

Bundle no 3 PWD 1892

(GONG 430 to 660)

- (1) பக்கங்களின் எண்ணிக்கை 10
(2) புதுக்கித் திருப்பிய நாள் 990.
(3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் 10/2

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PWD துறை

(1)

அரசாணை எண். 430 அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 12-2-1892 198

சிலாசென்

மடிக்கலோ கண்படி கையாளலோ கூடாது

5 sheets

12TH FEBRUARY 1892, No. 430 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Endorsement from the Government of India, Public Works Department (Civil Works—Miscellaneous), dated Calcutta, 5th February 1892, No. 59 M.

The undermentioned papers are forwarded to the Secretary to the Government of Madras, Public Works Department, for information and attention to the wishes expressed in paras. 4 and 5 of the despatch, with reference to the correspondence ending with his letter No. 1967 W., dated 23rd July 1891.

(By Order.)

(Signed) C. VINCENT,
Under-Secy. to the Govt. of India.

ENCLOSURES.

DESPATCH from the Right Honorable Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 7th January 1892, No. 1, Public Works.

I have received your Excellency's Public Works letter No. 66, dated the 8th September 1891, submitting, for my sanction, a revised estimate of the cost of the Madras Harbour Works.

2. Omitting the expenditure incurred against the original sanction, amounting to Rupees 65,54,490, the cost of the restoration works is now estimated* at Rs. 58,28,896, showing, when compared with the estimate of Rs. 45,90,051 sanctioned in 1886, an increase of Rs. 12,38,845. If, however, the credit taken in the revised estimate of Rs. 2,33,460 for sale-proceeds of plant be omitted, the difference in the two estimates amounts to Rs. 14,72,305.

3. While regretting the necessity for this increased expenditure, I am satisfied that it is required for the completion of the works and I accordingly sanction the revised estimate which you have submitted.

4. I enclose copy of a memorandum* by Sir A. M. Rendel, from which your Excellency

* Dated 4th December 1891.

will observe that he has suggested that the periodical reports on the harbour, which are forwarded for my information by the Government of Madras, should contain fuller information under both financial and engineering heads than is at present afforded, and, in particular, that they should include a report upon the use made of the harbour during the quarter to which the return relates and upon the commercial works in or connected with it that experience may show to be required.

5. I shall be glad if your Excellency will call the attention of the Government of Madras to this point and will request that Sir A. Rendel's suggestions may, as far as possible, be complied with. It is also desirable, for the successful prosecution of the operations, that, within the limits indicated in the last paragraph of my Public Works despatch to the Government of Madras, No. 4, dated the 7th June 1888, no restriction should be placed upon the correspondence and exchange of opinions between Sir A. Rendel and the Engineer in charge of the work.

MEMORANDUM by Sir A. M. RENDEL, dated 4th December 1891.

The quarterly reports of the Engineer in charge of the Harbour Board are now confined to mere tabulated statements of concrete blocks made and deposited, of stone received on the work,

of cement received and issued, and so on, which may be sufficient for the purposes of those on the spot, but, unless supplemented by a report on the condition of the works and harbour generally, supply no material for comment here. It is satisfactory in one sense that this is so, for it implies that the works are progressing quietly and steadily without accident; but it is difficult for a Consulting Engineer to keep in touch with what is going on when none but statistical information in its barest form reaches him.

The two papers which I propose to notice now are (1) the progress return for the quarter ending 30th September last and (2) the papers forwarding the revised estimate for the completion of the works, amounting to Rs. 1,23,83,386, sent home with the Government despatch of the 8th September 1891.

In respect to the progress report, I gather from the return of work done that the wider portions of the two piers which form the approaches to the heads had been reached and are now well commenced; that 25 lineal feet of this portion of the superstructure of the north pier and 12½ feet of that of the south pier were completed and 4,828 cubic yards of concrete blocks made during the quarter; and that the total expenditure during the quarter was Rs. 1,11,207. I presume that this includes establishment.

