W. DEPARTM

G.O. No. ~~B.P. No.~~ 2702 (W)

Press. ~~Mis.~~

Dated 12. 11. 1885 ~~198~~ .

Not to be folded or roughly handled

12TH NOVEMBER 1885, No. 2702 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from the Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 23rd October 1885, No. 1530 G.D. :—

With reference to G.O., No. 1104 W., dated 11th May 1885, I have the honor to submit an estimate, amounting to Rs. 586, for the repairs to the Hope Island light-house and the adjoining buildings.

2. As regards the renewal of the light, directed in your notes of inspection of the 13th March 1885, I have the honor to submit for orders letter No. 79, dated 6th June 1885, from the officer in charge of the Government Workshops, Dowlaishweram, to the Port officer, Cocanada, and which was received with the Executive Engineer's endorsement No. 246, dated 12th instant, describing the conditions in which the new fourth order dioptric light was received by him.

ENCLOSURE.

From Captain C. C. RAWSON, R.E., Executive Engineer, in charge of Government Workshop Division, to the Port Officer, Cocanada, dated Dowlaishweram, 6th June 1885, No. 79.

With reference to your letter, No. 665, dated 21st May 1885, I have the honor to inform you that the cases containing the light for Hope Island light-house were received in good order on the 26th ultimo.

2. On the 1st instant they were carefully unpacked by the foreman-fitter of the shops in the presence of the Deputy Superintendent, Sub-Conductor Bennett.

3. From my own inspection of the cases, which I made on the same morning (Mr. Bennett having stopped the unpacking immediately that he discovered that the contents of the cases were damaged and sent for me), I have no hesitation in saying that the articles were disgracefully packed.

4. The gun-metal frame containing the glass prisms was packed so that it could move slightly in the packing case containing it; the result is that all the glasses are smashed to pieces.

5. The plate-glass windows were all packed in a very strong case, but many of the sheets had not a sheet of paper between them; one of the panes is broken.

6. Of the 97 chimneys received four are broken; this is nothing remarkable.

7. Out of the eight iron standards for the rails of the gallery, the tops of the three are broken off, the copper weathercock and zinc oil-pump are so much bent and twisted that I can only suppose that they have been forcibly jammed into a case too small to hold them properly.

8. In your letter you state that the cases were put on the canal boat in good condition; they certainly arrived here in good order; the damage cannot have occurred on the canal, as the boxes would never be moved from the time they left Cocanada until they arrived here.

9. As requested in my telegram of 1st, you came to Dowlaishweram on the 4th and saw the articles, and I think will agree with this report.

10. I retain the articles pending further instructions.

No. 246.

Copy forwarded to the Superintending Engineer, I Circle, for information, with reference to his No. 1446 G.D., dated 6th October 1885.

(Signed) C. C. RAWSON, Captain, R.E.,
Executive Engineer.

12th October 1885.

ORDER—dated 12th November 1885, No. 2702 W., Public Works.

The estimate, amounting to Rs. 586, for repairs to the light-house and its adjoined buildings at Hope Island, is sanctioned.

2. This sanction has been registered as Excluded Local No. 25 W. of 1885-86, and classified as Miscellaneous Public Improvements, Repairs.

	RS.
Work	586
Establishment	135
Tools and plant	6
Total ...	727

3. The question of funds will be considered in the Financial Department. The total sum required is shown in the margin.

4. Letter No. 79, dated 6th June 1885, from the Executive Engineer, Godávari Eastern division, to the Port officer at Cocanada, describing the condition in which the new dioptric fourth order light was received from Madras, will be communicated to the Marine Department.

(True Extract.)

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

To the Superintending Engineer, I Circle.
„ Examiner, Public Works Accounts, with the estimate for note and return to Superintending Engineer, I Circle.
„ Financial Department.
„ Marine „

Exd. J. Henricus.
Spare Copies

20
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1885} Madras.

PUBLIC WORKS.

Dated November, 12th.

