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Government of Madras.

EDUCATIONAL DEPARTMENT.

Recd.

Regd.

} 1907.

Enclosures

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order
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(48)

G.O., No. 750, 12th November 1907.

Training of Chauffeurs.

Considering it unnecessary to make any special provision for the — in the College of Engineering, Madras, and suggesting that an examination may be added to the Government Technical Examinations for testing the qualifications of chauffeurs; and requesting the Director of Public Instruction to submit a draft of the necessary modifications to be made in the notification relating to the Government Technical Examinations.

Educational (1907) Department.

ORDINARY PRINTED.

G.O., No. 750

DATED 12/11.07.

[Despatch Abstract.]

Training of Chauffeurs

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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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GOVERNMENT OF MADRAS.
EDUCATIONAL DEPARTMENT.

READ—the following papers:—

I

Memorandum No. 1682-1, Educational, dated 19th July 1907.

The Government understand that in 1905 Colonel Love, Principal of the College of Engineering, made some proposals for training in the College Workshops a few apprentices so as to qualify them to be drivers of motor-cars, but that the Director decided that there was no necessity "at present" to take action in the manner suggested.

2. The Director of Public Instruction is requested to report the details of the proposals made on the subject, and the grounds on which it was decided to take no action.

(By Order.)

C. A. SOUTER,
Asst. Secretary to Government.

To the Director of Public Instruction.

II

Letter—from the Hon'ble Mr. T. T. LOGAN, B.A., Acting Director of Public Instruction, Madras.
To—the Secretary to Government, Educational Department.
Dated—the 6th August 1907.
No.—Ref. on Cur. 5338.

With reference to Memorandum No. 1682-1, Educational, dated 19th July 1907, I have the honour to submit herewith copy of letter No. 199-C., dated 3rd May 1905, from the Principal, College of Engineering, making certain proposals for the training of chauffeurs in the College of Engineering Workshops. As, however, Dr. Bourne understood that His Excellency the Governor did not merely contemplate the training of chauffeurs but the training of some at any rate of the students of the College of Engineering in the use of "oil and explosion engines," the Principal was asked to report how far this was carried on in the college and to resubmit his proposals on more general lines. A further report was then received with the Principal's letter No. 453-C., dated 7th July 1905 (copy enclosed), and in the circumstances explained in paragraphs 2 and 3 of that communication the further consideration of the matter was deferred by Dr. Bourne.

ENCLOSURES.

(1)

Letter—from Colonel H. D. LOVE, R.E., Principal, College of Engineering, Madras.
To—the Director of Public Instruction.
Dated—the 3rd May 1905.
No.—199-C.

His Excellency the Governor having personally desired me to consider the possibility of training chauffeurs in the College of Engineering Workshops, in view to the employment of such persons by Government and the public, I have the honour to submit the following remarks for the consideration of His Excellency in Council.

2. There is not at present any provision at this college for the training of mechanical apprentices such as is found at Sibpur, but arrangements exist for the training in the workshops of persons desirous of becoming teachers in technical or industrial schools. A few apprentices have received training in the past, but although stipends are set apart for their benefit, none have for some time come forward. The place of these apprentices could conveniently be taken by chauffeur apprentices, who would receive instruction of a somewhat similar kind, though for a shorter period. The requisite teaching power is therefore available.

3. The course of instruction would comprise fitter's work, the study of drawings and models of various types of petrol and steam-engines for motor-cars, the detection and repair of faults, and practice in driving. Two or three youths only might be accepted for instruction in the first instance, and the course might be one of six months, or longer if necessary.

4. The principal plant required would be a petrol motor-car of medium size; say 9 or 10 h.p. with not less than two cylinders, and with accessories and spare parts. Working drawings of various types of chassis will also be needed, and models of different gears. A motor house must also be provided. Until approval has been accorded to the general scheme, it does not seem worth while to make a detailed estimate; but it may be stated roughly that a special allotment of about Rs. 7,000 would be necessary at the outset. The cost of maintenance would be perhaps Rs. 800 per annum.

5. I may add that the plant proposed will be of advantage to the college in several ways. In view of the great development of the use of motor-cars which may be expected in the near future, it is desirable that the Mechanical Engineer class should receive instruction in the mechanism and working of such cars, while the car itself will facilitate inspections by the staff of the outdoor work of students engaged on survey work, short tours, etc.

(2)

Letter—from Colonel H. D. LOVE, R.E., Principal, College of Engineering, Madras.
To—the Director of Public Instruction.
Dated—the 7th July 1905.
No.—453-C.

Adverting to the second paragraph of your Proceedings, Ref. on C. No. 4114, dated 6th June 1905, I have the honour to report that, though the subject of Internal Combustion Engines is not included in the present syllabus, the students of the Engineer class have opportunities in the workshop and laboratory of making themselves familiar with the construction and general principles of working of the gas and oil engines which are used to drive the machinery in the shops. Dynamometers and indicator connections have been fitted to these engines, and the students are exercised in testing them.

2. When distinct courses are adopted, as recommended by the College Committee of 1904, for Civil and Mechanical Engineers, it will be possible to give the Mechanical Engineer students further instruction in the management of such engines. These students are not of a class however who will adopt the trade of a chauffeur. If chauffeurs are to be trained at the college, it must be by means of a short course for specially selected men, as proposed in my No. 199-C., dated 3rd May 1905.

3. In consequence, however, of the removal from the college of the Professor of Civil Engineering, and of the improbability of his place being shortly filled, I do not feel able at present to press any proposal which will increase in the smallest degree the work of the remaining Professor.

III

Official Memorandum No. 2952-A/07-1, Revenue, dated
16th September 1907.

It has been suggested that provision should be made for the study of the scientific principles of the construction and use of Internal Combustion Engines as used in motor-cars, to be followed by the apprenticeship and training of chauffeurs. The Board of Revenue is requested to consult Mr. Chatterton and to submit for the consideration of Government his views on the subject with remarks.

A. G. CARDEW,
Ag. Secretary to Government.

To the Board of Revenue (Revenue Settlement).

IV

Proceedings of the Board of Revenue (R.S., Sur., L. Rds. and Agri.),
Mis. No. 4900, dated 3rd October 1907.

The Hon'ble Mr. J. N. ATKINSON.

Read—the following papers:—

(i)

Official Memorandum—from Government, Revenue Department.
Dated—16th September 1907.
No.—2952-A/07-1.

(ii)

Reference—from the Board of Revenue (Revenue Settlement).
Dated—the 19th September 1907.
No.—2538.

ABSTRACT.—Forwarding the above to the Director of Industrial and Technical Inquiries for early report.

(iii)

Letter—from A. CHATTERTON, Esq., Director of Industrial and Technical Inquiries, Madras.
To—the Secretary to the Commissioner of Revenue Settlement, Survey, Land Records and Agriculture.
Dated—the 21st September 1907.
No.—1230 P.

In reply to Reference No. 2538, dated 19th September 1907, I have the honour to submit the following observations on the proposal to establish a class for training chauffeurs.

2. It will be generally accepted that the increasing popularity of motor-cars renders it desirable to provide properly trained men to look after them, and the only question that need be discussed is the best and the most economical way of doing this. First, as to the qualifications of a chauffeur, he should be able not only to drive the motor-car but to keep it in good running order which means that he must be an intelligent fitter trained to detect minor defects in the mechanism, and be able to clean and adjust the parts before any serious damage is done. He ought to understand the mechanism of the car he is in charge of, and it would be well if he had some knowledge of the scientific principles underlying the working of Internal Combustion Engines. There are probably three classes of chauffeurs required in this country—

(1) First-class men in charge of several cars who will probably have small workshops in which to do the majority of repairs. These men might expect to get from Rs. 150 to Rs. 250 a month, and they ought to be drawn from the Mechanical Engineer class of the Engineering College.

(2) Second-class chauffeurs for large cars. These men should be well-trained fitters capable of taking the complicated mechanism of a first-class car to pieces adjusting the same when necessary and keeping it in good order. He might expect to get from Rs. 60 to Rs. 75 a month.

(3) Third-class chauffeurs who will be employed to look after small cars and whose main duties will be to keep them clean and in good running order. The owners of such cars will have to exercise some kind of general supervision over them. They might expect to get from Rs. 20 to Rs. 30 a month.

3. To provide for the training of these chauffeurs, there are a number of possible alternatives. In the United Provinces, a class for training chauffeurs has recently been opened in connection with the Roorkee Engineering College, and some years ago

a small class was started at the Battersea Poly Technic in London. In Madras, we might work on similar lines and attach such a class either to the College of Engineering, to the experimental workshops in my charge or to the Chengalvaroya Naicker's Technical school which has already a class for the training of oil-engine drivers. To make such a class a success, it will be necessary to place it in the hands of a European chauffeur who will probably have to be paid between Rs. 300 and Rs. 400 a month and it will be necessary to purchase at least two second-hand motor-cars of different patterns, one probably a small car of from 6 to 8 h.p. and the other a large one of from 18 to 20 h.p. or thereabouts. Students of the three grades, already mentioned, might be admitted to this class. For the first class they will be passed students of the Engineering College who have had two or three years' experience in a mechanical workshop after leaving the college. For the second class they will be trained fitters and for the third class intelligent youths who might be admitted without any, or, at any rate, without much, practical experience of machinery.

4. It would be desirable, but I think hardly practicable, to attach to this class a workshop capable of undertaking repairs to motor-cars which would rely upon private work to keep it going. It is extremely important that the Chauffeurs' class should be attached to a motor-car repair shop, as this will give the students opportunities of seeing a great variety of cars and will enable them to become practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. I am, therefore, not in favour of the establishment of a class attached to either of the institutions mentioned above, as I think it will be very costly and by no means satisfactory.

