

15TH JULY 1895, No. 1491, JUDICIAL.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again the following paper :—

G.O., dated 22nd February 1894, No. 452, Judicial.

READ—also the following papers :—

From A. G. CARDEW, Esq., M.A., Inspector-General of Prisons, to the Chief Secretary to Government, dated Ootacamund, 27th March 1895, No. 1729.

In accordance with the directions contained in G.O., dated 22nd February 1894, No. 452, Judicial, I have the honour to submit alternative estimates prepared by the Public Works Department for replacing the wooden palisades at the Rajahmundry Central Jail by (1) masonry walls, (2) iron railings.

2. The estimates for providing masonry walls amounts to Rs. 19,300. The walls would be 8 feet high by $1\frac{1}{2}$ feet thick. As the main object of such dividing walls is to stop a rush of convicts from one yard into another, no wall less than 8 feet high would be of any use. In the Private Secretary's memorandum, dated 31st March 1891, recorded in G.O., dated 22nd April 1891, No. 780, His Excellency the Governor remarked that the partitions between the yards in the Vellore and Coimbatore Central Jails were very insecure and would not withstand any concerted effort on the part of the prisoners. These partitions consist of masonry walls, which, at the Vellore Central Jail, average about $7\frac{1}{2}$ feet and at the Coimbatore Central Jail about $6\frac{1}{2}$ feet and in G.O., dated 26th June 1891, No. 1276, the Government approved of the substitution of iron railings for these walls. Estimates for this work were ordered to lie over in G.O., dated 6th September 1893, No. 1821, Judicial. In these circumstances, the construction of masonry walls appears to be contrary to the decision already arrived at by Government, and I am now of opinion that walls 8 feet high would unduly interfere with ventilation and might prove seriously prejudicial to health. I, therefore, deprecate the adoption of this estimate.

3. The alternative estimate for providing iron railings amounts to Rs. 50,000. After seeing a small piece of railing on the same pattern, which has lately been built to enclose the kitchen yard at the Coimbatore Central Jail, I am of opinion that the plan proposed is not satisfactory. The railing is unnecessarily high. It is proposed to be 8 feet high excluding the horizontal bars with revolving spiked balls. This height might be reduced to $6\frac{1}{2}$ feet, thereby lessening cost. On the other hand, the masonry pillars every 12 to $14\frac{1}{2}$ feet are a source of weakness, as their smooth tops would make the railing much easier to climb. If the railing were reduced to $6\frac{1}{2}$ feet, excluding the horizontal bar with revolving spiked balls, and if the pillars were removed, old iron rails being used instead, this plan of palisading would be very effective.

4. The Superintending Engineer in his letter No. 2434-G.D., dated 16th March 1895 (copy enclosed), suggests a third alternative, viz., the use of certain patent unclimbable steel palings. He encloses an illustration of this. Without seeing the paling, it is difficult to judge whether the "toothed" or "serrated" edge is really efficient, but it seems likely that a railing of this material 7 feet high, would prove a sufficient obstacle even to natives. According to the Superintending Engineer it would be a good deal cheaper than the wrought-iron railings.

5. If the Government decides in favour of the unclimbable steel palings, the necessary steps should apparently be taken in the Public Works Department to obtain the required supply by indent on England. If, however, the wrought-iron railings are preferred, I would request that the modifications in the estimate suggested in paragraph 3 may be approved.

Note by the Chief Engineer, Public Works Department, dated Ootacamund, 9th May 1895.

From A. G. CARDEW, Esq., M.A., Inspector-General of Prisons, to the Chief Secretary to Government, dated Ootacamund, the 18th June 1895, No. 3488.

I have the honour to acknowledge the receipt of Mr. Davidson's memorandum, No. 1355, dated 11th June 1895, forwarding a catalogue of Bayliss, Jones and Bayliss, in order that the form of railing to be adopted in the Rajahmundry Central Jail and other jails may be further considered.

2. The Superintending Engineer, I Circle, in the letter, No. 2434-G.D., dated 16th March 1895, suggested the adoption of a patent unclimbable steel paling made by Messrs. Bain & Co. This paling with a serrated edge along both uprights and horizontals would doubtless form an excellent fence, but the cost appears to be prohibitive. For the total distance of 1,668 yards required at the Rajahmundry Central Jail the bare cost of the railing would, at 1s. 1½d. per rupee, appear to amount to be following, viz.:-

	RS.
6 feet high at 17s. per yard	25,681
7 " at 18s. "	27,192
8 " at 19s. "	28,702

2. The freight from Loudon to Cocanada may be taken at 25 per cent. on the above cost, to which must be added the cost of conveyance from Cocanada to Rajahmundry and the cost of erection. It is evident that the total amount would not fall short of Rs. 40,000.

3. In view of the largeness of this sum, it is proposed to confine the use of Bain's steel paling to the inner circle, in which direction any combined attempt by convicts would be probably made. The extent of the inner circle at the Rajahmundry Central Jail is only 193 yards and the cost of Bain's steel paling, 8 feet high, for this distance would be Rs. 3,321.