Recd. *Encl.*

G.O., 12th Nov. 1885, No. 2702 W.

NOVEMBER.

Light-house and adjoining buildings at Hope Island

Orders sanctioning estimate for repairs to—.

2702/3

25th April 1883, No. 1237 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following letter from G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 2nd April 1883, No. 5 G.L.—(Through the Examiner of Public Works Accounts) :—

With reference to G.O., No. 605 W., dated 23rd February 1883, passing orders on the Provincial Statement of Objectionable Items in the accounts of Executive Engineers for November 1882, I have the honor to state that an appropriation of funds for the work noted in the margin is not necessary under paragraph 1757, Rule III of the Public Works Code, the work being one of the last year's incomplete works, and the expenditure on it being under Rs. 500 in the current year.

Repairing Hope Island Lighthouse.

No. 58 S.E. 1st.

Endorsement on the above.

Forwarded to the Chief Engineer, Public Works Department.

2. In 1881-82 this work was classed under Imperial Other Services, and in 1882-83 under Excluded Local Funds.

3. Please see this office remark on Objectionable Items Statement for October 1882.

4. It is too late now to make any appropriation for the outlay incurred last year.

(Signed) D. C. GORDON,
Examiner, Public Works Accounts.

Madras,
11th April 1883.

Order—dated 25th April 1883, No. 1237 W., Public Works.

It is now too late to make an appropriation for the outlay incurred in 1882-83, but the amount expended will be accepted.

2. Should funds be required for the current official year, the Superintending Engineer will report the amount at an early date, when steps will be taken to have the allotment transferred to the books of this department.

(True Extract.)

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

To the Superintending Engineer, First Circle.
„ Examiner, Public Works Accounts.
„ Financial Department.
„ Marine Department.

Exd. A. F. Aaron.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1883) Madras.

PUBLIC WORKS

Dated April, 25th.

Recd. *Encl.*

G.O., 26th April 1883, No. 1237 W.

APRIL.

Objectionable Item Statement, First Circle

Passing orders on Superintending Engineer's explanation on points noticed in the — for November 1882.

290/4

30th May 1883, No. 1515 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following letter from G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 22nd May 1883, No. 582 G.D. :—

In reference to paragraph 2 of G.O., No. 1237 W., of the 25th April 1883, I have the honor to inform you that the Godávari Eastern Division Officer reports that the work "repairing the Hope Island Lighthouse" was completed in the last official year, and that therefore no funds are required in the current official year.

Order—dated 30th May 1883, No. 1515 W., Public Works.

Recorded.

(True Extract.)

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

To the Superintending Engineer, First Circle.
" Examiner, Public Works Accounts.
" Financial Department.
" Marine do.

Exd. A. F. Goodall.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated May, 30th.

Recd. *Encl.*

G.O., 30th May 1883, No. 1515 W.

MAY.

Hope Island Lighthouse

Letter from the Superintending Engineer, First Circle, reporting that no funds are required for the repair of — during the current official year, recorded.

2702

29th June 1885, No. 273, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

Note by the Chief Engineer, Public Works department, dated Ootacamund, 13th May 1885.

With advertence to proceedings of Government in the Marine department under date 20th April 1885, No. 162, the undersigned has the honor to observe that no orders appear to have been passed on the recommendation made in paragraph 1 of the Master Attendant's letter, dated 23rd March 1885, respecting the use of larger material in the construction of the groynes at Cocanada.

2. In the notes printed with proceedings of Government in the Public Works department, under date 23rd March 1885, No. 722 W., the undersigned had occasion to bring to notice that the stones now being used for these groynes were far too small.

3. It is a matter of considerable importance that all possible endeavours should be made to secure material of much larger size for the construction of the groynes in question, especially in the case of the northern groyne; and the undersigned has the honor to suggest that early orders be passed in accordance with Captain Taylor's recommendation.

(Signed) J. SHAW-STEWART, Col., R.E.,
Chief Engineer, Public Works Dept.

No. 113 E.