I would suggest that the quarterly return would be more valuable if it contained a statement of (1) estimated sum required to complete the works at the commencement of the quarter, (2) cost of work done during the quarter, (3) estimated cost of additional works found necessary during the quarter, and (4) estimated cost of completing the works from and after the end of the quarter.

The return should be also, I think, accompanied by a report from the Engineer in charge on the condition and prospects of the works and harbour generally from the engineering point of view and specially in regard to accretion and erosion in front on either side and inside of it, and, if either the Engineer or some other authority would send with the return a report upon the use made of the harbour during the quarter and the needs made evident in respect to commercial works in or in connection with it, we here should, I think, be in a better position than we are to form a judgment upon the questions in regard to the harbour which will undoubtedly arise—indeed have already arisen—in respect to its commercial future.

I come now to the completion estimate sent home by the Government in September last. By this estimate it appears that the total cost of the harbour is now expected to reach Rs. 1,23,83,386. This sum, we are told, provides for all work now considered necessary for the completion of the harbour with an eastern entrance. It also includes a sum of Rs. 1,55,462 for further protection of the foreshore outside the harbour on its north side; but a credit of Rs. 2,33,460 has been taken in it for the value of plant which will be available for sale on the completion of the works.

The estimate is apparently made up as follows:—

	RS.
Expenditure to 31st December 1884	65,54,490
Revised estimate for completion now proposed	58,28,896
Total	1,23,83,386

The estimated cost sanctioned by para. 2 of Public Works Department letter, No. 325 M., dated 10th August 1886, was as follows:—

	RS.
Expenditure to 31st December 1884	65,54,490
Estimate for completion	45,90,051
Total	1,11,44,541

The estimate of 1890 is therefore greater than that of 1886 by Rs. 12,38,845. The excess is mainly due to the increased quantity of cement put into the concrete, to a rise in the price of cement, to fall in exchange, to losses by delay, to additional works and plant found necessary since 1886 to the safe construction of the harbour, and to expenditure on protecting the shore north of the harbour.

Upon this estimate the Harbour Board request the Government to make a further advance of 15 lakhs to complete the harbour with an eastern entrance and for the extension of the revetment to protect the foreshore to the north. The reason for asking 15 lakhs instead of the Rs. 12,38,845 shown to be necessary appears to be that the difference between the two sums is the amount for which it is expected the plant employed in the construction of the harbour will sell on its completion; but this sum will, of course, not be available until after the completion, so that the proposal of the trustees comes to this, that the sum of 15 lakhs shall be advanced to them, they expecting that it will leave them shortly after the completion of the works with Rs. 2,33,460 in hand.

I observe that Rs. 2,60,000 of the 15 lakhs is credited to me for works which I am said to have "ordered." Of course I only recommended these works, but they have been, as you are aware, accepted as necessary.

It is evident that, if the harbour is to be completed, this extra grant must be made. The information at my disposal is not sufficient to enable me to say that 15 lakhs will complete the works as now sanctioned; but, from the character and experience of the Engineer in charge of them, I think the estimate may be considered as fair an approximation to the actual cost as works of this kind admit of being made. It must not, however, in my opinion, be expected that 15 lakhs will bring the expenditure on the harbour to a final close. If the harbour is to be made really commercially useful, a further and much larger sum will have, as I have before reported, to be spent upon it; but, though the total expenditure on the harbour, when completed fit for commercial use, will be large, and, though it is, in my opinion, to be wished that it had been designed on a somewhat larger scale and its works of considerably greater strength, I cannot but think that its value even as it is will be fully commensurate with its cost.

In conclusion, I have to observe that it seems to me that the further protection of the shore on the north side of the harbour estimated to cost Rs. 1,55,462 is unavoidable, except at the expense of much greater loss by land and property destroyed; but it is not at all sure that when that sum has been spent no further works of protection will be necessary. All we shall be able to say, I think, with certainty is that what has been done is all to the good and that the cost of the protection, though large, is compensated, in part at least, by the value of the land formed by the corresponding accretion which has taken place on the south and more valuable side of the harbour, provided (which I do not expect) the accretion does not extend so far seaward as to interfere with the entrance to the harbour.

