(1) பக்கங்களின் எண்ணிக்கை 4

(2) புதுக்கித் திருப்பிய நாள் 2101

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PWD துறை

142

அரசாணை எண். 881 அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 17-3-1891 19 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

2 Sheets

ஆவண. கா-1—18,006—15-6-87.

881/1

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following papers :—

From S. H. WYNNE, Esq., President, District Board, Madura, to the Chief Secretary to Government, dated Madura, 10th November 1891, No. 152.

I have the honour to forward an extract from the reply of the District Board Engineer to orders issued in pursuance of the directions in G.O., dated 7th August 1891, No. 1873 L. (Local and Municipal), paragraph (4). On reconsideration I am of opinion that there is nothing "economical" in the method suggested by the Inspector in his paragraph (*h*) Road metal rate book (3), that not only is his assumption that there is a "loss to Local Fund consequent upon the existing arrangement of payments for maintenance works" baseless, but that in point of fact (as the Engineer points out) there is a gain on average payments. I therefore request permission to continue the present system.

2. In this connection I beg to suggest that the Inspector be directed to adopt a less clumsy method of paragraphing his reports which present an almost insoluble maze when after-references have to be made to them entailing a great waste of time.

ENCLOSURE.

REPLY to the remarks of the Assistant Inspector of the Local Fund Accounts contained in paragraph 4 (*h*) Road metal rate book of his report of 16th March 1891 on the Local Fund Accounts of the Madura District Board Engineer's office from August 1889 to January 1891.

* * * * *

The maintenance estimates are made milewar. The contractors are furnished with statements showing in detail the quantities of materials to be supplied for each furlong of the mile. If payments to them are to be regulated as per actual distances as remarked by the Assistant Inspector (why did he not point this out in the last 11 years since the roads were taken over by the Local Fund Board and the accounts must have been inspected many times by him), clerical work will be much increased. The maintenance estimates would have to be prepared furlongwar; each furlong has two items, viz., "gravel" and "metal;" hence in each mile there are 16 items. The schedules to be attached to contract bonds, contractor's certificates and work register, &c., will have to be prepared accordingly. The advantage anticipated by this alteration is not apparent; but the disadvantages are very many as above stated. In the case of original and special works the same principle as for supply of maintenance materials is adopted; but in the case of special works which are carried out in a particular furlong or furlongs in a mile, payments to contractors are made with reference to actual lead only, because there are no materials deposited in the mile entered or supply mile. It will be observed from the following table that there is no loss to Local Funds in the existing arrangement of payments (if there should be, why has it been allowed all this time as before noted) for maintenance or original works with reference to average distance, thus :—

			Rs.	A.	P.
Cartage per mile	for 100 cubic feet is	.. ..	1	0	8
"	for 1st furlong		0	2	1
"	for 2nd "		0	4	2
"	for 3rd "		0	6	3
"	for 4th "		0	8	4
"	for 5th "		0	10	5
"	for 6th "		0	12	6
"	for 7th "		0	14	7
"	for 8th "		1	0	8
"		Total ..	4	11	0

or average per mile is As. 9–4 whereas under the existing arrangement half the cartage for the supply mile, viz., As. 8–4 only, is allowed. It is requested that the Government may be moved, if necessary, to allow the existing arrangement of payment of cartage to continue under the explanation offered.

(Signed) J. GRIMES,
District Board Engineer, Madura.

No. 1026.

Referred to the Accountant-General for remarks.

(By Order.)

Fort St. George,
18*th November* 1891.

(Signed) N. S. BRODIE,
Acting Assistant Secretary.

To the Accountant-General.

From T. W. RAWLINS, Esq., C.S., Accountant-General, to the Chief Secretary to Government, dated Fort St. George, 26th January 1892, No. L.F.D.-424.

In reply to Government endorsement No. 1026, dated the 18th November 1891, referring to me for remarks a protest from the Local Fund Engineer, Madura, supported by the President, District Board, against the suggestion made in the last inspection report that cost of carriage of material to maintenance works should be paid for according to *actual* distances (*i.e.*, according to the nearest furlong), I have the honour to state as follows.