Transferred to the Marine department.

Ootacamund,
13*th May* 1885.

(Signed) J. SHAW-STEWART, Col., R.E.,
Secretary to Govt., P.W.D.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 16th June 1885, No. 5017.

Administrative department.

In returning Marine reference, No. 1018, dated 27th May 1885, I have the honor to report that, as soon as I received the instructions of Government upon the necessity of strengthening the base of the north groyne of Cocanada, I put myself in communication with Mr. Thorowgood, in order to obtain his assistance in regard to the formation and expense of concrete blocks. That he has kindly given me, though owing to pressure of work, and the duties that devolved upon him owing to Mr. Beardmore's sickness and death, not so quickly as he could have wished. I still believe that concrete offers the only solution of the difficulty as it certainly must be the cheapest.

2202/6

2. The materials mentioned by Mr. Thorowgood are all on the spot except cement. He says—

"I vary the proportions of materials for the concrete blocks on these works slightly, according to where they are required to be placed, but the following may be taken as fair specimen of the proportions:—

	Parts by measures.
"Portland cement	1
"Sand	2½
"Crushed stone	5¼ to 7
"(*a*) Large stone lumps placed in the block moulds by hand ..	2¼

"For small blocks, such as you mention, of 1 to 2 tons, it would be advisable not to use the large lumps of stone (*a*), but take seven parts of crushed stone.

"As to the number of cubic feet in 1 and 2 ton blocks, it is generally reckoned that 16½ cubic feet of concrete go to 1 ton, so that a 2 ton block would be about 33 cubic feet or 4′ 0″ × 3′ 0″ × 2′ 9″: while bearing in mind that small blocks cost a little more per cubic yard than large ones, I think 2 ton hand-made blocks should be made *here* for about 13 or 14 rupees each." Then to this must be added the expense of the mould, which could be the cheapest wood available, and of which the materials would resell.

3. If, therefore, the cost is estimated at Rs. (15) fifteen the 2 ton, and 2,200 feet the length of the work to be protected, we arrive at 550 blocks of 4 feet, half that for the upper tier of 1 ton blocks, say roughly 13,000 rupees.

		RS.
At Rupees 15	..	8,250
		4,125
Total	..	12,375

4. To provide this sum, it will be necessary to compare the several items of the present financial position. The work has been delayed owing to the unexpected sinking of the south wall, and the necessity of building good stone boats. As far as the south wall is concerned, I think the Chief Engineer might be asked his opinion as to the advisability, or otherwise, of carrying it out as far as originally intended. A well protected north mole seems to embrace nearly all that is required, after a certain distance from the shore is gained. A saving might perhaps be effected under this head without impairing the efficiency of the work. However the amount is not a large one, and could be made, if Government approved, the subject of a separate advance.

ORDER—dated 29th June 1885, No. 273, Marine.

Communicated to the Chairman, Cocanada Harbour Groynes' Committee, for information and such action as may appear necessary.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" Chairman, Cocanada Harbour Groynes' Committee.
" Public Works department.

P. W. D.

N° 1756 Wa/29th July /85

Govt. of (1885) Madras.

MARINE.

Communicated for the information of the Chief Engr: P. W. D. and the S. E. I Circle,

(Signed) J. L.

Issued

Recd. Encl.

G.O., 29th June 1885, No. 273.

N° 1756 Wa/29 July /85

JUNE.

To

The C. E. P. W. D.

- S. E. I Circle

Cocanada Groynes.

Communicating to the Cocanada Harbour Groynes' Committee, for information and such action as may be necessary, certain papers regarding the use of concrete blocks for strengthening the northern groyne base.

2202/7

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 10th December 1884, No. 11300.

Administrative department.