5. There remain then two alternatives for consideration—one is to subsidise a private repair shop and the other to establish it in connection with the Public Works Workshops, the Superintendent of which is a skilled Mechanical Engineer who already undertakes with the sanction of the Chief Engineer such repairs to motor-cars as cannot be done in the existing private shops in Madras. The main objection to establishing this class in connection with the Public Works Workshops is that it will undoubtedly interfere with private enterprise, and this I regard as a very serious matter. There are two or three private workshops in Madras, where motor-car work is taken up, but not one of them is properly equipped with tools, and, if one might judge from the general complaints about the work done in them, they are at present very unsatisfactory.

6. It is quite certain that Government will not be able to establish a class for training chauffeurs for less than Rs. 500 a month and it might also involve a capital outlay at the start of Rs. 10,000 to Rs. 15,000. I am, therefore, of opinion that if it is decided that it is advisable to make provision for the training of chauffeurs, before starting a class at any one of the institutions I have mentioned, an attempt should be made to come to terms with one or more of the existing private shops. The way I would go about it is this: I would advertise that Government are desirous of providing for the training of chauffeurs and, if possible, would prefer to make use of the existing private facilities supplementing them, if necessary, and making an annual grant to defray the cost or, at any rate, part of the cost of training the chauffeurs. It would be desirable to subsidise at least two private firms and the assistance might take the form, first, of the loan of suitable machine tools for executing repairs and, secondly, of an annual grant towards the pay of a European instructor together with a monthly grant for each chauffeur apprentice under training. The grants-in-aid for the equipment of the workshops will probably amount to Rs. 7,000 or Rs. 8,000 and the monthly grant to each private workshop could hardly be less than about Rs. 300.

7. To secure a proper return for this expenditure it will be necessary that the arrangements for training chauffeurs should be inspected by an officer deputed by Government and at periodic intervals the chauffeurs under training will have to undergo practical examination and it will be necessary to issue certificates to those that are competent at the end of their course of instruction.

8. I think it is hardly to be questioned that there will be keen competition among the existing workshops in Madras to be allowed to train chauffeurs under such a scheme as I have outlined. The equipment of tools and the Government subsidy

would help to make the workshops much more efficient than they are now and the fact that they are helped by Government will undoubtedly bring them a good deal of business. Opposition to this way of working will only come from those firms who have taken up motor-car work and who proved unsuccessful in their attempt to secure Government assistance in training chauffeurs. The advertisement should, therefore, publicly announce the intentions of Government and should invite the proprietors of the different motor-car workshops to state what facilities they will be prepared to offer to ensure a successful carrying out of the scheme. These tenders could be examined and the work of training chauffeurs entrusted to the firms offering the best facilities for doing so. The principal items which will have to be taken into consideration would be the qualifications of the manager of the workshops and of his technical assistants, the equipment of the workshop for undertaking repairs and the amount of business passing through the workshop.

Resolution—Mis. No. 4900, dated 3rd October 1907.

The letter from the Director of Industrial and Technical Inquiries read above will be submitted to Government with reference to their Memorandum No. 2952-A/07-1, dated 16th September 1907.

2. The Board agrees with Mr. Chatterton that the students of the Chauffeurs' class should have opportunities of seeing different varieties of cars and of becoming practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. The suggestions made by Mr. Chatterton in paragraphs 6 to 8 of his letter seem eminently suitable for the purpose, and the Board accordingly recommends that they may be approved

(True Extract.)

I. D. SWAMIKANNU,
Secretary

To the Secretary to Government, Revenue Department.

Order—No. 750, Educational, dated 12th November 1907.

The Government do not consider it necessary to make any special provision for the training of chauffeurs in the College of Engineering. The matter appears to be one entirely for private enterprise. They are, however, of opinion that an examination may be added to the Government Technical Examinations for testing the qualifications of chauffeurs as to their ability to drive and to repair motor vehicles and for granting certificates to those that attain a standard to be prescribed.

2. The Director of Public Instruction will be requested to submit a draft of the modifications which he would suggest may be made in the notification relating to the Government Technical Examinations in order to give effect to the above proposal.

(True Extract.)

H. D. TAYLOR,
Ag. Secretary to Government.

To the Director of Public Instruction.
" Revenue Department.
" Public Works Department.
Editors' Table (Order only).

EDUCATIONAL DEPARTMENT.

NOTES CONNECTED WITH G.O., No. 750, EDUCATIONAL, DATED 12TH NOVEMBER 1907.

[SUBJECT.—*Training a few apprentices as drivers of motor-cars.*]

PUBLIC WORKS DEPARTMENT.

Demi-official from the Hon'ble Mr. G. Stokes, C.S.I., I.C.S., to the Hon'ble Mr. F. J. Wilson, Secretary to Government, Public Works Department, dated 28th June 1907.

Will you let me see the papers referred to by Spring in the enclosed letter? Colonel Love also spoke to me on the subject.

ENCLOSURES.

Demi-official from Francis J. E. Spring, Esq., Vice-President, South Indian Motor Union, to the Hon'ble Mr. G. Stokes, C.S.I., I.C.S., dated Harbour, Madras, 27th June 1907.

What do you think of the idea of enabling the Madras Civil Engineering College to train chauffeurs, as Sibpur College in Bengal has arranged to do from the 1st current? I enclose pages 959-960 of the *Calcutta Gazette*, dated 29th May 1907, which states the terms of admission.

2. I understand that in May 1905 Colonel Love, Principal, Madras Civil Engineering College, made some such proposals as the following:—

(a) That youths to be trained as chauffeurs should be taken into the College Workshops as apprentices, two or three only being accepted at the outset.

(b) The course to last six months, or longer if necessary.

(c) The course to comprise fitter's work and studies of drawings and models of various types of petrol and steam-engines for motor-cars, the detection and repair of faults, and practice in drawing.

(d) The provision of plant, viz., one petrol car of medium horse-power with accessories and spare parts; working drawings of various types of chassis, and models of different gears. A motor-house would also be required.

Pending approval of the principle of the scheme, Colonel Love did not go further into detail. The question, I understand, was shelved.

3. But now that cars are coming to the Presidency in increasing numbers, and coming to stay, and Bengal has set us the example, it seems to me that the time has come for the Madras School of Engineering to take action. I write therefore on behalf of the South Indian Motor Union to you as its President and an experienced motorist, in the hope that you may see your way to initiate action being taken in the matter.

4. The whole idea underlying the relationship of a good chauffeur and his employer is new to those concerned. For the skilled mechanic has never been patient of anything like domestic service, and likes his independence and his regular hours. The good chauffeur on the other hand, while he need not be a skilled mechanic and yet ought to know something of mechanism, electricity, and drawings, must above all else be a domestic servant and a good one, recognising that, within reason, his master's hours are his hours.

5. It seems to me that if, because of caste prejudice, native youths do not come readily forward, certain classes of young Eurasians ought to fit into the new conditions well. For many of them are good mechanics, and are glad to work at from Rs. 20 to Rs. 30 per month, and with house, uniform, etc., ought to be as well off as the average for their class, at least in Madras.

6. Then there is the syce and coachman class, many of whom, seeing how things are going, would probably be glad of such a training as a college class could offer them, and they have the advantage of already possessing the domestic servant habit of mind, and of that judgment and nerve in traffic which only come with practice.

It is understood that in May 1905 Colonel Love, Principal, Madras College of Engineering, made some proposals for training, in the College Workshops, a few apprentices so as to fit them to be drivers of motor-cars. Please send up any papers that may be in our office and enquire in Educational.

R. PARSONS—1-7-07.

There are no papers in this office.

From enquiries made in the College of Engineering, it is understood that the proposals were made by Colonel Love to the Director of Public Instruction and that the latter decided that there was no necessity "at present" to take action in the manner suggested.

P. K. SUBBAIYAR—3-7-07.

It will be seen from the above that the proposals did not get beyond the Director of Public Instruction.

R. PARSONS—4-7-07.

F. J. WILSON—4-7-07.

Call for the grounds of the Director of Public Instruction's opinion and his remarks on the proposal.

G. S. F[ORBES]—5-7-07.

I have no objection to the proposed report from the Director of Public Instruction.

The training of chauffeurs is however a matter more for a private institution than for a Government College of Engineering. If it is mere mechanical instruction in the practical working of motors, that does not fall under "Education"; of course if it is meant that technical and scientific lectures should be given to men capable of understanding the scientific principles of the steam engine and of electricity well and good.

G. S. F[ORBES]—7-7-07.

Will Educational please take the requisite action?

R. PARSONS.

F. J. WILSON—13-7-07.

To the Educational Department.

EDUCATIONAL DEPARTMENT.

Transfer accepted.

H. D. TAYLOR—16-7-07.

It is submitted that the Director of Public Instruction may be asked u.o. to report the details of the proposals made on the subject by Colonel Love in 1905, and the grounds on which he (the Director of Public Instruction) considered that no action was "at present" necessary.

K. RANGASWAMI AIYANGAR—16-7-07.

C. A. SOUTER—16-7-07.

The Honourable Member contemplates a report. An official memorandum may be drafted.

H. D. TAYLOR—17-7-07.

The draft memorandum placed below is for approval.

K. RANGASWAMI AIYANGAR—18-7-07.

Issue.

C. A. SOUTER—18-7-07.

[Memorandum No. 1682—1, dated 19th July 1907.]

From the Director of Public Instruction, dated 6th August 1907, No. 5338.

