

- (1) பக்கங்களின் எண்ணிக்கை 12
 (2) புதுக்கித் திருப்பிய நாள் 31.7.96
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 650

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

(176)

P. W. D. துறை

அரசாணை எண்.	1415	அச்சகம்
மு. கோப்புத் தாள் எண்.		பலவகை
நாள் :	25-5-1891	198 X.

மடிக்கலோ கண்டபடி கையாளலோ கூடாது

ச.வ.

6. Sheets

ஆவண, ஈர-1-16,008-15-6-87.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From W. JOPP, Esq., Officiating Superintending Engineer, II Circle, to the Chief Engineer, Public Works Department, dated Bezvada, 25th April 1891, No. 203 K.S.

I have the honour to submit herewith, for your approval and the sanction of Government, a revised estimate for metalling the Guntur-Bapatla road from the Chebrole bridge to Bapatla in the Kistna district, amounting to Rs. 1,01,100, against Rs. 88,685 sanctioned in G.O. No. 2910 W. of the 4th November 1886.

2. The above estimate was returned by me to the President pointing out that the rates for water carriage per mile per cubic yard, 7 pies, and loading and unloading, As. 3-6, were high, and he was requested to reduce the rates, if possible, to those rates allowed in the Public Works divisions, i.e., 4 to 6 pies for the former and 2 annas for the latter and to resubmit the estimate for transmission to you.

3. The President in reply states that for the metal already collected from Seetanagaram quarry, puntage has been paid at the rate of 7 pies per cubic yard per mile and loading and unloading at As. 3-6 per cubic yard, these rates are allowed to stand in miles 22, 23 and 24 in the revised abstract estimate, and for the materials still to be collected from the quarry, puntage has been reduced to 6 pies per cubic yard per mile and loading and unloading remains the same. The President states the boats carrying the metal will have to come from Seetanagaram to Nizampatam by canal and then along salt creek up to Tungabhadra, and they will not be capable of conveying anything more than half of what they would carry in navigable canals, and states further that metal has to be often unloaded and again loaded to overcome obstructions, &c., in the way of the drainage channels; under these circumstances the high rates can be accepted.

4. The report and comparative statement accompanying explain the necessity for the revised estimate.

5. Copy of the District Board's resolution passing the estimate is forwarded for information.

ORDER—dated 25th May 1891, No. 1415 W., Public Works.

The revised estimate, amounting to Rs. 1,01,100, for renewing the road from the Chebrole bridge to Bapatla in the Kistna district is sanctioned in supersession of the estimate of Rs. 88,685 sanctioned in G.O. No. 2910 W., dated 4th November 1886.

2. This sanction has been registered as Local No. 9 W. of 1891-92.

(True Extract.)

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

To the Superintending Engineer, II Circle.
„ Local and Municipal Department, with eleven enclosures.

Exd. S. J. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated May, 25th.

Recd.

Encl.

G.O., 25th May 1891, No. 1415 W.

MAY.

Road

Revised estimate of Rs. 1,01,100 for
renewing the — from the Chebole bridge
to Bapatla, Kistna district, sanctioned.

No. 203 *Ref.*

Superintending Engineer's Office

II CIRCLE, *Bezwada*
Dated *25 April 91.*

From,

W. Jopp Esquire, *WJS*
Off^{ce} Superintending Engineer,

II Circle.

To,

The Chief Engineer,
Public Works Department,
Madras.

Sir,

I have the honor to submit

herewith for your approval and the
Sanction of Government a revised
estimate for metalling the Gunter
Bapatla road from the Chebole Bridge
to Bapatla in the Kistna District
amounting to Rs 1,01,100 against
Rs 88,685 sanctioned in G.O. No. 29706

Original to be of the 4th November 1886.

Pub. Wk. D. P.

1-5-91

2. The above estimate was returned
by me to the President, pointing out
that the rates for water carriage per
mile per cwt 7-1/2 and loading and
unloading 0-3-6 were high, and he was
requested to reduce the rates, if possible
to those rates allowed in the P.W. Divisions

Dimensions 14 to 6 piers for the former
and 2 Ruvas for the latter, and to re-
submit the estimate for transmission
to you.