I have the honor to state that the best plan of utilizing the fourth-order dioptric light, supplied erroneously for the Madras Pier from England, is to exhibit it at the port of Gopálpur. Mr. J. V. P. Minchin has been so good as to permit the lantern being placed on the top of his house, which is a good position for exhibiting the light, and at a small cost, the work can be carried out. This, however, will be only temporary, pending the construction of the new Custom-house and Marine office buildings, and the plan should include erection of the light on top of the same. If the Government approve of the above proposal, I solicit that orders may be passed directing the Executive Engineer, Gopálpur, to adopt the necessary steps in the matter. The present flagstaff light at Gopálpur may be transferred to Vizagapatam or Mainpaud, in the Tinnevelly district, about which I shall address Government hereafter. There is no red light at present on the north-east coast.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 23rd March 1885, No. 2577.

Administrative department.

I have the honor to furnish a report upon the recent visit with the Honorable Colonel Shaw-Stewart to the port of Cocanada on the 17th February last.

2. The work of extending the groynes is being carried out and appears to be well and faithfully executed, but the stone is small, and although the largest portions of it are selected for the sea slope, yet there is great reason to fear that a heavy sea, such as can be raised in stormy weather, even in this shallow water, would do great damage. It is reported that larger material cannot be obtained from Sámalkót or Dowlaishweram, but the question of concrete remains, and blocks of two or three tons similar to some of the wave-breakers on the Madras pier might be formed on the top of the work and slipped down to the base of the sea slope. The receipts from the toll on goods are in excess of the present outlay, so that, without any further demand on the trade, an increased sum might be advanced to render the work more secure. Estimates might be called for. The Honorable Colonel Shaw-Stewart will, no doubt, express his own opinion on this subject. The new dredge has not yet got to work owing to some technical difficulties, but a few days will see them overcome. The water on the bar is no worse than before, but the period of our visit being spring-tides, it was not passable by steam launch at dead low water. But it has to be remembered that this difficulty is common to nearly all ports; particularly in London the quays are not approachable to lighters except at certain times of tide and docks are only open at high water. In connection with these groynes a small matter seems to have exercised the minds of the local members of the groyne committee, but it is one easily adjusted. Before the new work was commenced, the ends of both old works had been damaged, and a sum of money was sanctioned for the purpose of repair and the work entrusted

2202/8

to the former port officer. It was partly carried out, but by what appears to have been a misconception, the balance of the money was returned to Government and the work proceeded with on the new terms. The Committee take exception to this and contend that Government should restore the old work out of port funds. I will submit the details and estimates for orders of Government as soon as I can receive them.

3. While treating on this subject, I must beg leave to draw the attention of Government to a change that has taken place in the constitution of this committee. It was proposed by me originally, and approved by Government, to be the Chairman of the Chamber of Commerce, one other European, the Port Officer, and one native gentleman, for which M.R.Ry. Ramakistna was chosen. In the final orders on the subject, the election of the members was vested in the chamber, and during a temporary absence of Mr. Ramakistna the chamber proceeded to elect another of their European body, so that there is no native representative whatever, though the largest portion of the trade is in native hands. As I read over the final orders, they might, if Mr. Ramakistna had resigned, have elected another native gentleman, but they adopted another reading. I was waited upon by a number of native merchants of the highest intelligence, who, among other matters, drew my attention to this affair and expressed their regret that neither Government nor their fellow European merchants considered their interests worth representing. I promised to invite attention to it, and now beg respectfully to do so. The present body consists of Mr. Bryce, chairman, Mr. MacNab of the same firm, Mr. Simpson, and the Port Officer. Now, the chairman having a casting vote, it follows that Messrs. Hall Wilson are the board. No better men could be desired in the abstract, but the body is no longer representative, and, as all the passenger traffic and much of the general trade fall to them as British India Steam Navigation Company's agents, it is hardly possible but that their opinions may be colored by their own requirements. I would not, however, recommend any change in this body, which might seem ungracious, but respectfully urge that two native gentlemen be added—Mr. Ramakistna being one and the other elected by the native merchants—and that on future occasions of vacancies the election of European members be made by the chamber, and that of natives by the native mercantile community. This method would restore the equilibrium and be no doubt satisfactory. The other matters treated of by the native gentlemen were minor questions of jetties, conservancy, &c., which were settled by me with the port officer.