The Director of Public Instruction forwards two letters from Colonel Love, Principal of the College of Engineering. The facts, so far as they can be gathered from these papers, may be briefly stated as follows:—

In 1905, at the request of His Excellency (Lord Amptill), Colonel Love submitted certain proposals to the Director of Public Instruction on the subject of the possibility of training chauffeurs in the College of Engineering Workshops with the view of employing such persons by Government and by the public. Colonel Love did not then make any detailed estimate of the cost of carrying out such proposals, but he roughly calculated that a sum of about Rs. 7,000 would be necessary at the outset and that the cost of maintenance would come to about Rs. 800 per annum. Colonel Love also pointed out that there was no provision at the College of Engineering for the training of mechanical apprentices such as was found at Sibpur.

2. Dr. Bourne, however, appears to have understood that His Excellency did not merely contemplate the training of chauffeurs, but the training of some, at any rate, of the students of the College of Engineering in the use of "oil and explosion engines" and seems to have called on Colonel Love to report how far this was carried on in the college and to resubmit his proposals on more general lines.

3. Colonel Love then reported that, though the subject of Internal Combustion Engines was not included in the present syllabus of studies of the College of Engineering, the students of the Engineer class had opportunities in the workshop and laboratory of making themselves familiar with the construction and general principles of the working of the gas and oil engines which are used to drive the machine in the shops and pointed out that the students of the Civil and Mechanical Engineer classes are not of a class who will adopt the trade of a *chauffeur* and that if chauffeurs were to be trained at the college, it must consist of a short course for specially selected men extending over a period of six months or more. But owing to the removal from the College of the Professor of Civil Engineering, Colonel Love did not then press his proposals which, if approved, would, he considered, add to the work of the remaining Professor. Dr. Bourne accordingly deferred the further consideration of the question.

P.R.—21-8-07.

The above information was called for at the instance of the Hon'ble Mr. Stokes, C.S.I. Please see his note on page 2 *supra*.

K. RANGASWAMI AIYANGAR—21-8-07.

As the above note shows, the matter of training *chauffeurs* has not yet been officially represented. Orders may now be taken as to whether the question should be officially investigated.

C. A. SOUTER—21-8-07.

Educational have no information as to the extent to which chauffeurs are trained by private firms in Madras, but their training hardly seems an educational matter. It might be considered whether a special branch should be opened for granting certificates to chauffeurs in the Madras Government Technical Examinations. A certificate would carry some weight, but the training could be left to individuals or private firms.

G. S. F[ORBES]. A

Such an examination would however be more on a par with the examinations for certificates of competency and service of engine-drivers (*vide* G.O., No. 1420 M., dated 11th August 1904).

H. D. TAYLOR—22-8-07.

The right line is that indicated at A in Mr. Taylor's note *supra*. We can't in Educational start special classes in the Engineering College for the few chauffeurs who are now employed, merely to teach them the mechanical art, which is an apprenticeship. Education deals with scientific instruction which implies a preliminary knowledge in this case of geometry, mathematics and drawing.

G. S. F[ORBES]—24-8-07.

I agree that the teaching of chauffeurs is not and cannot be made a part of the curriculum of the Engineering College.

G. S[TOKES]—26-8-07.

I agree that the training of chauffeurs can hardly be provided for in the Engineering College.

At the same time the use of oil and explosion engines and of motor-cars is rapidly becoming more and more general and I think it is worth considering whether we should not form classes for the study of the scientific principles of the construction and use of Internal Combustion Engines and motor-cars to be followed by apprenticeship and training of chauffeurs.

Any scheme of this kind should, I think, be directed by Mr. Chatterton and he may be asked to consider the possibility of arranging technical instruction classes and make proposals for the consideration of Government.

A. L[AWLEY]—31-8-07.

The file may be transferred to Revenue u.o.

H. D. TAYLOR—2-9-07.

G. S. F[ORBES]—3-9-07.

Will Revenue accept the transfer and take action as at "A?"

H. D. TAYLOR—4-9-07.

To the Revenue Department.

REVENUE DEPARTMENT.

A school for training oil-engine drivers was opened in 1905 in the School of Arts and placed under the immediate direction of Mr. Chatterton. The kind of training which Mr. Chatterton proposed to provide in the school will be found sketched in paragraph 8 of his letter on page 5 of G.O., No. 562, dated 16th June 1905. After the school was at work for about a year, Mr. Chatterton stated that, though the necessity for such a school was amply demonstrated, he was not able to make the course of instruction imparted in it quite satisfactory owing to the difficulty of getting a suitable instructor and his own inability to find time to look after the school. Mr. Chatterton therefore recommended that the school might be transferred to the Chengalvaroya Naicker's Technical Institute, Madras, on condition of a Government grant of Rs. 2,400 per annum to the institute and the loan of some oil-engines. This was approved in G.O., No. 1165, Revenue, dated 24th November 1906, and was given effect to in February 1907. The transfer is at present temporary and the question of making it permanent is to be considered after the result of the working of the school for a year is known.

2. The suggestion contained in His Excellency's note, dated 31st August 1907, *supra* appears to go much further than what was attempted in the oil-engine driving class maintained in the School of Arts.

A draft reference to the Board of Revenue with regard to His Excellency's suggestion is submitted for approval.

E.S.J.—6-9-07

In September 1906, Mr. Chatterton said he had not time to spare for taking the class himself. He has probably less spare time now. When an Assistant is provided for him, he may be able to undertake

Will this come in Revenue or in Educational? The latter, I presume.

A. G. CARDEW.

this work; meanwhile a report on the class at Chengalvaroya Naicker's Institute will be received.

D. T. CHADWICK—7-9-07.

(1) Put up the Government Order defining Mr. Chatterton's duties of Director of Technical and Industrial Inquiries.

(2) Note what premises are at his disposal.

A. G. CARDEW—10-9-07.

(1) G.Os., No. 249, Revenue, dated 2nd February 1907, and No. 302, Educational, dated 20th May 1907, are submitted.

(2) The buildings formerly occupied by the Madras Ice Company and situated on the Poonamallee High road are to be rented for the location of Mr. Chatterton's office, etc. (A plan of the buildings received with Board's Resolution, No. 2935, dated 8th July 1907, was returned to the Board.)

(3) It will be seen from paragraph 2 of G.O., No. 302, Educational, dated 20th May 1907, that the Chengalvaroya Naicker's Technical and Industrial Institute is to be annually inspected by Mr. Chatterton. The report on the oil-engine driving class transferred to the institute will be received in the Educational Department in the first instance and if any change is recommended in the arrangements already approved, this department will have to pass orders thereon.

E.S.J.—13-9-07.

D. T. CHADWICK—13-9-07.

The views of Mr. Chatterton and the Board may be obtained, but the work of training chauffeurs seems to lie rather within the province of the Educational Department like that of training drivers of engines. The official memorandum is submitted for approval.

A. G. CARDEW—14-9-07.

I knew of course all along of the existence of this class for teaching men to drive oil-engines. It was intended to train men for handling the oil-engines used in the pumping installations. The teaching in such a class is not intended for and cannot be adapted to the training of chauffeurs. Stationary oil-engines are rapidly increasing, but the running and repairs of such engines is vastly more simple than that of engines used in motor-cars. I think the training of chauffeurs should be left to private enterprise. I do not think Mr. Chatterton can undertake the matter at present. He has much more important subjects to attend to.

I do not, however, object to the issue of the official memorandum as corrected by me.

G. S[TOKES]—14-9-07.

Issue.

A. G. CARDEW—16-9-07.

[Official Memorandum No. 2952-A/07-1, dated 16th September 1907.]

Proceedings of the Board of Revenue (Revenue Settlement), Mis. No. 4900, dated 3rd October 1907.

In Official Memorandum No. 2952-A/07-1, dated 16th September 1907, the Board was asked to consult Mr. Chatterton and to submit to Government his views, as well as its own, on the subject of making provision for the study of the scientific principles of the construction and use of Internal Combustion Engines as used in motor-cars and the training of chauffeurs. The Board now submits in reply a letter from Mr. Chatterton.

2 Mr. Chatterton states that there are a number of possible alternatives for making arrangements for the training of chauffeurs, such as by attaching a class to any one of the following institutions:—

- (1) The experimental workshops under his charge.
- (2) The College of Engineering.
- (3) The Chengalvaroya Naicker's Technical School.
- (4) The Public Works Workshops.
- (5) Private motor-car repair shops.

He, however, considers that it is extremely important that the Chauffeurs' class should be attached to a motor-car repair shop, as this will give the students opportunities of seeing a great variety of cars and will enable them to be practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. For this reason and on account of the greater cost which will be involved in attaching the class to a Government institution (Rs. 10,000 to Rs. 15,000 as initial outlay for the purchase of at least two second-hand cars, etc., and not less than Rs. 500 a month as recurring charge for pay of European Chauffeur Instructor, etc.), Mr. Chatterton suggests that arrangements may be made with private repair shops for the training of chauffeurs, the Government offering grants-in-aid towards the proper equipment of those shops and the pay of a European Instructor together with a monthly grant for each chauffeur apprentice under training. He states that it would be desirable to subsidise at least

* Suitable machine tools for executing repairs. two private firms and estimates the grants-in-aid for equipment* at Rs. 7,000 or Rs. 8,000 and the monthly grant to each firm at not less than Rs. 300. He also proposes that the proprietors of the different motor-car workshops should be invited by means of an advertisement to state what facilities they will offer to ensure a successful carrying out of the scheme and that the work should be entrusted to the firms offering the best facilities. The advantage in entrusting the work to private workshops lies, as pointed out by Mr. Chatterton, in avoiding competition with private enterprise and in enabling the workshops by means of the Government grants to properly equip themselves with the necessary tools which they lack at present.

