

Government of Madras.

EDUCATIONAL DEPARTMENT.

Recd.

Regd.

} 1911.

Enclosures

Spare copies

G.O. No. 621, 5th September 1911.

Industrial education.

Approving generally the proposals of the Hon'ble Mr. Chatterton that a committee should be appointed to consider the question of establishing a system of state apprenticeships and to formulate proposals for the improvement of — in the north of Madras; and requesting the Director of Public Instruction to report in consultation with Mr. Chatterton as to the constitution and work of the committee.

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GOVERNMENT OF MADRAS.

EDUCATIONAL DEPARTMENT.

READ—the following papers :—

I

G.O. No. 274, Educational, dated 12th May 1911.

ABSTRACT.—Recording papers connected with the Hon'ble Mr. Chatterton's note on Industrial education.

II

Letter—from the Hon'ble Mr. A. CHATTERTON, Superintendent of Industrial Education.

To—the Director of Public Instruction.

Dated—Madras, the 5th May 1911.

No.—162-G.

In continuation of my No. 162-G., dated 8th March 1911, I have the honour to submit for the information of Government a letter from the Agent of the Madras and Southern Mahratta Railway Company accepting the proposal to admit State apprentices into the Perambur Workshops and stating the terms upon which he is prepared to admit them. It appears that the Railway Company have already a large number of apprentices and the rules regarding their admission are appended to the Agent's letter. No information, however, is afforded as to the principles guiding the Railway authorities in regulating the number of admissions. It may be that they admit as many suitable candidates as apply or as many as they think are necessary to provide the full complement of trained workmen required in the workshops, or the number of apprentices may bear some fixed proportion to the number of workmen. The Railway Company have no hold over their own apprentices when they have served their time and by offering to reserve fifty vacancies for State apprentices, it seems to me that the Agent of the Railway Company is simply proposing that Government should pay the wages they now pay to fifty of their own apprentices, and the only advantage we should gain would be the privilege to nominate boys to the vacancies as they occur. If the scheme of establishing State apprenticeship is proceeded with, and if the terms offered by the Agent of the Railway Company are accepted, I do think it will be necessary to stipulate that the Company should not reduce the number of their own apprentices below what it would be if there were no State apprentices in the workshops. How this could be done would have to be settled after we have ascertained the principles which now guide the Railway Company in accepting apprentices. Assuming we can secure the training of an extra fifty apprentices, the terms offered by the Railway Company are eminently reasonable. If the boys join at 14 years of age and remain for five years, on the assumption that they work 300 days in the year, the total cost to the State will be Rs. 375. If they join at a later age and start on As. 3 a day instead of As. 2 the total cost of each apprentice will be Rs. 469.

2. As the Railway Company are only prepared to reserve 50 vacancies, it is obvious that my first proposal that we should arrange for the training of 300 boys in the various industrial factories in the neighbourhood of Perambur will have to be considerably modified, and it is probable that, in the first instance, we shall not be

able to place more than 100 apprentices. If Government approve of the scheme in general terms, I would suggest the formation of a small committee to which each of the following firms or companies might be asked to nominate a representative :—

- (1) The Madras and Southern Mahratta Railway Company.
- (2) Messrs. Binny & Co., Limited, on behalf of the Buckingham Mills.
- (3) Messrs. Massey & Co.
- (4) Messrs. Oakes & Co. (The Beehive Foundry).
- (5) The South India Industrials, Limited (The Reliance Foundry).
- (6) The General Superintendent of the Public Works Workshops.

This committee might be presided over by the Superintendent of Industrial Education and might be asked to formulate proposals for the improvement of industrial education in the north of Madras in Perambur.

3. About twenty years ago, an artizan class was established in connection with the Engineering College and after trial for some years it was finally given up, because it was found that it only attracted clerks from the neighbouring offices who wanted to pick up a smattering of elementary engineering. Chempak was found to be too far away from the homes of the working population to enable any of the operatives or factory hands to attend the class. I am of opinion that if the same class had been established in the neighbourhood of Perambur, it would have met with a very different fate and would have probably proved of great value.

ENCLOSURE.

Letter—from A. B. ANDERSON, Esq., Agent, Madras and Southern Mahratta Railway.

To—the Superintendent of Industrial Education.

Dated—Madras, 5th/7th April 1911.

No.—1717 e/E.