4. A troublesome inconvenience connected with the port is now in a fair way of being remedied. The distance at which ships anchor, 4½ and 5 miles from Cocanada, renders the communication by signal difficult and uncertain and impossible in the morning, when the glare on the sun and early mist prevail. It is now found that the lighthouse at Vakalapudi can obtain signals from the ships at all times and transmit them to Cocanada along the land where no impediment exists. A telescope has been supplied to the light-keeper, and a bamboo staff erected on the top of the lighthouse. All that is now required is a set of flags and a small increase of Rs. (10) ten a-month to the keeper's pay, for which I solicit sanction. He has an old worn-out set which were condemned at Cocanada.

5. The lighthouse at Vakalapudi is in good order, and the new machinery lately supplied is slightly different from the old in some adjustments, which are being corrected at the Dowlaishweram shop.

6. The lighthouse on Hope Island is in good condition, but some repairs are required for the offices and keeper's huts, for which estimates will be supplied. The light is an old country-made affair of six burners and brass reflectors showing all round the horizon; only one, therefore, bears directly to seaward. It is unqestionably the worst light in this presidency. I would, therefore, ask permission of Government to replace it by the new fourth order dioptric light sent by mistake for Madras pier. I had applied for leave to transfer this light to Gopálpur, but, having now had opportunities of judging of the relative capacities of lights in this neighbourhood, I consider the present Gopálpur light sufficient for its purpose, and I will only

No. 7694, dated 3rd September 1880.

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higher power at Santopilly. The change of lanthorns on Hope Island can be easily effected.

7. In crossing from Cocanada to Hope Island, we could make but little use of the steam launch, which soon took the ground, the rest of the journey being performed in a small open canoe, which was pulled and pushed through mud by a party of fishermen. On former occasions I had always been able to sail to Hope Island, but the creeks seem now to be filling up, and, when the mud becomes more solidified, I trust the silting of Cocanada Bay will cease altogether. There is, however, no possibility of the anchorage being brought nearer.

8. The fitting of the new Priestman dredge is now arranged, and work will soon be recommenced. The old vessel had better be sold for the value of its materials, and all establishment and energy directed to the new one. In a few days the accounts of Cocanada for the past year will be balanced and submitted to Government. The port enjoys a high position among its fellows in the presidency, but its expenses have exceeded its receipts, and, now that a general reduction of out-port dues is sanctioned, an equitable settlement of its affairs will have to be arrived at.

9. The wants of the port at this present time may be shortly summed up:

A better light on Hope Island, which is fortunately immediately available, and an iron water-tank for the lighthouse here, which is about to be supplied.

At least four new mud punts, one of which is already in hand, with a view to test the relative cost.

A small anchor boat for the dredge.

Some small expense connected with the friction gear of the new dredge.

Quarters at Vakalapudi for light lascars, who at present have only mud huts always needing repairs.

Repairs to quarters and offices at Hope Island.

A set of flags for Vakalapudi and an allowance of Rs. 12 * monthly for superintendent and lascar for signalling. On this head I may observe that, when the new light and kerosene-oil lamp are established at Hope Island, a reduction of at least one lightkeeper can be made in that direction. The establishments of such stations as "Hope Island," Point Divi, Santopilly, Hare Island, Muttum, &c., must always appear large, but they have to get supplies from distances—often by boat; allowance must be made for sickness or accident and unforeseen causes generally. But I believe the light expenses are lower in this presidency than any other.