3. To secure a proper return for the expenditure, Mr. Chatterton states that the arrangements made by the workshops for training the chauffeurs should be inspected by an officer deputed by Government and that the chauffeurs under training should undergo practical examination at periodic intervals, those that are competent being given certificates.

4. The Board considers that Mr. Chatterton's suggestions are eminently suitable and recommends that they may be approved. If these proposals are to be approved, it is for consideration whether the arrangements should be made in this department or in the Educational Department. Technical examinations lie within the province of the latter department and the training of chauffeurs appears to be of that nature.

E S.J.—18-10-07.

D. T. CHADWICK—19-10-07.

The line dividing technical education from such technical instruction as is contemplated for chauffeurs is not easy to draw and it seems an open question whether this subject should be dealt with in this department or in Educational.

2. The objections to attaching a class for chauffeurs to any Government institution are—

- (1) Expenses.
- (2) Difficulty of providing adequate *practical* experience—the opportunity of seeing a number of machines of various make and of learning to repair them being evidently of the first importance.
- (3) Interference with private enterprise, if Government should start a Government repairing shop.

These objections seem very weighty. It may be added that, so far as the plan of attaching a class to the workshops under Mr. Chatterton is concerned, Mr. Atkinson

has recently reported, in a demi-official in circulation in another file, that Mr. Chatterton is altogether overtasked by the many demands made upon him and that his health is suffering in consequence. It would therefore seem inadvisable to add this Chauffeur class to his duties.

3. Mr. Chatterton's suggestion that the training of chauffeurs should be left in the hands of private firms is therefore, I submit, correct, but some care will be needed to prevent any appearance of granting a monopoly to one or two firms. The Board thinks that Mr. Chatterton's proposals in paragraphs 6—8 of his letter are eminently suitable, but this seems a little open to question. He does indeed propose that the task of training chauffeurs should be entrusted to "the firms (*plural*) offering the best facilities," and does not intend merely to select one favoured firm. But it seems preferable, I submit, instead of inviting a statement of what facilities the firms will be prepared to offer, to lay down a standard of the facilities which the Government will require as a condition of recognition. Any firm which reaches this standard would then be entitled to a grant-in-aid. This seems more in accordance

with the customary method* of assisting educational institutions and avoids any

chance of a charge of unfair preference. The aid to be given might be either a grant-in-aid of equipment or a grant-in-aid of maintenance or both, but it seems probable that the matter of equipment should be left to private enterprise. The "recognized" motor-shops would then be subject of regular inspection, presumably by the Inspector of Technical Schools, and the Educational Department would probably add to its list of Technical examinations a technical test in motor repair and motor-driving success in which would confer a diploma. The test should be as practical as one as possible.

4. If this view of the matter is approved, Mr. Chatterton's proposed call for tenders, which seems very difficult to work out in detail, would be avoided, the training of chauffeurs would fall into line with the training of other mechanics and artisans† under the Technical Educational scheme. The groups of subjects included in that scheme comprise Building, Machine Construction, Hydraulic Engineering, Bridge Construction, Electrical Engineering, etc.

A. G. CARDEW—21-10-07.

In my opinion, it is premature and unnecessary for Government to interfere in this matter of training chauffeurs. It should be left entirely to private enterprise. Government would not be justified in making grants-in-aid either by machinery or otherwise in this matter. The most that Government need or ought to do is to grant certificates for chauffeurs in the Madras Technical Examinations as proposed on page 4 *supra*.

G. S. [TOKES]—22-10-07.

I quite agree: it is the original proposal in Educational Department.

G. S. F. [ORBES]—22-10-07.

It being decided that Government shall limit its efforts to the inclusion of motor driving‡ in the Technical examinations, will Educational make the necessary provision?

‡ Control.

A. L. [AWLEY]—23-10-07.

With consent of Educational, the file may now be retransferred to that department for further action.

A. G. CARDEW—25-10-07.

To the Educational Department.

No. 750, EDUCATIONAL, 12TH NOVEMBER 1907.

EDUCATIONAL DEPARTMENT.

Educational will take over the file.
Please draft accordingly.

H. D. TAYLOR—28-10-07.

A draft is submitted for approval.

T.K.—31-10-07.

K. RANGASWAMI AIYANGAR—4-11-07.

C. A. SOUTER—6-11-07.

H. D. TAYLOR—8-11-07.

G. S. F[ORBERS]—9-11-07.

Issue.

H. D. TAYLOR—11-11-07.

[G.O., No. 750, Educational, dated 12th November 1907.]

[2]
1,000—6

EDUCATIONAL DEPARTMENT.

CURRENT FILE.

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<i>memo.</i>	1682-1	19-7-07	1-2
[1903] <i>500</i>	5228	6-8-07	3-8

Papers of the department to which the current belongs.

1,000-6-12-06.

READ AGAIN G.O., No., dated 190

” ” ” ” ” 190

READ ALSO:—

C. No., From the; No., dated 190

[illegible]

Memorandum
~~ORDER.~~

No. 1682-1, dated 19-7-1907

The Government understood that in 1905. Col. Lowe, Principal of the College of Engineering, made some proposals for training in the College workshops a few apprentices so as to qualify them to be drivers of motor ~~cars~~, Cars, but that the Director decided that there was no necessity to take action in the manner suggested.

2. The S.P.F. is requested to report the details of the proposal made on the subject, and the grounds on which the then S.P.F. it was decided.

decided to take no action in

~~the matter~~

ADJ
18.7.07

Chd
18.7.7.

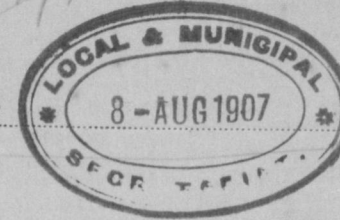
12

To the D.P.G.
18.7.07

the Government...
in 1902...
College of Engineering...
proposed for training in the College...
to draft the...
which...
"opposed to take action in the matter"

...
...
...
...

EDUCATIONAL DEPARTMENT.



Received 8-AUG-1907, Registered 8/8/1907.

Subject.

Submitting report on the training of Chauffeurs in the Madras College of Engineering.

ENCLOSURES.

No.

Spare copies

Ref on Cur No. 5338/07.

Station Madras, Dated the 6th August 1907.

From (Name) The Hon'ble Mr. T. T. Logan, B.A.,

(Designation) Acting Director of Public Instruction,

Madras.

To the Secretary to the Government of Madras,
Educational Department

Sir,

With reference to Memorandum No. 1682-1 Educational, dated 19th July 1907, I have the honour to submit herewith copy of letter No. 199 C, dated 3rd May 1905, from the Principal, College of Engineering making certain proposals for the training of chauffeurs in the College of Engineering Workshops. As, however, Dr Bourne understood that His Excellency the Governor did not merely contemplate the training of chauffeurs but the training of some at any rate of the students of the College of Engineering in the use of 'Oil and Explosion Engines', the Principal was asked to report how far this was carried on in the College and to resubmit his proposals on more general lines. A further report

64 114 40
report was then received with the Principal's letter No. 453 C,
dated 7th July 1905 /copy enclosed/ and in the circumstances
explained in paras 2 and 3 of that communication the further
consideration of the matter was deferred by Dr. Bourne.

I have the honour to be,
Sir,
Your most obedient servant,

C. W. S. S. S.

For Director of Public Instruction.

R. S.
5.8.07

M.S.S.

75-0 Edl
12/11/07

No. 199 C.

5 - 15586

Dated 3rd May 1905.

From

Colonel H. D. LOVE, R. E.,

Principal, College of Engineering,

M a d r a s.

To

The DIRECTOR OF PUBLIC INSTRUCTION,

M a d r a s.

Sir,

His Excellency the Governor having personally desired me to consider the possibility of training Chauffeurs in the College of Engineering Workshops, in view to the employment of such persons by Government and the public, I have the honour to submit the following remarks for the consideration of His Excellency in Council.

2. There is not at present any provision at this College for the training of Mechanical apprentices, such as is found at Sibpur, but arrangements exist for the training in the Workshops of persons desirous of becoming teachers in technical or industrial schools. A few apprentices have received training in the past, but although stipends are set apart for their benefit, none have for some time come forward. The place of these apprentices could conveniently be taken by Chauffeur apprentices, who would receive instruction of a somewhat similar kind, though for a shorter period. The requisite teaching power is therefore available.

3. The course of instruction would comprise fitter's work, the study of drawings and models of various types of petrol and steam engines for motor-cars, the detection and repair of faults, and practice in driving. Two or three youths only might be accepted for instruction in the first instance, and the course might be one of six months, or longer if necessary.

6 10 68p

4. The principal plant required would be a petrol motor-car of medium size; say 9 or 10 H.P. with not less than two cylinders, and with accessories and spare parts. Working drawings of various types of Chassis will also be needed, and models of different gears. A motor house must also be provided. Until approval has been accorded to the general scheme, it does not seem worth while to make a detailed estimate; but it may be stated roughly that a special allotment of about Rs. 7000 would be necessary at the outset. The cost of maintenance would be perhaps Rs. 800 per annum.

5. I may add that the plant proposed will be of advantage to the College in several ways. In view of the great development of the use of motor-cars which may be expected in the near future, it is desirable that the Mechanical Engineer Class should receive instruction in the mechanism and working of such cars, while the car itself will facilitate inspections by the staff of the out-door work of students engaged on Survey work, short tours etc.

I have the honour to be,
Sir,
Your most obedient servant,
/Sd/ H. D. Love,

Col. R.E.,
Principal.

/ True Copy /.

C. K. Suman

For Director of Public Instruction.