I have the honour to acknowledge receipt of your letter No. 224 I., dated the 8th March 1911, and to inform you in reply that I shall be prepared to reserve a total of fifty vacancies in the Company's Locomotive and Carriage Workshops at Perambur of State apprentices on the following terms :—

- (1) That such apprentices are apprenticed to one particular trade throughout their apprenticeship, and that they are in all respects subject to the company's rules and regulations governing the employment of apprentices.
- (2) That State apprentices will be paid by the State in accordance with the rates in force for apprentices in the Company's Locomotive and Carriage Workshops at Perambur, such wages being paid by the State to the Company and disbursed by the Company to the State apprentices.
- (3) That, if Government establish a technical school at Perambur, all Company's apprentices will be allowed to attend such school free of any charge.
- (4) That the Company may at any time terminate with three months' notice the arrangement by which it permits State apprentices to attend the Locomotive and Carriage Workshops at Perambur.

2. I enclose for your information an extract from the Company's rules for the employment of native apprentices. It is presumed, in the event of a technical school being established, the State will provide instructors. Suitable instructors are not available from the Company's staff.

Apprentices.

European, Eurasian and Native apprentices employed in the Company's Workshops will be graded as under :—

		Scale of daily pay in annas.
Class (C)	Natives, including Hindus and Muhammadans, also non-English speaking Parsees and Goanese.	2, 3, 4, 5, 6, 7, 8 & 9.

Every apprentice will be required to attain the maximum rate of his scale and the age of 21, and serve for five years before he can be considered to have completed the term of apprenticeship entitling him to a certificate.

The minimum age for native apprentices will be 14 years.

Apprentices in class (C) in the Perambur workshops will start on the minimum fixed if of 14 years of age, but if above this age may be started on As. 3. Lads who start work when under 16 years of age will, for the last two years of their apprenticeship, receive the maximum of their scale. The maximum pay for Native apprentices in these shops will be As. 7 per diem.

Increments will usually be given annually, provided that the lads concerned are reported upon favourably by their respective Foremen.

No indentures will be given to apprentices except to those in the special class, and no fees will be taken.

Apprentices will be treated in exactly the same manner as other men in the workshops in respect of fines, dismissals, etc., and will, when required, be put on piece-work and paid accordingly.

Ref. on Cur. No. 8225/10, dated 23rd May 1911.

Submitted to Government.

2. It is difficult to see how the Railway Company can be prevented from using the scheme merely as a means of getting Government to pay the wages of their apprentices.

J. H. STONE,
Director of Public Instruction.

III

Official Memorandum No. 1202-1, Educational, dated 28th July 1911.

Before the Government can consider his proposals for the establishment of a system of state apprenticeships for the training of operatives in modern factories, mills and workshops, the Hon'ble Mr. Chatterton is requested to furnish further information on the following points:—

(1) How it is proposed to secure that state apprentices joining the Railway workshop at Perambur for whom it is contemplated that Government should pay high fees shall receive any better instruction than a private apprentice entering the workshop without any nomination or support from Government or without paying any premium;

(2) how the scheme of state apprenticeship could work if the Railway Company is to have power to terminate the whole arrangement on three months' notice;

(3) whether the state apprentice will get any advantage which is now denied to the private apprentice who can apparently get admitted into the Perambur workshop for the mere asking;

(4) whether the existing apprentices in the Perambur workshop would not attend a technical school, if Government now opened one in Perambur and offered favourable terms and facilities for attendance at evening classes. If they would so attend, what advantage will be gained by subsidizing the Railway Company to take a number of apprentices on the terms suggested in this correspondence; and

(5) whether under the proposed system of apprenticeship, which apparently is not to be under the Apprentices Act, 1850, the Government would have any hold over the apprentices so as to enforce their attendance at workshop and school or any power to insist on the Railway Company's providing them proper instruction.

2. It should also be explained what form it is proposed that the technical school at Perambur should take; whether only evening classes would be held in it and whether it would be necessary to have a hostel for the apprentices in connection with it; what teaching staff and apparatus would be required; and what would be its approximate cost.

L. DAVIDSON,
Ag. Secretary to Government.

To the Hon'ble Mr. A. Chatterton
(through the Revenue Department).
Copy to the Director of Public Instruction.

IV

Letter—from the Hon'ble Mr. A. CHATTERTON, Superintendent of Industrial Education.

To—the Secretary to Government, Revenue Department.

Dated—Madras, the 8th August 1911.

No.—162-G.

