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Government of Madras.

EDUCATIONAL DEPARTMENT.

Recd.

} 1911.

Enclosures

Regd.

Spare copies

G.O. No. 681, 27th September 1911.

Motor drivers.

Stating that the Government are not prepared to open at the cost of public funds a class for the training of — at the College of Engineering.

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GOVERNMENT OF MADRAS.
EDUCATIONAL DEPARTMENT.

READ—the following papers :—

I

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

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

II

G.O. No. 501, Educational, dated 30th August 1909.

ABSTRACT.—Informing the Director of Public Instruction that the proposal to institute an examination for testing the qualifications of chauffeurs may be dropped.

III

G.O. No. 1136, Judicial, dated 28th July 1910.

ABSTRACT.—Stating that it is not necessary or advisable to institute an examination for drivers of motor-cars in this Presidency and that this Government see no objection to India adhering to the International Motor Convention of 1909.

IV

Letter—from J. O. ROBINSON, Esq., Chairman, Madras Trades Association.
To—the Secretary to Government, Educational Department.
Dated—the 29th December 1910.

In continuation of the committee's letter of the 1st November last regarding the industries that may, in the opinion of the Trades Association, be selected for the State Technical scholarship to be awarded in 1911, I have the honour to bring to your notice that the committee are desirous, considering the number of motor-cars now run in Madras, that a class should be established for the training of motor-drivers. The course of instruction given in the Civil Engineering College, Sibpur, the committee observe, comprises (a) keeping a car in order and carrying out ordinary running repairs, and (b) driving.

In the Thomason College, Rurki, a certain number of apprentices are admitted yearly for training as drivers of motor-cars.

The object is to turn out two grades of drivers—

(1) A chauffeur who can not only drive, but has a thorough knowledge of the design and theory of motor-cars and their electrical connections, who will be competent to carry out all repairs and take complete charge of a car.

(2) A capable driver who has a general knowledge of the construction of a car and its electrical connections, etc.

The course for grade (1) lasts about 18 months and for grade (2) three months.

The committee beg that the Government will consider the desirability of having similar classes formed in the Civil Engineering College at Madras or elsewhere, or in the event of that not being practicable, scholarships may be given to candidates who are willing to proceed to either of the two institutions named above for a course of training.

V

Official Memorandum No. 65 A-1, Judicial, dated 28th April 1911.

The Commissioner of Police, Madras, is requested to report how many motors (cars and bicycles separately) were registered in Madras city on the 1st January 1911 as compared with the 1st January 1908.

(By order.)

S. H. SLATER,
Under Secretary to Government.

To the Commissioner of Police, Madras.

VI

Official Memorandum No. 65 A-2, Judicial, dated 28th April 1911.

The Inspector-General of Police is requested to report how many motors (cars and bicycles separately) were registered by him in the Madras Presidency on the 1st January 1911 as compared with the 1st January 1908.

(By order.)

S. H. SLATER,
Under Secretary to Government.

To the Inspector-General of Police.

VII

Official Memorandum No. 65 A-3, Judicial, dated 28th April 1911.

All District Magistrates are requested to report how many motors (cars and bicycles separately) were registered in their respective districts on 1st January 1911 as compared with 1st January 1908, or such later date as they were appointed registering officers under the Motor Vehicles rules.

(By order.)

S. H. SLATER,
Under Secretary to Government.

To all District Magistrates.

VIII

Letter—from the Hon'ble Mr. H. D. ROBERTSON, Acting Inspector-General of Police.
To—the Chief Secretary to Government.
Dated—the 6th May 1911.
No.—F.O.C. 592 Govt.

With reference to Judicial Memorandum No. 65 A-2, dated 28th April 1911, I have the honour to report that since District Magistrates have also been appointed registering authorities for motor-vehicles in G.O. No. 837, Judicial, dated 17th June 1908, no motor-vehicles are being registered in this office, the last registration being on 5th May 1909. The register kept in the office shows that on 1st January 1908 nine motors (two cycles and seven cars) were registered by me and on 5th May 1909 71 motors (25 cycles and 46 cars).

IX

Letter—from F. ARMITAGE, Esq., Commissioner of Police.
To—the Chief Secretary to Government.
Dated—the 5th May 1911.
No.—F.O.C. 141-Govt.