R.S.
5.8.07
M.S.S.

10.8.07

No. 453 C.

Dated 7th July 1905.

From

Colonel H. D. LOVE, R. E.,
Principal, College of Engineering,
Madras.

To

The DIRECTOR of PUBLIC INSTRUCTION,
Madras.

Sir,

Adverting to the second paragraph of your Proceedings Ref on C No. 4114 of 1905, dated 6th June 1905, I have the honour to report that, though the subject of Internal Combustion Engines is not included in the present syllabus, the students of the Engineer class have opportunities in the Workshop and Laboratory of making themselves familiar with the construction and general principles of working of the gas and oil engines which are used to drive the machinery in the shops. Dynamometers and indicator connections have been fitted to these engines, and the students are exercised in testing them.

2. When distinct courses are adopted, as recommended by the College Committee of 1904, for Civil and Mechanical Engineers, it will be possible to give the Mechanical Engineer students further instruction in the management of such engines. These students are not of a class however who will adopt the trade of a Chauffeur. If Chauffeurs are to be trained at the College, it must be by means of a short course for specially selected men, as proposed in my No. 199 C, dated 3rd May 1905.

3. In consequence, however, of the removal from the College of the Professor of Civil Engineering, and of the improbability of his place being shortly filled, I do not feel able at present

to

8 18 88p

to press any proposal which will increase in the smallest degree
the work of the remaining Professor.

I have the honour to be,

Sir,

Your most obedient servant,

/Sd/ H. D. Love,

Col R.E.,

Principal.

/ True Copy /.

C. Krishnaswami

For Director of Public Instruction.

10-8-02

As
5-8-02
M.S.S.

O.M. N:2951A/07-10 16 9 07

rapid extension of the use of oil and other internal combustion engines and of motor cars, the rapidly increasing use of internal combustion engines, it appears to be a matter for consideration whether the provision should not be made for the study of the scientific principles of the construction and use of internal combustion engines as used in motor cars, to be followed by the apprenticeship & training of chauffeurs. The Board of Rev. is requested to consult Mr. Chatterton and to submit his views as well as any proposals he may have to make on the subject for the consideration of Govt.

14.9.07.

To the Rev. (Rev. Secy)

16.9.07

It has been suggested that the Govt. have under consideration

St. M. & Co. 16/9

REVENUE - A
3253

CURRENT No.

Received 10. 10. 1907, Registered 10. 10. 1907

Subject.

Chauffeurs.-

Submitting to Government, with remarks, a letter from Mr. A. Chatterton containing his remarks on the proposal to establish a class for training -----

ENCLOSURES.

No.

Mis. No. 4900

Spare copies

Station Madras, Dated the 3rd October '07 1907

From

SECRETARY TO GOVERNMENT
10. OCT. - 1907
REVENUE DEPARTMENT

The Board of Revenue, Revenue Settlement, &c.
The Hon. Mr. J. N. Atkinson,
Commr. of Rev. Sett. Survey, Land Records and Agri.

Resolution

Petitions

Read the following papers:-

I

Official Memorandum from Govt., Rev. Deptt.
Dated 15th September 1907.
No. 2952 A/07-1.

II.

Reference from the Board of Rev. Rev. Sett.
Dated 19th September 1907.
No. 2532.

Abstract

Abstract:- Forwarding the above to the Director of Industrial and Technical Inquiries for early report.

III.

Letter from A. Chatterton Esq., Director of Industrial and Technical Inquiries, Madras.
Dated 21st September 1907.
No. 1230 P.

In reply to Ref. No. 2538, dated 19th September 1907, I have the honour to submit the following observations on the proposal to establish a class for training Chauffeurs.

2. It will be generally accepted that the increasing popularity of Motor cars renders it desirable to provide properly trained men to look after them, and the only question that need be discussed is the best and the most economical way of doing this. First, as to the qualifications of a Chauffeur, he should be able not only to drive the Motor Car but to keep it in good running order which means that he must be an intelligent fitter trained to detect minor defects in the mechanism, and be able to clean and adjust the parts before any serious damage is done. He ought to understand the mechanism of the car he is in charge of, and it would be well if he had some knowledge of the scientific principles underlying the working of Internal Combustion Engines. There are probably three classes of Chauffeurs required in this country.

(1) First class men in charge of several cars who will probably have small workshops in which to do the majority of repairs. These men might expect to get from Rs. 150 to Rs. 250 a month, and they ought to be drawn from the Mechanical Engineer Class of the Engineering College.

(2) Second class Chauffeurs for large cars. These men should be well trained fitters capable of taking the

complicated

complicated mechanism of a first class Car to pieces adjusting the same when necessary and keeping it in good order. He might expect to get from Rs. 60 to Rs. 75 a month.

(3) Third class Chauffeurs who will be employed to look after small cars and whose main duties will be to keep them clean and in good running order. The owners of such Cars will have to exercise some kind of general supervision over them. They might expect to get from Rs. 20 to Rs. 30 a month.

3. To provide for the training of these Chauffeurs there are a number of possible alternatives. In the United Provinces a class for training Chauffeurs has recently been opened in connection with the Roorkee Engineering College, and some years ago a small class was started at the Battersea Poly Technic in London. In Madras we might work on similar lines and attach such a class either to the College of Engineering, to the experimental workshops in my charge or to the Chengalvaraya Naicker's Technical School which has already a class for the training of Oil Engine Drivers. To make such a class a success, it will be necessary to place it in the hands of a European Chauffeur who will probably have to be paid between Rs. 300 and Rs. 400 a month and it will be necessary to purchase at least two secondhand motor cars of different patterns, one probably a small Car of from 6 to 8 H.P., and the other a large one of from 18 to 20 H.P. or thereabouts. Students of the three grades, already mentioned, might be admitted to this class. For the first class they will be passed students of the Engineering College who have had two or three years' experience in a Mechanical workshop after leaving the College. For the

second

second class they will be trained fitters and for the third class intelligent youths who might be admitted without any, or, at any rate, without much, practical experience of machinery.

4. It would be desirable, but I think hardly practicable, to attach to this class a workshop capable of undertaking repairs to Motor Cars which would rely upon private work to keep it going. It is extremely important that the Chauffeurs class should be attached to a Motor Car Repair Shop, as this will give the students opportunities of seeing a great variety of Cars and will enable them to become practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. I am, therefore, not in favour of the establishment of a class attached to either of the institutions mentioned above, as I think it will be very costly and by no means satisfactory.

5. There remain then two alternatives for consideration, one is to subsidise a private repair shop and the other to establish it in connection with the Public Works Workshops, the Superintendent of which is a skilled Mechanical Engineer who already undertakes with the sanction of the Chief Engineer such repairs to Motor Cars as cannot be done in the existing private shops in Madras. The main objection to establishing this class in connection with the Public Works Workshops, is that it will undoubtedly interfere with private enterprise, and this I regard as a very serious matter. There are two or three private Workshops in Madras, where Motor Car work is taken up, but not one of them is properly equipped with tools, and, if one might judge from the general complaints about the work done in them, they are at present very unsatisfactory.

6. It is quite certain that Government will not be able to establish a class for training Chauffeurs for less than Rs.500 a month and it might also involve a capital outlay at the start of Rs.10000 to Rs.15000. I am, therefore, of opinion that if it is decided

decided that it is advisable to make provision for the training of Chauffeurs, before starting a class at any one of the institutions I have mentioned, an attempt should be made to come to terms with one or more of the existing private shops. The way I would go about it is this. I would advertise that Government are desirous of providing for the training of Chauffeurs and, if possible, would -- prefer to make use of the existing private facilities supplementing them, if necessary, and making an annual grant to defray the cost or, at any rate, part of the cost of training the Chauffeurs. It would be desirable to -- subsidise at least two private firms and the assistance might take the form, first, of the loan of suitable machine tools for executing repairs and secondly, of an annual grant towards the pay of a European Instructor together with a monthly grant for each Chauffeur apprentice under training. The grants-in-aid for the equipment of the workshops will probably amount to Rs.7000 or Rs.8000 and the monthly grant to each private workshop could hardly be less than about Rs.300.

7. To secure a proper return for this expenditure, it will be necessary that the arrangements for training Chauffeurs should be inspected by an officer deputed by Government and at periodic intervals the Chauffeurs under training will have to undergo practical examination and it will be necessary to issue certificates to those that are competent at the end of their course of instruction.

8. I think it is hardly to be questioned that there will be keen competition among the existing workshops in Madras to be allowed to train Chauffeurs under such a scheme as I have outlined. The equipment of tools and the Government subsidy would help to make the workshops much more efficient than they are now and the fact that they

they are helped by Government will undoubtedly bring them a good deal of business. Opposition to this way of working will only come from those firms who have taken up Motor Car work and who proved unsuccessful in their attempt to secure Government assistance in training Chauffeurs. The advertisement should, therefore, publicly announce the intentions of Government and should invite the Proprietors of the different Motor Car Workshops to state what facilities they will be prepared to offer to ensure a successful carrying out of the scheme. These tenders could be examined and the work of training Chauffeurs entrusted to the firms offering the best facilities for doing so. The principal items which will have to be taken into consideration would be the qualifications of the Manager of the Workshops and of his technical Assistants, the equipment of the workshop for undertaking repairs and the amount of business passing through the workshop.

Resolution.-

The letter from the Director of Industrial and Technical Inquiries read above will be submitted to Government with reference to their Memorandum No.2952 A/07-1, dated 16th September 1907.

2. The Board agrees with Mr.Chatterton that the students of the chauffeurs class should have opportunities of seeing different varieties of cars and of becoming practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. The suggestions made by Mr.Chatterton in paragraphs 6 to 8 of his letter seem eminently suitable for the purpose, and the Board accordingly recommends that they may be approved.