In reference to Endorsement No. 1269-D/11-1, dated 3rd August 1911, on Memorandum No. 1202-1, Educational, dated 28th July 1911, I have the honour to submit the following remarks.

2. In my No. 162-G., dated 5th May 1911, I submitted proposals for the improvement of the training of artisans by the establishment of a system of state scholarships and as a first step I suggested the formation of a small committee to consider the question in all its bearings. I pointed out that the terms offered by the General Manager of the Madras and Southern Mahratta Railway were not altogether satisfactory and that certain safeguards would be necessary, the principal of which was "that the company should not reduce the number of their own apprentices below what it would be if there were no state apprentices in the workshops." On all sides it is admitted that inadequate facilities are provided in this country for the training of the various classes of artisans employed in the mechanical engineering shops. The largest employers of this class of labour in this country are the Locomotive and Carriage Superintendents of Railways and, so far as this Presidency is concerned, the other mechanical engineering establishments are comparatively insignificant. To supply their own requirements, the railway shops admit a large number of apprentices and manage thereby to secure a sufficient number of trained workmen for their own purpose. Private firms work on similar lines, but as their scale of operation is small and their outturn of work subject to considerable variation, their apprenticeship system is confined to keeping on a few boys, generally relatives of workmen already employed in the firm, who will in course of time pick up sufficient practical experience to entitle them to be considered fully trained artisans. As the demand for good workmen is always greater than the supply, there is no inducement to private firms to train men as there is no method by which the firms can secure to themselves the benefit to be derived from the sole employment of these artisans. In our industrial schools some attempt has been made to train fitters, carpenters and blacksmiths, but the instruction does not proceed very far and the system is an expensive one and it is better that such boys should receive their training in actual workshops. These facts, I think, should be borne in mind in dealing with the proposals now under consideration.

3. It will be convenient to deal with the questions raised in the memorandum above referred to seriatim—

(i) So far no proposals have been made to secure for the state apprentices joining the workshop at Perambur any better instruction than the private apprentices at present obtain. The Railway Company admit as many private apprentices as they think will serve to maintain a steady flow of workmen into their shops. Beyond this they do not go. The object of the scheme is to induce the Railway Company to admit more apprentices than they do now and these apprentices will be drawn from a different class to that from which the Railway Company now draws its apprentices. Undoubtedly the great bulk of the railway apprentices at the present time remain in railway employment all their life though they often change from one Railway Company to another. There will be nothing to prevent the state apprentices doing the same thing, but the probability is that at the end of the period of their apprenticeship they will return to that part of the country from which they came and they will be able to secure remunerative employments there.

(ii) Obviously the scheme of state apprenticeship would fall to the ground if the Railway Company could terminate their agreement on three months' notice. Why this proviso has been inserted I do not know, and I imagine it would not be insisted upon by the Railway Company if it were pointed out to them that no working scheme could be brought into operation whilst the company retain the power to

terminate it at such a short notice. I consider that this is one of the points which will have to be dealt with by the committee I proposed in paragraph 2 of my original letter.

(iii) The advantage which the state apprentice will obtain is that he will be admitted to the Perambur Workshops on equal terms with the other apprentices, whereas without some such scheme I fancy he will find it difficult to get admission into the Perambur Workshops at all. The Madras and Southern Mahratta Railway Company admit a large number of apprentices and obviously they only admit those who are likely to continue on railway work. The apprentices therefore are mainly relatives and friends of people already in the company.

(iv) There is no doubt that if a technical school is opened in Perambur a certain percentage of the apprentices and workmen, not only in the Perambur Railway Workshops but also in the Buckingham and Carnatic Mills will attend the evening classes if in such classes suitable instruction is provided. There does not seem to be any connection between this point and the advantages to be gained by subsidizing the Railway Company to take a number of apprentices. The Railway Company is to be subsidized to take a number of apprentices so that when they have completed their indentures they will be available for other than railway work.

(v) I do not think any practical difficulties are likely to arise from the proposed system. Theoretically Government will have no hold on the apprentices, but in practice by careful selection of suitable boys no trouble is likely to arise. In regard to the Railway Company providing the boys with suitable opportunities to learn their trade, it might be stipulated in any agreement entered into with the Railway Company that the Superintendent of Industrial Education should have reasonable access to the workshops to ascertain for himself the conditions under which the boys are working.