The expenditure now proposed will extend the present protective bank of stone about 800 yards northwards. The method in which it is now proposed to deposit the stone, namely, in the form of a bank along the line of high-water mark, so that it may settle down into place as the sand below it is eroded, is, I think, preferable to the mode previously adopted of tipping a bank of stone into deep water; but it is mainly preferable to my mind because it is the cheaper method.

Erosion beyond the point to which it is now proposed to carry the bank may probably be disregarded, because, being further from the harbour piers, their influence on wind and sea may be expected to be much slighter than it has been nearer the harbour and because the land which may be washed away will be comparatively of much less value.

ORDER—dated 12th February 1892, No. 430 W., Public Works.

Communicated to the Chairman, Harbour Trust Board, with reference to the undermentioned orders:—

G.O., No. 2065 W., dated 9th July 1888.	
" " 718 W. " 13th March 1891.	
" " 720 W. " 13th " "	
" " 1422 W. " 25th May "	
" " 1966 W. " 23rd July "	

2. Particular attention is invited to the wishes expressed in paras. 4 and 5 of the despatch from the Secretary of State, which should be carefully observed.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Chairman, Harbour Trust Board.
" Marine Department.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of Madras.
PUBLIC WORKS.

Dated February, 12th.

Recd.

Encl.

G.O., 12th Feb. 1892, No. 430 W.

FEBRUARY.

Harbour Works, Madras

Sanction accorded by the Secretary of State
to the revised estimate of Rs. 1,23,83,386
for constructing the — communicated to
the Chairman, Harbour Trust Board, with
remarks.

All communications
should be addressed to
the Secretary.

No. 594

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS

Miscellaneous

Calcutta, the 5th February 1892

The undermentioned papers are forwarded to the Secretary to the Government of Madras, Public Works Department, for information and attention to the wishes expressed in paragraphs 4 and 5 of the Despatch, with reference to the correspondence ending with his letter No. 1967 N. dated the 23rd July 1891.

By order,

C. Vincent

Under Secretary to the Govt. of India.

Document referred to.

Copy of Despatch, No. 1, P.W. dated the 7th January 1892, from the Secretary of State for India, and enclosure. Sanctions the revised estimate amounting to Rs. 1,23,83,386 of the cost of constructing the Madras Harbour Works.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Endorsement of the Govt of India (H.E. No. 59. u of 5. ii. 92)

Communicated
to the Chairman and
Harbour Trust Board
with reference to the
undermentioned
orders:—

- G.O. No. 2065 W dated 9th July '88
- " " 718 W " 13th March '91
- " " 720 W " 13th " "
- hel " " 1422 W " 25th May "
- 11 Feb " " 1966 W " 28th July "

2. Particular attention
is invited to the wishes
expressed in paras
4 and 5 of the Despatch
from the Secretary
of State, which should
be carefully observed.

the Chairman H.E. B.
Marine Dept 11/3/12

D 10.

ES

102.5

- No. 2065 W of 9-7-88
- " 718 W " 13-3-91
- " 719 W " 13-3-91
- " 720 W " 13-3-91
- " 1152-3 W " 27-4-91
- " 313-4 " 9-5-91
- " 1422 W " 25-5-91
- " 1966-7 W " 23-7-91

Cable by station

Encl
Recd 10.2.9

Am. 10.292 R12-2-92

59/5

C. 1358

Govt. of Madras

PUBLIC WORKS

16/2/28 II V

12/2/28

12th February 92 430-37

Harbour Works,
Madras.

Sanction accorded by the
Secretary of State to the
revised estimate of Rs. 1,23,91,500
for constructing the
Communicated to the Chairman
Harbour Trust Board, with
remarks.

(5)

60
4

J.C. 12/2

9/12/28