(True Extract)

To the Secretary to Govt., Rev.Deptt.

[Signature]
For Secretary

*Training a few apprentices as
Drivers of motor cars.*

NOTES.

W. 8.7.07

Notes connected with No. 750
25 12-11-07



24 10

28th June.

My dear Sir,

W. J. M. has been the
person referred to by Spring in
the enclosed letter. Col. Lowe
also spoke of him in the letter.

Yours sincerely
G. W. M.

2
26
Harbour
Madras
27th June /07.

My dear Stokes,

Enclosure

2P

What do you think of the idea of enabling the Madras C.E. College to train chauffeurs, as Sibpur College in Bengal has arranged to do from the 1st current? I enclose a page of the Calcutta Gazette which states the terms of admission.

2. I understand that in May 1905 Col. Love Principal, Madras C.E. College, made some such proposals as the following:-

- (a) That youths to be trained as chauffeurs should be taken into the College workshops as apprentices, two or three only being accepted at the outset.
- (b) The course to last six months, or longer if necessary.
- (c) The course to comprise fitter's work and studies of drawings and models of various types of petrol and steam engines for motor cars, the detection and repair of faults, and practice in drawing.
- (d) The provision of plant, viz. one petrol car of medium H with accessories and spare parts; working drawings of various types of chassis, and models of different gears. A motor house would also be required.

Pending approval of the principle of the scheme, Col. Love did not go further into detail. The question, I understand, was shelved.

3. But now that cars are coming to the

Presidency

3 27 30
Presidency in increasing numbers, and coming to stay, and Bengal has set us the example, it seems to me that the time has come for the Madras School of Engineering to take action. I write therefore on behalf of the South Indian Motor Union to you as its President and an experienced motorist, in the hope that you may see your way to initiate action being taken in the matter.

4. The whole idea underlying the relationship of a good chauffeur and his employer is new to those concerned. For the skilled mechanic has never been patient of anything like domestic service, and likes his independence and his regular hours. The good chauffeur on the other hand, while he need not be a skilled mechanic and yet ought to know something of mechanism, electricity, and drawings, must above all else be a domestic servant and a good one, recognising that, within reason, his master's hours are his hours.

5. It seems to me that if, because of caste prejudice, native youths do not come readily forward, certain classes of young Eurasians ought to fit into the new conditions well. For many of them are good mechanics, and are glad to work at from Rs. 20 to 30 per month, and with house, uniform &c, ought to be as well off as the average for their class, at least in Madras.

6. Then there is the syce and coachman class, many of whom, seeing how things are going, would probably be glad of such a training as a College Class could offer them, and they have the advantage of already possessing the domestic servant habit of mind, and of that judgment and nerve in traffic which only comes with practice.

Yours Sincerely,

Francis H. Spring

Via President

To

The Hon. Mr. Gabriel Stokes, C.S.I.,

Ootacamund.

S.I.M.U.

- (3) Maulvi Shaikh Bulaki, an Assistant Master in the Patna City School (class V of the Lower Subordinate Educational Service), is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Gaya, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (4) Babu Sureswari Prasad is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Shahabad, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (5) Babu Sinhasani Prasad, an Assistant Master in the Chapra Zilla School (class III of the Lower Subordinate Educational Service), is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Saran, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (6) Maulvi Ali Akbar, B.A., is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Champaran, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (7) Babu Gaya Prasad, an Assistant Master in the Northbrook School, Darbhanga (class III of the Lower Subordinate Educational Service), is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Muzaffarpur, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (8) Maulvi Syed Wazir Haider, B.A., is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Muzaffarpur, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (9) Babu Ram Prasad is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Darbhanga, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.
- (10) Babu Muneshwari Prasad, B.A., is appointed, on probation for one year, to be a Sub-Inspector of Schools in the district of Darbhanga, with effect from the date on which he joins that appointment. He is also appointed substantively *pro tempore* to class VIII of the Subordinate Educational Service.

The 24th May 1907.—Babu Sri Lal Som, B.A., now an Assistant Master in the Hooghly Collegiate School (class III), having returned to his duties on the forenoon of the 15th April 1907, the unexpired portion of the leave granted to him, under the orders of the 22nd September 1906, is cancelled.

Babu Trailokya Nath Datta, an Assistant Master (Engineering Teacher) in the Ranchi Industrial School (class IV), is allowed leave of absence for one month, under article 271 of the Civil Service Regulations, with effect from the 7th May 1907, or any subsequent date on which he may avail himself of it.

A. EARLE,
Director of Public Instruction, Bengal.

CIVIL ENGINEERING COLLEGE, SIBPUR.

CLASS FOR THE TRAINING OF MOTOR DRIVER MECHANICS.

Provisional Rules.

[N.B.—The class will for the present be limited to 25. Persons who wish to join the class cannot be provided with quarters at the College.]

1. The course of instruction shall include—
 - (a) Keeping the car in order, and carrying out ordinary running repairs.
 - (b) Driving.
2. Admissions to the class shall be made by the Principal of the Civil Engineering College, to whom all applications for admission must be addressed in writing on a form which may be had on application at the Principal's office. No candidate shall be admitted to the class who has not attained the age of 16, and who is not possessed of such educational qualifications as shall, in the opinion of the Principal, be deemed to be adequate. In selecting for the class, the Principal shall ordinarily give preference to an applicant who is being sent for training by the actual owner of a motor car. Such an applicant would submit with his application for admission, in addition to the documents required under rule 4 below, a letter from the owner of the motor car.

3. Every candidate for admission to the class shall present himself at the Civil Engineering College to undergo a medical examination by the Medical Officer of the College. Good eyesight is an essential condition of admission to the class.

4. Applications must be accompanied by the following documents:—

- (a) An authentic statement of age.
- (b) A statement showing the name of the father of the applicant; also the applicant's habitual place of residence and his native district.
- (c) A statement of character signed by some responsible person who is well acquainted with the applicant.
- (d) A statement of educational qualifications, with the certificates of examinations, if any, which the applicant has passed.

5. Every applicant who is accepted for the class shall be required, before he joins, to deposit with the Principal a sum of Rs. 20. This sum will be held as security for good behaviour and to cover loss or damage.

6. Admissions to the class shall ordinarily be made in November, on the re-opening of the College after the long vacation. In the event of vacancies occurring at other times, they may be filled up at the discretion of the Principal, but admissions under these conditions shall be made during the first week of January or March only.

7. There shall be one annual vacation only. This vacation shall be of a month's duration, and shall be arranged so as to include the Puja holidays.

8. The full course of instruction shall extend over six to eight months and shall consist of—

- (a) a preliminary course in the workshops extending over three to four months, and
- (b) a course of actual work in connection with a motor car extending over a similar period.

Applicants who can show to the satisfaction of the Principal of the College that they have undergone an adequate course of workshop training may at his discretion be admitted direct to course (b). No one taking the full course of instruction shall be allowed to take up course (b) until he has worked at course (a) for about two months and satisfied the Principal that he has acquired the necessary proficiency in that course. It shall rest with the Principal to decide whether, in the event of failure to qualify in course (a), the pupil failing shall be required to leave the class altogether or whether he should be allowed another chance of passing. Similarly, if a pupil fails to qualify in course (b), it shall rest with the Principal to decide whether such a pupil shall be required to leave the class altogether or whether he should be allowed another chance of qualifying.

9. The fee for instruction shall be at the rate of Rs. 5 a month. The fee shall not be payable for the vacation prescribed in rule 7 above. The fee for each month shall be paid in advance. Any pupil who has not paid his fee for the current month before the 10th day of that month shall be regarded as a defaulter, and shall be liable to be called upon to cease attending the class altogether.

10. Pupils under training shall on every working day while the class is in session present themselves at the Civil Engineering College at 8 A.M. and remain on the College premises for such a number of hours as the Principal may from time to time prescribe as the working hours of the class. During these working hours no pupil shall leave the College premises without first obtaining permission to do so. Any pupil who is repeatedly absent from the work of the class shall be liable to be called upon to withdraw from the class altogether, whatever may have been the cause of his absence. Time spent on duty with a car away from the College shall count as attendance for the purpose of this rule.

11. A certificate shall be issued under the signature of the Principal to any pupil who qualifies to the satisfaction of that officer in courses (a) and (b), or in course (b) if admitted direct to that course. This certificate shall testify to the pupil's mechanical proficiency and knowledge of the particular make or makes of car upon which he has been trained. It shall contain the holder's age, physical measurements, identification marks, and thumb impression, together with a note as to his conduct during the period of training, whether satisfactory or otherwise. No certificate for partial training shall be issued. Pupils who are dismissed or who leave the class without completing the course to the satisfaction of the Principal shall receive no certificate whatever.

12. The Principal has full power to dismiss at any time, with or without notice, any pupil of the class who is guilty of misconduct or whose progress is unsatisfactory.

13. The possession of the certificate awarded under these rules shall not be considered as exempting the holder from undergoing any test or tests in driving which may be prescribed by any duly authorised body.

B. HEATON,
Principal, Civil Engineering College.

Special arrangements have been made, to open the class at once. Admissions will be made on June 1st. All applications should be sent to the Principal's office, without delay.

B. HEATON,
Principal, Civil Engineering College.

The 17th May 1907.

D.R.

It is understood that in May 1905 Colonel

Love, Principal, Madras College of Engineering, made

some proposals for training, in the College Workshops,

a few apprentices so as to fit them to be drivers of

motor cars. please send up any papers that may be in

our office and enquire in Educational.