	RS.
* Superintendent of lighthouse	10
One lascar	2
Total ..	12

10. In conclusion, I would here mention that it struck both the Chief Engineer and myself, on our inspection of the lighthouses at the northern ports, that the superintendents in charge very seldom employed their spare time in utilizing the land belonging to the lighthouses for gardening purposes and raising some sort of produce for their consumption as a help in subsisting themselves, and, on this being pointed out to the superintendent of the Vakalapudi lighthouse, he said that he had put down some cultivation, but was ordered by the civil officer of the station to remove it with the warning that, if he did so again, he would be charged kist. Probably the absence of gardening at the other lighthouses is attributable to a similar cause, and I would therefore respectfully suggest that the Government may be pleased to instruct Collectors of the several districts to encourage, as far as possible, the utilizing the compounds already attached to lighthouses for cultivation without making any charge for kist.

Order—dated 20th April 1885, No. 162, Marine.

The Government consider it very desirable that the native community who, it is understood, are largely interested in the trade at Cocanada, should be duly represented

The Chamber of Commerce will accordingly be requested to consider whether a native gentleman could not be added to the list of members now serving on the local board.

2. The supply of a new set of flags to the Vakalapudi light-keeper is sanctioned, but the proposal to raise his pay and to entertain a lascar should be separately submitted, with the prescribed proposition statement, for consideration.

3. The new fourth-order dioptric light may be placed in Hope island light-house.

4. The Government of India will again be addressed in regard to the Santopilly light.

5. The tenth paragraph of the Master Attendant's letter will be considered in the Revenue department.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Chamber of Commerce, Cocanada.
„ Master Attendant, Madras.
„ Public Works department.
„ Revenue department.

Letter—to the Secretary to the Government of India, Military (Marine) department, dated Ootacamund, 20th April 1885, No. 163, Marine.

I am directed to request that this Government may be furnished with a copy of the orders passed on Mr. Master's Marine letter, No. 187, 3rd July 1882.

E. F. WEBSTER,
Chief Secretary.

Exd. J. Wright.

2902/9

No 1863 W d/ 12. 8. 85

Communicated for information of the S. S. I. Circle in continuation of G.O. No 1750 W d/ 29 July 1885.

(Signed) J. S. S.

Govt. of {1885} Madras.

MARINE.

Issued

Recd.

Encl.

G.O., &c., 20th April 1885,
Nos. 162, 163.

APRIL.

Cocanada.

Passing orders on a report submitted by the Master Attendant of his visit to the port of Cocanada with the Honorable Colonel Shaw-Stewart, Chief Engineer, on 17th February last.

NOTES.

Reference to Madras P. W. D. Code.

Chapter XIV.—Paras. 1829 to 1832.

1. The object of this Return is to place before Government an analysis of all shortcomings in matters of financial regularity in the operations of each month with a view to their being remedied. It should be submitted to Government on the first day of the third month succeeding that to which the accounts relate.

2. There should be a separate statement for each separate Fund—Imperial, Provincial, Local, and Irrigation.

3. The Provincial statement will be posted from the Divisional Statements of Objectionable Expenditure. The statement need not be delayed in order to embody the remarks of the Superintending Engineers if these do not reach the Examiner's Office in time. It is desirable, however, that the Superintending Engineer's opinion should be recorded as far as may be practicable, and, in order to ensure this being done, the Divisional Statement of Objectionable Items should be checked immediately on receipt and sent to the Superintending Engineer for his remarks before the audit of the other accounts is proceeded with.

4. All Executive Officers who have failed to submit their Divisional Statements of Objectionable Items with their Monthly Accounts, as well as those whose statements are *generally incomplete*, should be specially brought to the notice of Government under "General Remarks" at the end of the statement.

5. Items of irregular expenditure which are left unincluded by Executive Engineers in their Divisional Statements of Objectionable Items should be distinctly noted as such either in a separate supplementary statement or in the original statement in red ink.

6. Columns under all the heads should be filled up in each case so as to bring out clearly where estimate or appropriation exists and where it does not.

7. In the case of large projects such important features as the following should be stated with precision :—

A. Lump sum estimate. B. Abstract detail estimate by sub-heads, and so on.	1. Submitted to Chief Engineer. 2. Submitted to Superintending Engineer. 3. Not yet submitted.