With reference to Judicial Department Memorandum No. 65 A-1, dated 28th April 1911, I have the honour to report that the number of motor-cars and cycles registered in Madras City on the 1st January 1911 as compared with that on the 1st January 1908 is as follows :—

	Cars.	Cycles.
Registered up to 1st January 1908	72	29
Registered from 1st January 1908 to 1st January 1911 ..	187	212
Registered from 1st January 1908 to 1st January 1911 ..	259	241
Total on 1st January 1911	—	—

X

Letter—from G. F. PADDISON, Esq., I.C.S., Acting District Magistrate of Anantapur.

To—the Chief Secretary to Government.

Dated—the 6th May 1911.

No.—D. Dis. 354.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to report that no motor-cars or bicycles have been registered in this district from 1st January 1911. There were none in this district during 1908–1910.

XI

Letter—from L. E. BUCKLEY, Esq., I.C.S., District Magistrate of Salem.

To—the Chief Secretary to Government.

Dated—the 9th May 1911.

No.—474/M.D.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to note below the number of motors registered in the district from 1st January of 1908 to 1st January of 1911:—

Year.	Cars.	Bicycles.
1908	1	..
1909	1	1
1910	..	4

XII

Letter—from J. A. CUMMING, Esq., I.C.S., District Magistrate of Bellary.

To—the Chief Secretary to Government.

Dated—the 6th May 1911.

No.—Dis. 528/M.D.

As desired in Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to state that the Government, in their Order No. 837, Judicial, dated 17th June 1908, appointed all District Magistrates to be “registering authorities” for their respective districts. No motors were registered in this district during that year.

2. One tricar was registered in 1909, two cars and two bicycles were registered in 1910, and one car and two cycles have been registered up to date during this year.

XIII

Letter—from L. VIBERT, Esq., I.C.S., Acting District Magistrate of Chingleput.

To—the Chief Secretary to Government.

Dated—the 9th May 1911.

No.—Dis. 518/M.D.

I have the honour to submit the report called for in Memorandum No. 65 A-3, dated 28th ultimo, about the motors registered in this district.

2. The District Magistrates were appointed as “registering authorities” in G.O. No. 837, Judicial, dated 17th June 1908. One motor-car was registered on the 22nd September of that year. During the years 1909 and 1910 three cycles and one car were registered.

XIV

Letter—from E. W. LEON, Esq., I.C.S., Acting District Magistrate of Trichinopoly.

To—the Chief Secretary to Government.

Dated—the 12th May 1911.

No.—R.C. 262/O.M.

With reference to the Memorandum of Government, No. 65 A-3, Judicial, dated 28th April 1911, I have the honour to enclose herein two lists, one showing the motor-vehicles of this district registered at Madras in 1908, and the other those registered at Trichinopoly in 1909–1910 and 1911. It does not appear from the Act and the rules thereunder that registration should be renewed annually.

ENCLOSURES.

(i)

DESCRIPTION of motor-vehicles registered in Trichinopoly.

No.	Name.	Description or type of motor-vehicle.	Number assigned to the vehicle.	Date of registration.	Remarks.
1	Princess Janaki Bai	8–10 h.p. Darracq car.	T.R.I. 1 ..	24th January 1909.	
2	J. T. Lewis, Esq.	12–16 h.p. Vauxhall car.	Do. 2 ..	2nd May 1909.	
3	M.R.Ry. V. P. Manickam Nayakar Avargal.	F.N. motor-bicycle.	Do. 3 ..	1st June 1909 ..	Already registered at Madras in 1908.
4	A. H. Smyth, Esq.	Motor-bicycle ..	Do. 4 ..	21st June 1909.	
5	C. A. Pogson, Esq.	Motor-car	Do. 5 ..	15th August 1909.	Already registered at Madras in 1908.
6	H. C. A. Goodall, Esq.	Do.	Do. 6 ..	28th August 1909.	
7	R. F. DeCourcy, Esq.	Do.	Do. 7 ..	23rd October 1909.	
8	Dr. H. W. McCauley Hays	Do.	Do. 8 ..	28th November 1909.	Already registered at Madras in 1908.
9	Rev. C. M. C. Bone	Do.	Do. 9 ..	7th January 1910.	Do.
10	Norman Rowsell, Esq.	Do.	Do. 10 ..	16th March 1910.	
11	Sri Brahadambal Motor Transit Co., Trichinopoly.	Do.	Do. 11 ..	June 1910.	
12	His Highness the Raja of Pudukkottai.	Nagant car	Do. 12 ..	16th March 1911.	