4. In reference to paragraph 2 of the memorandum, it will, I think, be necessary to erect a suitable building for the technical school as, so far as I know, at present there is no existing building available which could be rented for the purpose. Approximately I estimate that the initial cost of the building would be about Rupees 10,000 and probably a further sum of Rs. 5,000 would be required for equipping it with furniture and apparatus. At the outset, at any rate, I should only propose to hold evening classes and in regard to the staff of the school, there will have to be one permanent manager and secretary who will be in attendance every evening in the week and who will be occupied with clerical work connected with the institute during part of the day. The actual teaching staff will have to be recruited from men employed in engineering work during day time. Possibly some may be obtained from the staff of the Perambur Workshops, or the Buckingham and Carnatic Mills, or from among the instructors in such institutions as the Engineering College, the School of Arts or the Chengalvaraya Naicker's Technical Institute. I am not without hopes that we may be able to find men engaged in practical work in the day time who would be prepared to devote one or two nights a week to give instruction in such a school at Perambur. On this point I have no definite information and it will be one of the duties of the committee which I suggested should be called to express an opinion on this point.

5. At present I have no data with which to form an estimate of the cost of working the school. My idea is that we can get a manager to look after the same for about Rs. 100 a month and that we should have five instructors each working on an average about two nights in the week and receiving as remuneration for the same from Rs. 50 to Rs. 100 a month. Taking the average at Rs. 75 a month the cost of running the school, in the first instance, would be Rs. 600 a month made up as follows:—

One manager on Rs. 100 a month	Rs.
Five instructors at an average of Rs. 75 a month	100
Peons and watchmen	375
One clerk and miscellaneous expenses	25
	100
Total ..	600

6. The hostel question I should prefer to leave open for discussion by the committee. At the outset, at any rate, we should try to do without one. The cost of building the hostel will be considerable and as the boys will receive stipends it should not be difficult for them to make their own arrangements to live in the neighbourhood of the school. It is of course possible that since these state apprentices will be drawn from all parts of the country they may find some difficulty in getting suitable lodgings, and ultimately it might be necessary to establish a hostel. The boys will all belong to the poorer classes, they will be kept fully employed throughout the day, and I do not think they are likely to be subjected to the temptations which surround students of higher classes who are studying in the colleges in Madras. These are points, however, on which I think the committee will be able to express a more valuable opinion as each member at any rate has access to sources of information regarding the habits of apprentices which I have not.

7. As noted in my letter of the 5th May 1911, the cost of each apprentice will range between Rs. 75 and Rs. 94 *per annum*, whilst the cost of training boys in industrial schools is considerably more than Rs. 100 a year. We shall have at any rate as much hold upon the boys at Perambur as we now have upon the students in industrial schools. There will always be a certain percentage of wasters and that must be calculated upon.

8. The present proposal is doubtless open to criticism as being somewhat indefinite, but I think in practice it will work out satisfactorily and it can doubtless be amended in details when experience has been obtained. My main point is that the artisans can only be trained in a workshop under commercial conditions, but under the recent orders of the Secretary of State we cannot run industrial schools on commercial lines and we must therefore endeavour to interest manufacturers in the training of artisans. If a start can be made in this direction it will, I think, prove a practical solution of this very difficult educational problem.

Order—No. 621, Educational, dated 5th September 1911.

The Government approve generally of the proposal of the Hon'ble Mr. Chatterton that a committee should be appointed to consider the suggestion embodied in his letters read above and to formulate proposals for the improvement of industrial education in the north of Madras. The Director of Public Instruction will now be requested to report in consultation with Mr. Chatterton how the committee should be summoned, who should be invited to serve on it, where it should sit and what specific points should be referred to it for consideration.

(True Extract.)

L. DAVIDSON,
Ag. Secretary to Government.

To the Director of Public Instruction.

NOTES CONNECTED WITH G.O. No. 621, EDUCATIONAL,
DATED 5TH SEPTEMBER 1911.

[SUBJECT.—*Admission of State apprentices into the Railway shops at Perambur.*]

Previous paper :

G.O., No. 274, Educational, dated 12th May 1911.

From the Director of Public Instruction, dated 23rd May 1911, No. 8225.

The Hon'ble Mr. Chatterton has written a note regarding the lines on which industrial education should in his opinion be developed in this Presidency. In this note, which is printed on pages 4 to 6 of G.O. No. 274, Educational, dated 12th May 1911, Mr. Chatterton assumes that industrial education can best be given in a workshop or factory and that only when it is impossible to make arrangements for the training of artisans in organized factories, recourse should be had to industrial schools. He recognizes, however, that industrial training given in workshops should be supplemented by special courses of instruction in technical schools.