8. A large work which is proceeded with on merely a lump sum sanction is still objectionable till an abstract and detail estimate by sub-heads is submitted and sanctioned for it by competent authority.

9. Special mention should be made of works being carried out in portions by authorities, beyond whose powers of sanction it would be to sanction the expenditure as a whole.

10. An important point to notice is the duration of a serious irregularity.

11. Voluminous masses of detail, when their practical significance could be given in a few lines, should always be avoided as a rule. If, for instance, the state of matters as to sanction in one month does not materially differ from that of a preceding month, it will answer all practical purposes to say so, instead of sending another full report.

12. Too much stress can never be laid on the fact that this statement is not to take place of special reports, then and there, of works on which serious irregular expenditure is being largely incurred, either without estimate or appropriation.

Original

P. W. D. Madras.
Form No. M 64 g.

P.W.C. No. 1023

CENTRAL OFFICE OF ACCOUNTS.

Recd 5/2/83

Circle First (In duplica

Fund Excluded Local

Provincial Statement of Objectionable Items in the Accounts of Executive Engineers for the Month of November 1882

No.

Madras,

Dated 3 February 1883.

Forwarded for orders to the Secretary to Government, Public Works Department, Madras.

No. 605 W d/ 23 Feby 1883

R. G. Macdonald

Examiner of P. W. Accounts,
Madras.

Provincial Statement of Objectionable Items in the Accounts of Executive Engineers for the Month of *November* 1882 requiring the orders of Government.

Item No.	Particulars of each Item.	Month in the Accounts of which Objectionable Expenditure first appeared.	Comparison with Estimate.			Comparison with Appropriation of the Year.			Expenditure during the Month.	Opinion of the Superintending Engineer, with final Remarks by Examiner.	Orders by Government.
			Amount of Estimate.	Expenditure up to Date.	Excess over Estimate.	Amount of Appropriation.	Expenditure of the Year.	Excess over Appropriation.			
	Godavari Eastern Division										No. 605 W. A. 23rd Feby 1883.
	No appropriation										
	Port Funds										
	Cocanada Circle										
	Repairs										
1	Repairing Hope island Light House	Octr/82	.	.	.	.	229	229	.	Appropriation still awaited. R. J. Macdonald Ag. Examiner P.W. Acct. Madras P.M. 2/2 WD 3-2-83.	1. The Supdg. Engineer should regularise this expenditure as e as possible J 21/2 Supdg. Engr. First Circle ✓ thro' the Exr. P.W. Accts Despd 23/2/83- CM

2[illegible]02/10

2[illegible]2/11

Enclosure 2.

No. 1530G.

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIR

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTME

DOWLAISHWARAM, 25th October 188

Despd. 23rd Octr. /85

SIR,

With reference to G. O. 1104 W. [illegible] d 11th May 1885, I hav the hon[illegible] submit an Estima amount[illegible] Rupees 586 for the repairs [illegible] Hope Island Ligh house and [illegible] adjoining Buildin

2 [illegible] regards the renewa of the light [illegible]irected in your Note of inspection of the 13th March 1885 I have the honor to submit for orders letter No. 79 dated 6th June 188 from the Officer in charge of the

2202/12

the Executive Engineer's Endorsement
No 246 dated 12th instant describing
the conditions in which the new
IVth order dioptric light was received
by him.

I have the honor to be
Sir
Your Most Obed Servant
[illegible] sstt Engr.
for Superintendin Engineer 1st C

No. 1104 Wd/11. 5 85
" 1756 Wd/29. 7. 85
" 1803 Wd/12. 8. 85
" 605 Wd/23. 2. 83
" 1237 Wd/26. 4. 83
" 1515 Wd/30 5. 83

FROM,
THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

[illegible] 9412

TO,
THE CHIEF ENGINEER
PUBLIC WORKS DEPARTMENT.

DATED 23rd
DESPATCHED 23
RECEIVED 29
October 1885

No. 1530 G.D

ENCLOSURES. Two

Hope Island Light House and the adjoining buildings.