The President in reply states that,
for the metal already collected from
Sectanagarai quarry, freight has been
paid at the rate of 7 piers per cyp: per
mile and loading and unloading at 0-3-6
per cyp: these rates are allowed to stand
in miles 22, 23, and 24 in the revised
abstract estimate, and for the 4
materials still to be collected from the
quarry, freightage has been reduced
to 6 piers per cyp: per mile, and loading
and unloading remains the same.

The President states the boats carry-
ing the metal will have to come
from Sectanagarai to Kizampetam
by Canal and then along Salt Creek
up to Tunga Bhadra, and they will not
be capable of conveying any thing more
than half of what they would carry
in navigable canals; and states further
that metal has to be often unloaded
and again loaded to overcome obstructions
etc.

etc in the way of the drainage chan-
nels; ~~and~~ under these circumstances
the high rates can be accepted. $\frac{145}{3}$

4. The Report and comparative
statement accompanying & explain
the necessity for the revised estimate

5. Copy of the District Board's
resolution passing the estimate is
forwarded for information.

I have the honor to be,
Sir,

Your most Obedient Servant,

22
24/6/91

W. S. S. S.
Off^r: Supt^r: Engineer,
2nd Circle.

At a meeting of 4.11.86.

From
The Offg. Supt. Engineer
2nd Circle.

From
The Superintending Engineer,

To
The Chief Engineer
P. W. Department.

To
The

Dated

Received

Date 25th April 1891

Enclosures

No.

Circle 11

No 20368.

SUBJECT.

Guntur Bapatla road
from the Chakraborty bridge
to Bapatla - forwards
a revised estimate amounting
to Rs. 1,01,100 for - for sanction

Amtd
1.5.91

T

22.5.91

Public Works Department.

Current No. 14704

Letter No. 20368

Dated 25th April 1891

From the S. E. H. Circle

Sanctioned
22.5.91

NOTE OF REMARKS.

The accompanying revised estimate amounting to Rs. 1,01,100 for metalling the Guntur Bapatla road (a distance of 2.1 miles 2 furlongs & 270 feet) has been submitted for sanction in supersession of Rs. 88,685 sanctioned in G. O. No. 2910 of 11th Nov. 1886.

* Comparative statement is submitted.

The excess over original estimate is Rs. 12,415. The necessity for revision it is stated is due to change of prices of broken stone, the particulars of which are stated in the specification report accompanying the estimate.

The top width of the road is to be 18 ft. with side slopes of 2 to 1. Metal over the road is to be 12 ft. wide & 6" thick.

Gravel is to be 12 ft wide & 1 1/2" thick from mile 10 to 29 i.e. where the metal is hill stone & 3/4" thick in miles 30 & 31 where it is swamp humker.

Sand was proposed to be spread over the red gravel in the original estimate which has now been omitted in the revised estimate as per Chief Engr's remarks embodied in G.O. no 2910 W of 14-11-1886

The ratio cannot be checked, but data list are submitted.

The estimate has been countersigned by the President Dist Board.

Stt
11.5.91

1
by
to
a
to

No. 1415 W of 25 May 1891

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

14/5
Read the following

Print
From the S. E. II Circle - No 203 W. of 25.11.91.

The revised estimate amounting to Rs 101,100 for re-heaving the road from the Chebesse bridge to Bapatla, in the Kistna district, is sanctioned in supersession of the estimate of Rs 88,685 sanctioned in G.O. no 2910 W, dated 4th November 1886.

2. This sanction has been registered as Local No 9 W of 1891-92.

S. E. II Circle
L. & M. Dept
with 11 enclos.

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15.5.91

A.H.
1891

A. 400

1415
8

WHITE SECRETARY
20 MAY 91
GOVERNMENT OF HAWAII

Ching
55-5-91

Lee

The Honorable the Chief
Secy for the Dept of Counterintelligence

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by
to
a
to

Obs 8/1/91
CS 19/1/91
Handwritten
20 23/1/91

4704

Govt. of Madras.

PUBLIC WORKS.

Engl.

25 May 1891 No. 111540.

Road

Revised estimate
of Rs 1,07,100, for
the newing the road from
the Chebrole bridge
to Bapatla, Krishna.
Continued

(6)

20/5/91