2. Mr. Chatterton states that in this Presidency industrial education has to be provided for three classes of persons, namely,

- Page 4 of G.O. No. 274, Educational, dated 12th May 1911. (1) Operatives in modern factories, mills and workshops,
- (2) indigenous artisans, and
- (3) non-Hindus and "depressed classes."

3. As regards (1), operatives in modern factories, mills and workshops, Mr. Chatterton considers, that workshop training is the best suited for these operatives and suggests the establishment of a system of state apprenticeship by which each boy should be apprenticed to a particular trade for a period of five years, a premium of Rs. 100 per annum per boy being paid to the managers of the workshop or factory in which the boy is apprenticed. He considers that the system should, in the first instance, be established in Madras where it will probably be possible to arrange for the training of about 300 boys in the various industrial factories in the neighbourhood of Perambur. For providing that part of the training which cannot be given in the workshop, Mr. Chatterton would establish a technical school at Perambur.

Page 5 of G.O. No. 274, Educational, dated 12th May 1911. 4. Mr. Chatterton accordingly consulted the Agent of the Madras and Southern Mahratta Railway Company, as to whether he would admit state apprentices into the Perambur workshops and now submits for the information of Government the reply he has received from the Agent. The Agent agrees to receive 50 apprentices into the Perambur workshop on the following terms:—

- (i) that the apprentices are apprenticed to one particular trade throughout their apprenticeship;
- (ii) that they are in all respects subject to the Company's rules and regulations governing the employment of apprentices;
- (iii) that they are paid by the State through the Company in accordance with the Company's rates for apprentices;

(iv) that if the Government establish a technical school at Perambur, all the Company's apprentices should be allowed to attend such school free of any charge; and

(v) that the Company may at any time terminate the arrangement giving three months' notice.

5. It seems that the Madras and Southern Mahratta Railway Company have already a large number of apprentices in their workshop at Perambur. These apprentices seem to be only workmen under a different designation and not apprentices in the strict sense of the term. They are not indentured to the Company and the Company have no legal hold on them and are under no obligation to train them in particular industries. The apprentices attend the workshop to earn a living; the Company utilize their labour and pay them daily wages, according to their skill. If they stay away, they will lose their wages, and if they continue in the service of the Company, they will become entitled to increased wages as their manual skill in their work increases. This, it is submitted, is not apprenticeship.

6. As observed by Mr. Chatterton himself the agent of the Railway Company, by agreeing to reserve for state apprentices 50 vacancies among the Company's apprentices, merely proposes that Government should pay the wages of 50 of the Company's apprentices. In these circumstances there appears to be no necessity to pursue the proposal further or to appoint a committee to work out the scheme as suggested by Mr. Chatterton.

T.K.—11-6-11.

In his proposals for the re-organization of the Madura Technical Institute, Mr. Chatterton has suggested the opening of a Mechanical Engineering department in that institute with a technical and industrial section. In the industrial section, which is to comprise classes for teaching (1) carpentry, (2) blacksmith's work, and (3) metal work. Mr. Chatterton proposes that only artisans should be admitted and that the pupils admitted should apprentice themselves for a term of five years. The proposals on this subject are separately under consideration and it is rather curious that neither the Director of Public Instruction nor Mr. Chatterton has referred to these proposals in the present communication. Perhaps these papers may lie over until orders are passed on the main file.

K. RANGASWAMI AYYANGAR—12-6-11.

Please re-submit with a printed copy of Mr. Chatterton's report on the Madura Technical Institute.

M. S. MASCARENHAS—16-6-11.

The file is re-submitted with a printed copy of Mr. Chatterton's report on the Madura Technical Institute.

K. RANGASWAMI AYYANGAR—29-6-11.

When Mr. Chatterton wrote this letter, he was himself "Superintendent of Industrial Education" and when making his final proposals for a committee of enquiry as to the improvement of industrial education in Perambur, he contemplated presiding over the committee himself.

2. The Madras Railway Agent's letter does not seem at all hopeful. The condition as to three months' notice alone seems fatal. He is merely willing to take on 50 state apprentices during his pleasure, provided that Government pays their wages and lets all Company's apprentices have free access to any technical school at Perambur towards the instructional staff at which he will furnish no quota.