Submits Estimate Rs 586 for Repairs to the -

Print

No. 79.

Government Workshop
Dowlaishweram 6th June

2702/13

From,
The Officer in charge
Government Workshop Di
Dowlaishweram.

2702/13

To,
The Port Officer
Cocanada.

Sir,

With reference to your letter No. 66 dated 21st May 1885, I h the honor [illegible] inform you, that t cases containing the light for H Island Light House were receiv in good order on the 26th ultimo

2. On the 1st instant they w carefully unpacked by the Forem Fitter of the shops in the presence the Deputy Superintendent Su Conductor Bennett.

3. From my own inspecti

that he discovered that the contents
f the cases were damaged and sent
for me, I have no hesitation in
saying that the articles were disgrace
fully packed-

4. The gun metal frame con:
taining the glass prism was packed,
so that it could move slightly in
the packing case containing it, the
result is that all the glasses are
mashed to pieces.

5. The plate glass [illegible]indows
were all packed in a very strong
case, but many of the sheets had
not a sheet of paper between them,
one of the panes is broken.

6. Of the 97 Chimneys received
4 are broken, this is nothing remark:
: able.

7. Out of the 8 iron standards

pump [illegible]o much bent an
twisted that I can only suppos
that they have been forcibly
: med into a case too small to
them properly-

8- In your letter you state t
the cases were put on the Can
boat in good condition, the
certainly arrived here in goo
order; the damage cannot h
occurred on the canal, as t
boxes would never be moved
from the time they left Ceana
until they arrived here.

9. As requested in my let
of 1st you came to Dowlaishwer
on the 4th and saw the article
and I think ~ will agree with
report.

10. I retain the articles
: ing further instructions-

No 246.

Copy forwarded to the Supdg. Engineer 1st Circle for information with reference to his No 1446 G.D. dated 5th October 1885.

(Signed) C. Rawson Captn R.E.
Executive Engineer.

(True Copy)

Cwawathers Asstt. Engr
for Supdg. Engineer 1st Circle.

Jr. A.S. for u.o. 11/11

9412

From Chief Engr for the light obtained & how it got through the Marine Depart & the D.P.W.

22/10/1885

D.W.

The light was sent out from England for the Madras Pier, & was transferred to Hope Island on the recommendation of the Master Attendant. Please see Pros. of 20.4.85. No. 162 Marine — It appears to have been forwarded from Madras by the Marine Dept.

Draft order on the papers submitted for approval.

27 Oct

was ~~supplied~~ from

A

No. 2703 W.

2202/10

Public Works Departm

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the Nov

Read the follov

From the Supdtg. Engineer I Circle. H. E. No: 1530 P. D. d/23rd October

Print with [illegible]

4

The estimate amount
Rs. 586, for repairs to the light h
and its adjoined buildings a
Hope Island, is sanctioned.

2. This sanction has been
tered as Excluded Local No:
1885-86, and classified as Misc
Public Improvements, Repairs

3. The question of funds
be considered in the Financia
partment. The total sum req
is shown in the margin.*

* Work	Rs 586
Establishment	" 135
Tools and Plant	" 6
Total	Rs. 727

4. ~~Copy of~~ Letter No: 79 d
6th June 1885, from the Execu
Engineer Godavari Eastern
to the Port Officer at Cocan
describing the condition in
the new dioptric fourth orde
received

he communicated to the Marine
Department ~~[illegible]~~.

File C
10/11/85

10-11-85

12

J – 12/11

12/11

19/11/85

To
The Suptg. Engr. I Circle
" Examiner P. W. Accts with
the estimate for note & return to S.E.I.
" Financial Department
" Marine Department

2202/17

9412

Govt. of (1885) Madras.

PUBLIC WORKS.

14/11/85

5 pp

Dated

Recd. Engl.

G.O., 12 Nov 1885, No. 2702W

Light house & adjoining buildings at Hope Island

Orders sanctg. Est. for repairs to

60/5