There are no papers in the office.

From inquiries made in the College of Engineering it is understood that the proposals were made by Colonel Love to the Director of Public Instruction and the latter decided that there was no necessity to take action in the manner suggested.

It will be seen from the above that the proposals did not get beyond the D.P.I.

The Hon Mr. Stokes - 25/

4/7/07

Handwritten notes at bottom right of page 960.

20 60
 In the hands of the D.P. I is opinion
 & his remarks on the proposal.

15/7/07

for the Fines. C.I. 1



I have no objection to the proposed
 report from the D.P.D.
 The training of chauffeurs is however
 a matter more for a private
 institution than for a Govt. College of
 Eng^s. If it is mere mechanical
 instruction in the practical
 working of motors, that does not
 fall under "Education". Of course
 if it is meant that technical
 scientific lectures sh^d. be
 given to men capable of under-
 standing the scientific principles
 of the Steam Engine & of Electricity
 well & good.

S. J. Jones

P.W. No. 847
 15.7.07

Edl. u.s.

Will Educational please take the
 requisite action?

S. J. Jones

Transferred

18/7/07

31 PP

C. No. 1682
16-7-07.

It is submitted that the D.P.I. may be asked u.o. to report the details of the proposals made on the subject by Colonel Love in 1905, and the grounds on which he (the D.P.I.) considered that no action was "at present" necessary.

K.R. *Angaswami Arangan*
16-7-07.

Secretary.

C.A.S. *Order*
16-7-07.

The H.M. contemplates a report. An O.M. may be drafted.

H.D. *Taylor*
17-7-07.

The draft memo. placed below is for approval.

K.R. *Angaswami Arangan*
18-7-07.

Issue.

C.A.S. *Order*
18-7-07.

(Memo. No. 1682--1, dated 19th July 1901).

From the D.P.I., No. 5338, dated 6th August 1907.

Pages 5-8 of current.

Page 5 & 6 of cf.

Para 4 of Col. Love's letter -
page 6 of current.

The D.P.I. forwards two letters from Col. Love, Principal of the College of Engineering. The facts so far as ^{they can} ~~now~~ be gathered from these papers may be briefly stated as follows:--

In 1905, at the request of His Excellency (Lord Ampthill), Col. Love submitted certain proposals to the D.P.I. on the subject of the possibility of training Chauffeurs in the College of Engineering Workshops with ^{the view of} ~~the~~ employing ~~not~~ ^{as} such persons by Government and by the public. Col. Love did not then make any detailed estimate of the cost of carrying out such proposals, but he roughly calculated that a sum of about £.

Para 2 of his letter -
Page 5 of current.

Page 3 of current.

Para 1 of his letter -
Page 7 of current.

para 2. do.

Rs. 7,000 would be necessary at the outset and that the cost of maintenance would come to about Rs. 800 per annum. Col. Love also pointed out that there was no provision at the College of Engineering for the training of mechanical apprentices such as was ^{found} ~~trained~~ at Sibpur.

2. Dr. Bourne, however, appears to have understood that His Excellency did not merely contemplate the training of Chauffeurs but the training of some, at any rate, of the students of the College of Engineering in the use of "Oil and Explosion engines" and seems to have called on Col. Love to report how far this was carried on in the College and to resubmit his proposals on more general lines.

3. Colonel Love then reported that though the subject of Internal Combustion Engines was not included in the present syllabus of studies of the College of Engineering, the students of the Engineer class had opportunities in the workshop and laboratory of making themselves familiar with the construction and general principles of the working of the gas and oil engines which are used to drive the machine in the shops and pointed out that the students of the Civil and Mechanical Engineer classes are not of a class who will adopt the trade of a Chauffeur and ^{that} if Chauffeurs were to be trained at the College, it must consist of a short course for specially selected men extending over a period of six months or more. But owing to the removal from the College of the Professor of Civil Engineering, Col. Love did not then press his proposals which, if approved, would, he considered, add to the work of the remaining Professor. Dr.

Bourne accordingly deferred the further consideration of the question.

P.R. ^{No.}
21-8-07

The above information was called for at the instance of the Honble Mr. Stokes. C.S.I.- Please see his note on page 7 of the notebook.

^{No. any government}
21-8-07 ^{anyway} See.

As the above note shows, the matter of training Chauffeurs has not yet been officially represented. Orders may now be taken as to whether the question should be officially investigated.

Cabotter
21.8.7

~~At~~

Educational have no information as to the extent to which chauffeurs are trained by private firms in Madras - but their training hardly seems an educational matter. It might be considered whether a special hand should be opened for ~~the~~ granting certificates to chauffeurs in the Madras Govt. Technical Examinations. A certificate would carry some weight - but the training could be left to individuals

A. G. 17

39. 10 P

or private firms.

Such an examination would however
be more on a par with the examinations
for certificate of competency - service of
engine drivers. (not 16. 1420 h dated 11 Aug. 04)

AM. eni-

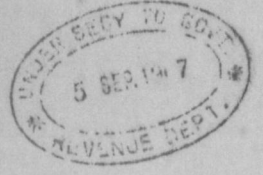
W. D. Taylor
22. 8. 04

The right line is that
indicated at ~~A~~ in Mr Taylor's
note supra. We can't in Educab.
start special classes in the Eng S
coll. for the few chauffeurs of who
are now employed, merely to
teach them, the mechanical
art, which is an apprenticeship.
Education deals with scientific
instruction which implies ^{in this case}
a preliminary knowledge of
geometry, mathematics &
Drawing

W. D. Taylor

I agree that the teaching of chauffeurs is
but it can not be made a part of the
curriculum of the Engineering College

W. D. Taylor
22. 8. 04



I agree that the training of Chauffeurs can hardly be provided for in the Engineering College.

At the same time the use of oil & Explosion Engines & of Motor Cars is rapidly becoming more & more general & I think it is worth considering whether we should not form classes for the study of the scientific principles of the construction & use of Internal Combustion Engines & Motor Cars to be followed by apprenticeship & training of Chauffeurs.

A. Any scheme of this kind Mr. I think be directed by Mr. Chatterton & he may be asked to consider the possibility of arranging technical instruction classes & make proposals for the consideration of Govt.

J. A. Lawley
J. 31.8.07

The file may be transferred to Rev. u.o.

H. S. Taylor
2.9.07

Am.

73

Will Revenue accept the transfer and take action as at 'A'?

H. S. Taylor
4.9.07

sp. 49 No 1682-2
4.9.07

REVENUE - A
2952

Regd 5-9-07

Para. 2 of So 562
16.6.05
H

Letter 11-5-16 on
p. 2 of So 1290
2-12-16.
N

To Under Secy

~~Subject~~ A school for training oil-engine drivers was opened in 1905 in the School of Arts & Music under the immediate direction of Mr. Chatterton. The kind of training ~~given~~ which Mr. Chatterton proposed to provide in the school will be found sketched in para. 8 ^{of his letter on page 5} of S.O. No. 562 of 16-6-05. After the school was at work for about a year, Mr. Chatterton stated that though the necessity for such a school was amply demonstrated, he was not able to make the course of instruction imparted in it quite satisfactory owing to the difficulty of getting a suitable instructor and his own inability to find time to look after the school. Mr. Chatterton has recommended that the school might be transferred to the ~~newly opened~~ ^{Benyaloya} Nayanar's Technical Institute, Madras, on condition of a Govt grant of Rs. 2400 per annum to the Institute & the loan of some oil-engines. This was approved in S.O. No. 1165 of 24-11-06 & was given effect to in February 1907. The transfer is at present temporary & the question of making it permanent is to be considered.

T
So 211A
22.3.07
U

150 coll
12/11/07

after the result of the working of the school for a year is known.

2. The suggestion contained in this Exchequer's note 7/51-8-07 on 12 supra appears to go much further than what was attempted in the oil-engine driving class maintained in the School of Arts.

I draft reference to the Bd. of Rev. with regard to H.R.'s and is submitted for approval.

6.9.07

Secy.

Letter in 1390
3-12-06. N.

Mr. Chatterton said he had not time to ~~the supervision of the work~~ spare taking ~~instructing~~ the class himself. He has probably less spare time now. If an Asst. is provided for him he may be able to undertake this work, meaning

will this come in Rev. or in Ed? The latter, I presume. M/L

a report on the class at Chengalassaroys Naicker's institute will be received.

7.9.07

(1) Put up the G.O. defining Mr. Chatterton's duties as Technical & Industrial Inquiries

14.9.07

Chatterton
RMB

To Under Secy.

V (1) G.O. N^o 249 Rev of 2-2-07 & N^o
W 302 Rev of 20-5-07 are submitted.

G.O. 1577
22.6.07
X

(2) The buildings formerly occupied
by the Madras Ice Co. & situated on the
Poonemalle High Road are to be rented
for the location of Mr Chatterton's office &c.

G.O. 1577
22.6.07
X

(A plan of the building received with Bd's Resolⁿ N^o
2935-78/6/07 was returned to the Board)

(3) It will be seen from para. 2
W of G.O. N^o 302 Rev of 20-5-07 that the
Sengulvaraya Naicker's Technical & Industrial
Institute is to be annually inspected by Mr
Chatterton. ~~Report~~ The report on the
oil-engine driving class transferred to the Institute
will ~~be~~ be received in the Revol Dept
in the first instance & if any change is
recommended in the arrangements already
approved, this Dept will have to pass orders thereon.

1580
13-9-07

Secy.

13-9-07

Hon

The views of Mr Chatterton & the P^r may be
obtained, but the work ^{of training chauffeurs} seems to lie
rather within the province of the Ed. Dept
like that of training drivers of engines.
The O.M. is submitted for approval.