3. I think Mr. Chatterton's general idea is sound in theory, but if other firms and companies adopt the same attitude as the Madras Railway, the practical difficulties are insuperable, and I doubt the use of appointing a committee. The line of action indicated seems rather to be enquiries of individual firms and companies as to the terms on which they would take apprentices.

4. It is for orders whether such enquiries should be instituted and, if so, whether through Mr. Chatterton or Mr. Tressler. At this stage it is impossible to frame any idea of the financial effect.

L. DAVIDSON—23-7-11.

It does not appear whether Mr. Chatterton has in view an apprenticeship under the Apprentice Act of 1850—I presume not. If not, I don't see that we shall gain anything by the scheme. Our apprentices will be in no better position than the existing apprentices—with the Railway, and why should we pay Rs. 375 per head for apprenticing a pupil, who can apparently apprentice himself for nothing by the mere asking. The Railway Company make no promise to teach the pupil anything. Apparently whether the boy learns or not will merely depend on whether he is a handy boy and likely to be useful. It seems to me that the proposal is not likely to come to any good. We could and might open evening classes at a school in Perambur now, and open it to all the existing apprentices now working in the factory at Perambur. We might thus offer a method of improving themselves to these boys now in the Railway workshops. But I don't understand what advantage is to be derived from paying the Railway Company, on the terms they offer, the wages of 50 boys whom Government select.

2. It does not seem to me that we require any committee until we know better what Mr. Chatterton means. Please make a further reference to Mr. Chatterton on the subject. Ask him—

(1) How he proposes to secure that our apprentices, for whom he apparently intends that Government shall pay high fees, *viz.*, three annas or two annas a day, are to get any better instruction than apparently any strong healthy boy can now get, by going to the Perambur workshop or enlisting himself as a private apprentice without any nomination or support from Government or any premium?

(2) How the scheme could work if the Railway is to be able to terminate the whole arrangement with three months' notice?

(3) The Railway now apparently takes any number of private apprentices on the mere asking, and what advantage is the Government apprentice to get that the private one cannot now get?

(4) If a technical school was opened in Perambur now and favourable terms offered to boys who are now apprentices in the workshop there to attend at evening classes, would not the existing apprentices take advantage of such a school? If so what advantage is to be gained by subsidizing the Railway to take a number of boys on the terms suggested in these papers?

(5) If the Apprentice Act of 1850 was used and boys regularly apprenticed under that Act, we should have some hold over them and be able to make them attend workshop and school, and we should be able to insist on the Railway Company giving them some proper instruction, but under Mr. Chatterton's suggested scheme I don't see that Government nominees would get any advantages which any boy cannot now get for the asking at the workshop?

(6) What kind of place is the Perambur Technical school to be? I suppose it would only be for evening classes(?) What would be its cost? Is it to have a hostel for these apprentices? What kind of teaching, establishment and apparatus would it require?

Before any consideration can be given to Mr. Chatterton's proposals, we want information on all the above points.

M. H[AMMICK]—25-7-11.

Draft submitted for approval.

T.K.—27-7-11.

It is presumed that the Honourable Member's intention is that the reference should be made to Mr. Chatterton personally and not to the Superintendent of Industrial Education (Mr. Tressler). As Mr. Chatterton is now under the Revenue

Department, the draft may perhaps be sent to that department for acceptance. The A | memorandum is to be sent to Mr. Chatterton through the Revenue Department.

K. RANGASWAMI AIYANGAR—27-7-11.

A | This will suffice. Prior acceptance by Revenue is not necessary.

L. DAVIDSON—28-7-11.

[Memorandum No. 1202-1, dated 28th July 1911.]

From the Superintendent, Industrial Education, No. 162-G., dated
8th August 1911.