2. Specific orders to this effect have been passed for the Vizagapatam district—see clause (7) of G.O., No. 1968 L. (Local and Municipal), dated 14th July 1891. No distinction is made here between special and maintenance works.

3. There appears to be no reason why the Madura district should not follow the all but general practice of preparing working estimates *furlongwar* instead of *milewar*. The statement that such a change would "much increase" clerical work is not clearly understood. It certainly would not increase the work in the Engineer's office inasmuch as these estimates are prepared by the overseers; nor need there be any appreciable increase in their work since, according to the Engineer's own showing, they already furnish contractors with statements detailing furlongwar the material required as indeed they must. Moreover, the contractor's bills do not, it is believed, as a rule, show supplies of metal to more than one furlong of any given mile; their number and length therefore would not be appreciably increased and the number of postings of their amounts in the work register, &c., though appearing in more columns, would accordingly not be much more than at present.

4. The details by which the Engineer attempts to show that his present method of payment is more economical than that proposed are clearly misleading, for the whole question depends upon the *quantity* of metal deposited at each furlong. If in any case most of the metal is deposited at the nearer furlongs, the payment made under the present system must be in excess of that due according to actual leads.

5. One of the advantages derived from requiring furlongwar details in the case of maintenance works is the important one that excess payments for both collection and spreading are discovered by this method, for it is found sometimes, with the help of road metal statements, that claims are made for collection on furlongs where no collection is shown and for spreading where no material has been removed.

6. It will thus be seen that the Engineer's arguments do not hold good, but before passing orders on the reference, which I request may be made of *general* application, I would suggest that Government refer the question to the Public Works Department and ascertain the practice in force in that department.

7. As regards the fact on which the Engineer lays so much stress that no note has been made of this defect at previous inspections, it may be either that the defect was not so evident formerly as now or that previous inspecting officers were not sufficiently experienced to detect it. It must be remembered that the work was quite

new to the large majority of these officers, the Assistant Inspector, whose report the Engineer criticizes, being the only one who has had any training in the Government Public Works Department.

No. 100.

Referred to the Public Works Department for favour of remarks.

Fort St. George,
4*th February* 1892.

(Signed) N. S. BRODIE,
Acting Under Secretary.

To the Public Works Department.

Note by the Chief Engineer, Public Works Department, dated 5th February 1892.

The Chief Engineer is disposed to agree with the President that accounting for materials and preparation of estimates by so small a unit as a furlong is an unnecessary refinement and that the mile is for practical purposes a more convenient unit.

No. 650-C.

Transferred to the Local and Municipal Department.

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

9*th February* 1892.

To the Local and Municipal Department,
with papers returned.

Order—dated 22nd February 1892, No. 475 L., Local and Municipal.

The Government agrees with the Chief Engineer, Public Works Department, in considering it unnecessary to prepare working estimates and to account for road materials by the furlong instead of by the mile.

(True Extract.)

N S Brodie
For Chief Secretary.

To all Presidents of District Boards.
" the Accountant-General.
" the Public Works Department.

Exd. C. A. Munisawmy.

P. W. CURRENT No. 2838

Govt. of {1892} Madras.

LOCAL AND MUNICIPAL.

Issued 16.3.92

Recd. 16.3.92 Encl.

G.O., 22nd Feb. 1892, No. 475 L.

FEBRUARY.

Works.

Agreeing with the Chief Engineer, Public Works Department, in considering it unnecessary to prepare working estimates and to account for road materials by the furlong instead of by the mile.

Lr. with order.

Lr. 650. cdj 9.2.92

No. 881 W dy 17 March 1892

B.

Communicated to Officers of the Public Works Department concerned.

Communicated to Officers of the Public Works Department concerned.

16.3.92

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Supdg Engrs. 21/3

Exr. Ordts.

S. Engrs:
Ex Ptwds.
2 Atmr books

21/3.

J 21/3