4. The major part of the area for which fresh railings are required in the Rajahmundry Central Jail relates to the outer circle which measures 1,103 yards. For this it seems necessary to select a cheaper form of railing, and after consulting the Chief Engineer, it is proposed to recommend the adoption of Messrs. Bayliss Jones and Bayliss' No. 112-D. on page 92 of their catalogue fitted with two rows of barbed wire as shown in No. 112-W. on page 95. The cost of the railing 6 feet high delivered at Liverpool is 8s. per yard; to this has to be added 4d. a yard for the barbed wire and 2d. a yard for stays and winders, making 8s. 6d. per yard altogether, and the value of 1,103 yards at 8s. 6d. appears to be Rs. 8,491.

5. Besides the inner and outer circle the estimate submitted with my letter No. 1729, dated 27th March 1895, deals also with the approach from the main gate to the tower and with the hospital enclosure. The hospital enclosure may, I think, be left out of account altogether. The existing wooden paling may remain and can be repaired with sound portions of the wooden paling to be removed from other parts of the jail. Information as to the exact length of the approach from the main gate to the tower is not available, but it is taken at 200 yards. For this a masonry wall, 8 feet high, will suffice, the cost of which can be ascertained from the estimates now before Government. It will be approximately Rs. 2,400.

6. If these proposals are accepted, the cost of replacing the wooden railings in the Rajahmundry Central Jail in the manner proposed will be as follows:-

	RS.	RS.
Bain's steel palings, 8 feet, for inner circle	3,321	
Freight at 25 per cent. on Bain's steel palings, 8 feet, for inner circle	830	
Carriage and erection, say, 25 per cent.	830	
		4,981
Bayliss' iron railings 112-D. with two lines of barbed wire 112-W., stays and winders	8,491	
Freight at 25 per cent. on Bayliss' iron railings 112-D. with two lines of barbed wire 112-W., stays and winders	2,123	
Carriage and erection, say, 25 per cent.	2,123	
		12,737
Masonry walls, 8 feet high, for passage between gate and tower according to distance, say, 200 yards	2,400	
Total		20,118

or in round figures Rs. 20,000 which it will be seen is only a little more than the lowest of the three estimates submitted by the Superintending Engineer, I Circle. In these circumstances I hope that these suggestions may be favourably considered.

7. I beg to add that the wooden railings at another Central Jail, that at Cannanore, are in an equally bad state with those at the Rajahmundry Central Jail and are in urgent need of replacement. Should the Government approve of the present proposals, a similar scheme for the Cannanore Central Jail will be submitted. The distances are less, and the expenditure will be considerably smaller as the following figures show:-

	RS.	RS.
Inner circle, 167 yards, Bain's steel palings 8 feet at 19s. per yard	2,874	
Freight and erection at, say, 50 per cent.	1,437	
		4,311
Outer circle, 786 yards, Bayliss' iron railings 6 feet, 112-W.	6,051	
Freight and erection	3,025	
		9,076
Total		13,387

By these arrangements the two jails, Rajahmundry and Cannanore, can be provided with permanent railings at a cost (Rs. 33,500) which is considerably less than would be required to provide a single jail with Bain's steel palings throughout.

8. Messrs. Bayliss, Jones and Bayliss catalogue is herewith returned.

Note by the Chief Engineer, Public Works Department, dated 6th July 1895, No. 520-D.

ORDER—dated 15th July 1895, No. 1491, Judicial.

The Inspector-General's proposals are approved and the Public Works Department will be requested to arrange for the preparations of plans and estimates in respect of the masonry walls, which it is proposed to erect at the Rajahmundry Central Jail.

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2. The steel palings and iron railings which will be required should be procured by means of an indent prepared by the Jail Department, in which it should be explained that, if possible, even at the cost of a little delay, they should be shipped direct to Cocanada and Cannanore, respectively.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Inspector-General of Prisons with catalogues.
,, Public Works Department.

Govt. of {1895} Madras.
JUDICIAL.

Issued

Recd.

Encl.

G.O., 15th July 1895, No. 1491.

JULY.

Central Jails, Rajahmundry and
Cannanore.

Approving the proposals of the Inspector-General of Prisons for replacing the wooden railings at the — by iron railings, and requesting the Public Works Department to arrange for the preparation of plans and estimates in respect of the masonry walls proposed to be erected at the Rajahmundry Central Jail.

With order

No. 2102 W & 22 August 1895

Communicated to
the Suptg. Engineer I circle
for early submission
of the estimate called
for in para 1.

(Ld) J.P.
W

S.E. I circle
S.E. IV circle
for information.

No. 38

NOTES.

Reference to P. W. D. Code.

Chapter I, Para. 30.

1. All proposals for changes in the scales of permanent establishments must be accompanied by a statement in Part I of this form when the changes relate to the engineer or upper subordinate establishments and in other cases by a statement in Part II of this form.

2. The column headed "present scale" should invariably show the existing sanctioned scale (not the strength of the establishment as it actually stands at the time), and should be verified by the Examiner before the statements are forwarded to the sanctioning authority.

P. W. D. Form No. 113

500-7-3-1

MADRAS PRESIDENCY.

Part II

Tabular Statement to accompany
proposals for changes in establishments.