In paragraph 3 of his letter, Mr. Chatterton replies *seriatim* to the questions asked in Memorandum No. 1202-1, dated 28th July 1911. It appears from his replies that the State apprentices joining the Perambur railway workshop under the proposed scheme would not receive any better instruction than private apprentices, nor would they get any advantage which is now denied to private apprentices. The Railway Company do not however now take more apprentices than they require and only admit those who are likely to continue on railway work; and the object of Mr. Chatterton's proposal is to induce the Company to take in extra apprentices who, when they have completed their term of apprenticeship, might be available for other than railway work and thus supply the demand for trained mechanics in the country. Mr. Chatterton does not think that the Railway Company will receive any apprentices in excess of their requirements without some such subsidy as he has proposed, and observes that, although theoretically the Government will have no hold over the apprentices, there will not in practice be any trouble, if suitable boys are selected as apprentices. Mr. Chatterton suggests that in order to prevent the Railway Company's using his scheme merely as a means of getting Government to pay the wages of their apprentices, he would stipulate, in the event of entering into any agreement with the Railway Company, that the Company should not reduce the number of their own apprentices below what it would be if there were no state apprentices in the workshops and that in order to ensure that the state apprentices are afforded suitable opportunities for learning their trade, it should be stipulated that the Superintendent of Industrial Education should have reasonable access to the workshops to ascertain for himself the conditions under which the boys are working.

2. Mr. Chatterton admits that the scheme of state apprenticeship would fall to the ground if the Railway Company could terminate it at short notice, but he does not think that the Railway Company would insist on such a condition if it were pointed out to them that such a condition would be fatal to any working scheme and he observes that the committee he has proposed will deal with this question; and also with the question of the teaching staff for the proposed technical school, the necessity for hostel accommodation for students and other similar matters.

3. The proposed technical school will be an evening school, for which a building costing Rs. 10,000 and equipment costing Rs. 5,000 will have to be provided, while the cost of staff and maintenance is estimated at Rs. 600 a month.

4. Mr. Chatterton's proposals thus involve an initial cost of Rs. 15,000 and annual cost of Rs. 7,200 on account of the maintenance of the technical school, and of Rs. 3,750 to Rs. 4,700 on account of wages to the apprentices. The only advantage of the present proposal of attaching the state apprentices to the railway workshops appears to be that the Government will be saved the expenditure of providing and maintaining a separate workshop of their own for the purpose of training these mechanics. In connection with the scheme for the re-organization of the Madura Technical Institute, Mr. Chatterton has suggested the opening of a small mechanical workshop which should be the training ground for apprentices in the mechanical department. His proposal is to take in ten apprentices every year, the period of apprenticeship extending over five years and the apprentices being paid stipends. The cost of a building for the mechanical workshop in connection with this scheme is estimated by him at Rs. 47,500 and that of equipping it at Rs. 68,500.

It might no doubt be suggested that a workshop on the same scale as at the Madura institute might be attached to the technical school which it is proposed to open at Perambur, but such a workshop must necessarily be on a limited scale and will not afford the opportunities for practical training which would be available at the railway workshop or the private mills in Perambur. In any case, it does not appear that there is any need for the appointment of a committee as suggested by Mr. Chatterton, and it would appear to be enough if the Director of Public Instruction were asked to consult the Railway Company and the individual firms mentioned by Mr. Chatterton and to formulate a more definite scheme for the consideration of Government.

T.K.—18-8-11.

K. RANGASWAMI AIYANGAR—18-8-11.

Mr. Chatterton's scheme is avowedly only an outline intended to serve as a basis of discussion with the leading employers of mechanics without whose co-operation nothing of the sort would be practicable. Everything depends upon the terms on which they would admit additional apprentices with Government stipends and under no obligation to serve them on the expiry of their apprenticeship. The appointment of a committee might facilitate the working out of a practicable scheme.

L. DAVIDSON—19-8-11.

To the Financial u.o. before circulation.

FINANCIAL DEPARTMENT.

Submitted there seems to be no objection to the proposal to appoint a committee to formulate a definite scheme for the *consideration* of Government being accepted in this department. No expenditure beyond probably a small amount for contingencies is likely to be involved.

K. P. ANANTAN—23-8-11.

C. REILLY—24-8-11.

H. A. STUART—25-8-11.

To the Educational Department.

EDUCATIONAL DEPARTMENT.

L. DAVIDSON—30-8-11.

I think we may get some good out of the committee. It seems worth trying. I have considerable doubt myself as to the advisability of paying the fees from the public purse. But the scheme may work out cheaper than an institute. We may approve of the proposal. The committee should, I suppose, be formed by Government or perhaps the Director of Public Instruction might ask the firms to nominate members. I presume their sittings would not be lengthy. We may sanction the proposal to summon the committee and ask the Director of Public Instruction to report how he thinks it should be summoned, who exactly should sit upon it, where it should sit and what exactly should be the points referred to it. Mr.

* Mr. Chatterton.

L. DAVIDSON—30-8-11.

Chatterton will advise the Director of Public Instruction and I think he * may sit as president.