14.9.07

CC/9
R/16/3

I know of course all along of the existence of this class for teaching men to drive oil engines. It was intended to train men for handling the oil engines used in the pumping installations. The teaching in such a class is not intended for and can not be adapted to the training of chauffeurs. Stationary oil engines are rapidly increasing but the running & repairs of such engines is vastly more simple than that of engines used in motor cars. I think the training of chauffeurs should be left to private enterprise. I do not think Mr. Chatterton can undertake the matter at present. He has much more important subjects to attend to.

I do not however object to the issue of the O. M. as connected by me.

James D
14/9/07

Issue

Alfred
16.9.07

p. 9 CF.

(O. M. N° 2952 A/07-17/16-9-07)

p. 10-16 CF.

C. N° 3288A- From the Bd. of Rev. (Rev. Sec) N° 4500 75-10-07
To Under Secy.

p. 9 CF

In O. M. N° 2952 A/07-17/16-9-07,
the Board was asked to consult Mr. Chatterton

and to submit to Govt his views, as well as his own, on the subject of making provision for the study of the scientific principles of the construction and use of Internal Combustion Engines ~~and~~ ~~the~~ ~~obtaining~~ as used in motor cars and the training of chauffeurs. The Board now submits in reply a letter from Mr. Chatterton.

2 Mr. Chatterton states that there are a number of possible ~~at~~ alternatives ~~for making~~ ~~as to~~ arrangements for the training of chauffeurs, such as by attaching a class to any one of the following institutions:—

- (1) The experimental workshops under his charge;
- (2) The College of Engineering.
- (3) The Chenzelvaroya Naikers Technical School.
- (4) The Public Works Workshops
- (5) Private ~~workshops~~ Motor car repair shops.

He, however, considers that it is extremely important that ^{the} chauffeurs class should be attached to a Motor car repair shop, as this will give the students opportunities of seeing a great variety of cars and

para 3 & 5 on
pp 12-13 CF.

para. 4 on
p. 13 CF.

with enable them to be practically conversant with the details of their construction, the various accidents to which they are liable and the best methods of repairing them. For this reason and on account of the greater cost which will be involved in ~~establishing~~ attaching the class to a Govt institution (£10,000 to £15,000 as initial outlay for the purchase of at least 2 second-hand cars and not less than £500 a month as recurring charge for pay of European chauffeur instructor or), Mr Chatterton suggests that arrangements may be made with Private Repair shops for the training of chauffeurs, the Govt offering grants-in-aid towards the proper equipment of these shops and the pay of a European Instructor together with a monthly grant for each chauffeur apprentice under training.

He states that it would be desirable to subsidize at least two private firms and estimates the grants-in-aid for equipment at £7000 or £8000 and the monthly grant to each firm at not less than £300.

He also proposes that the proprietors of the different Motor Car Workshops should be invited by means of an advertisement to state what facilities they will offer to

Para. 6 on p. 13C

④ suitable machine tools for evening repairs.

④ suitable machine tools for evening repairs.

to ensure a successful carrying out of the scheme and that the work should be entrusted to the firms offering the best facilities. The advantage in entrusting the work to private workshops lies, as pointed out by Mr. Chatterton, in avoiding competition with private enterprise and in enabling the Workshops by means of the Govt grants to properly equip themselves with the necessary tools which they lack at present.

Para. 5 m
p. 13
CF

3. To secure a proper return for the expenditure, Mr. Chatterton states that the arrangements made by the Workshops for training the Chattertons should be inspected by an officer deputed by Govt & that the Chattertons under training should undergo practical examination at periodic intervals, that they are competent being given certificates.

Para. 7 m
p. 14
CF

4. The Board considers that Mr. Chatterton's suggestions are eminently suitable and recommends that they may be approved. If these proposals are to be approved, it is for consideration whether the arrangements should be made in this Dept or in the Educational Dept. Technical examinations lie within the province of the latter Dept & the training of Chattertons

p. 15 CF

tools for carrying out work

2. 5. 18
CF

2. 7. 18
CF

2. 11. 18
CF

19p

appears to be of that nature.

18.10.19

Sec.

9.10.19

HM. Sec.

The line dividing technical education from such technical instruction as is contemplated for chauffeurs is not easy to draw and it seems an open question whether this subject should be dealt with in this Dept or in Educ.

Para 4-6
in p. 13 CF.

2. The objections to attaching a class for chauffeurs to any Government institution are —

- (1) Expense.
- (2) Difficulty of providing adequate practical experience. the opportunity of seeing a number of machines of various make & of learning to repair them being evidently of the first importance.
- (3) Interference with private enterprise, if Govt should start a Govt repairing shop.

These objections seem very weighty. It may be added that, so far as the plan of attaching a class to the workshops under Mr. Chatterton is concerned, Mr. Atkinson has recently reported, in a D.O. in circ. in another file that Mr. Chatterton is altogether overtasked by the many demands made upon him & that his health is suffering in consequence. It would therefore seem inadvisable to add

this chauffeur class to his duties.

3. Mr. Chatterton's suggestion that the training of chauffeurs should be left in the hands of private firms is, therefore, I submit, correct, but some care will be needed to prevent any appearance of granting a monopoly to one or two firms. The Board thinks that Mr. Chatterton's proposals in paras 6-8 of his Letter are eminently suitable, but this seems a little open to question. He does indeed propose that the task of training Chauffeurs should be entrusted to "the firms (plural) offering the best facilities," & does not intend merely to select one favoured firm. But it seems ^{preferable} ~~advisable~~, I submit, ~~that~~ instead of inviting a statement of what facilities the firms will be prepared to offer, to lay down a standard of the facilities which the Govt will require as a condition of recognition. Any firm which reaches this standard would then be entitled to a grant in aid. This seems more in accordance with the customary method of assisting educational ~~institutions~~ institutions & avoids any chance of a charge of unfair preference. The aid to be given might be either a grant in aid of equipment or a grant in aid of maintenance or both, but it seems probable that the matter of equipment should be left to private enterprise. The "recognised" motor-shops would, then, be subject of regular inspection, presumably by the Inspector of Technical Schools, & the Educ. Dept would probably add to

* Grant-in-Aid Code

Box No. 39

* The syllabuses are not available - but for a list of subjects please see pp 3-7 of G.O. No 45 Ed. d. 25 Jan 1893
A

21

REVENUE DEPARTMENT.

its list of Technical Exams, a technical test in motor repair + motor-driving success in which would confer a diploma. The test should be as practical as one as possible.

4. If this view of the matter is approved, Mr. Chatterton's proposed call for tenders, which seems very difficult to work out in detail, would be avoided, the training of chauffeurs would fall into line with the training of other mechanics + artisans under the Technical Education scheme. The groups of subjects included in that scheme comprise Building, Machine Construction, Hydraulic Engineering, Bridge Construction, Electrical Engineering etc.

Abt. 21.10.07.

In my opinion it is premature + unnecessary for Govt. to interfere in this matter of training chauffeurs. It is left entirely to private enterprise. Govt. will be justified in making grants in aid either by machinery or otherwise in the matter. The most that Govt. need do is to grant anticipations for chauffeurs in the various Technical Exams as proposed on p. 10 of the memo.

H. Jones
21.10.07.

I quite agree: it is the original proposal in Ed. Ex. 27.10.07.

22/10
R257X.

22
46

REVENUE DEPARTMENT

122P

It being decided that Govt. shall limit its efforts to the inclusion of Motor driving* in the Technical Exams will Educational make the necessary provision?

A. Lawley
23.10.07

With consent of Educl., the file may now be re transferred to that Dept. for further action.

Educl.

A. Lawley
25.10.07

Educl. will take over the file.

Please draft accordingly.

A. Lawley
28.10.07

A draft is submitted for approval.

7.H.
31-10-07
4-11-07
any govern
impugner

Sec
Assistant
G.O.

1/11

A. Lawley
28.10.07

7/7/11

Issue

11.11.07

? Control

Review No 2952 A/-2
25.10.07

6/11 (final)
25/11

Ed No. 2596
26.10.07

Circulated 8/11-07.
Box No. 3

1/11

C. No.1903, from the Director of Public Instruction, No.5338, d/6-8-07.
C. No.2596, from the Revenue Department, " 2952-2 d/25-10-07.

ORDER:- 750 d/12-11-07
P.S.

The Government do not consider it

necessary to make any provision for the training of Chauffeurs, ^{the matter} which appears to be a ^{one} matter entirely for private enterprise. They are however of opinion ^{an examⁿ may} added to the that a branch should be opened to the scheme of Government Technical Examinations for ^{the examination of} examining Chauffeurs in motor driving and motor repairs and for granting certificates to ^{those that} such of them as ^{obtain a standard to be} are successful at the examination. ^{presented.}

2. The Director of Public Instruction will be requested to submit a draft of the modifications to be made in the notification relating to the Government Technical Examinations in order to give effect to the above proposal.

K.R.
4-11-07.

C.A.S.
6-11-07.

on 9

To

The D. P. I.
" Revenue Department
" P. W. D.

E.T.:

in the College of Eng^s.

to you please
such in a scheme!!

To better ability to drive
and repair motor vehicles

Testing the qualifications of

Which he wd
support may

Note 750 Col

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Dispatched in print.

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*1682-107 19-7-07
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29524/107
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ORDER OF GOVERNMENT.

GOVERNMENT WITH DUTY.

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IN ORIGINAL.

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- A = Print in full.
- B = Not to be printed.
- F = Print abstract only.
- Q = Print heading only.

48
14
Note 1-22

Press
Please show proof of
G.O. Early
13.11.07

A
Notes A