M. H[AMMICK]—30-8-11.

A draft is submitted for approval.

2. It may be sent to the Revenue Department for acceptance.

T.K.—3-9-11.

K. RANGASWAMI AIYANGAR—4-9-11.

May issue at once.

L. DAVIDSON—5-9-11.

[G.O. No. 621, Educational, dated 5th September 1911.]

Educational Department.

G.O., No. 274 Edcl., dated 12th May 1911.

C.No. 1202 from the D.P.I., No. 845, dated 23rd May 1911.

C.No. 1946, from the Supdt., of Industrial Education, No. 162 G., dated 8-8-1911.

ORDERED :-
F.S.

generally of
The Government approve the proposal of the Hon'ble Mr. Chatterton that a Committee should be appointed to consider the suggestion embodied in his letters read above, to -- formulate proposals for the improvement of industrial education in the north of Madras, but they consider that the Committee should be provided for by the Director of Public Instruction, who can get Mr. Chatterton's advice when required, instead of by the Superintendent of Industrial Education. The Director of Public Instruction will ^{now} be requested to report in consultation with Mr. Chatterton how the Committee should be summoned, who should be invited to serve on it, where it should sit and what ^{points} ~~points~~ should be ~~referred~~ referred to it for consideration.

To the D.P.I.

I do not think this is
H.M.'s meaning.

S. Chatterton
17/11/11

22/11/11
8/11/11

TH
4-9-11
100
4-9-11

8
5-9-11

ORDINARY

PREFERENCE

URGENT

EDUCATIONAL
LEGISLATIVE DEPARTMENT.

Current No., dated 19 ..

G.O., No. 621, dated 3-7-1911.

Number of MS. pages sent { Correspondence including order or orders
(b) Notes

Industrial Education
Approval generally of the proposal
of the Hon. Secy. to the Education Dept.
consider the question of establishing
a system of State of printing shops and
a system of State of printing shops and

(c) Number of copies required when struck off (not including
copies for volumes and editors' table which are retained
in the Press). Complete correspondence and orders. Notes

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Madras Records	...	...	30	30
Ooty Records	...	...	3	3
For filing with original	...	...	1	1
Total	...	...	34	34

FOR ISSUE.†

Letter only.	Complete G.O.	Special issue copies of G.O.		Notes
		No.	Papers.	
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Govt. of India.....Dept.				
Public Department.....				
Judicial Department.....				
Financial Department.....				
Revenue Department.....				
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Local and Municipal Department.....				
Dept.				
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Spare copies				
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The Superintendent, Govt. Museum.....				
The Surgeon-General.....				
The Accountant-General.....				
The Collector of.....				
The P. D. B.....				
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The.....				
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Total				

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(a) If a paper is marked to be printed urgently, the Superintendent of the section concerned should sign the Press slip. The Superintendent should exercise a careful discretion in the matter.

(b) Each letter, memorandum, or order, or set of orders, in the file of correspondence should be headed in succession with the Roman numeral I, II, III, etc., the number being written in red ink or blue chalk above the item. The particular papers to be printed in the special issue-copies should be indicated by the Roman numeral (I, II, etc.) by which that item has been headed in the correspondence file. All matter, including marginal remarks or references, to be printed should be written in ink and matter which should not be printed should be encircled. Initials and signatures that are not quite legible should be rewritten distinctly.

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Please send proof in triplicate. The papers have been carefully edited.

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Proof returned corrected. Please strike off and send number of copies as indicated.
Type may be released after usual interval.
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C
As the matter is clear manuscript and has been carefully edited, (b) proof need not be sent. Please print and supply number of copies as indicated.
Type may be released after usual interval.

.....Clerk.

.....Clerk.

.....Clerk.

.....Supdt.

.....Supdt.

.....Supdt.

(b) Three copies of proof of all notes should be sent for approval, except when instructions are given to the contrary.

~~SECRET~~

* to formulate proposal for the improvement of —
in the north of madras; and requesting the S.P.O
to report in consultation with Mr. Chatterton as to the
constitution and work of the committee —

TO BE FILLED IN BY THE PRESS.

Diary.	Initials of Press official.
Received in Press on.....	9.9.11. <i>Pl</i>
First proof furnished on.....	15.9.11. <i>Pl</i>
Call for revised proof received on.....	28.9.11. <i>Pl</i>
Revised proof furnished on.....	18.9.11. <i>Pl</i>
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