Cars 10, bicycles 2 = 12.

(ii)

DESCRIPTION of motor-vehicles registered at Madras.

No.	Name.	Description or type of motor-vehicle.	Number assigned to the vehicle.	Date of registration.	Remarks.
1	M.R.Ry. V. P. Manickam Nayakar Avargal.	“Vendee” special motor-bicycle.	M. 16	5th February 1908.	Re-registered at Trichinopoly in 1909.
2	M.R.Ry. Raja Mian Rowther ..	Talbot type 2 V.T.	M. 17	Do.	
3	O. A. Pogson, Esq.	An 8 h.p. Alldays light.	M. 18	Do.	Re-registered at Trichinopoly in 1909.
4	Do.	A 2 h.p. quadrant motor-bicycle.	M. 19	21st April 1908.	
5	M.R.Ry. S. R. M. C. T. Ramaswami Chethiar.	Rubber air type ..	M. 20	5th February 1908.	
6	C. V. Dalrymple Hay, Esq. ..	Speedwell car with DeDion engine.	M. 25	25th February 1908.	
7	Rev. C. M. C. Bone	Motor-bicycle with or without side car attached.	M. 27	11th February 1908.	Re-registered at Trichinopoly in 1910.
8	E. M. H. Farquharson, Esq. ..	Quadrant motor-bicycle.	M. 30	15th February 1908.	
9	M. N. Poovanalingam Pillai.	Accumulator motor cycle.	M. 33	14th March 1908.	
10	Sri Brahadambal Motor Transit Co.	Darracq	M. 34	Do.	
11	Dr. H. W. McCauley Hays	Two-seated Woilesey car.	M. 35	Do.	Re-registered at Trichinopoly in 1909.
12	Sri Brahadambal Motor Transit Co.	Darracq extended chairs (long).	M. 55	22nd May 1908.	
13	Do. do.	Do.	M. 56	Do.	
14	Do. do.	Richard Brasier ..	M. 64	16th June 1908.	
15	His Highness the Raja of Pudukkottai.	Cardner Scorpellet steam car 1902 model.	M. 70	25th June 1908.	

Cars 10, bicycles 5 = 15.

XV

Letter—from E. B. ELWIN, Esq., I.C.S., District Magistrate of Górávari.
To—the Chief Secretary to Government.
Dated—the 10th May 1911.
No.—D. Dis. 510-Magl.

Adverting to Government Memorandum No. 65 A-3, dated 23th April 1911, I have the honour to state that four motor-cars and five motor-cycles were registered up to 1st January 1911 as against one motor-car and one motor-cycle registered up to 1st January 1909.

XVI

Letter—from Khan Bahadur KHADIR NAWAZ KHAN, Esq., District Magistrate of Nellore.
To—the Chief Secretary to Government.
Dated—the 12th May 1911.
No.—493 D-Magl.

Adverting to Judicial Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to report that the number of licenses issued for motor-cycles for the year 1911 is two as compared with two for 1910 and one for 1909.

2. No motor-cars were registered during any of these years.

XVII

Letter—from M. AZIZ-UD-DIN SAHIB BAHADUR, Khan Bahadur, District Magistrate of South Arcot.
To—the Chief Secretary to Government.
Dated—the 10th May 1911.
No.—Cur. 740-Magl.

With reference to Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to append below the particulars of motors registered in this district from the year 1908 up to 1st January 1911 :—

	Motor-cars.	Motor-cycles.
1908	1	..
1909	3	2
1910	6	..

XVIII

Letter—from J. R. HUGGINS, Esq., I.C.S., District Magistrate of Madura.
To—the Chief Secretary to Government.
Dated—the 10th May 1911.
No.—D. Dis. 419-Magl.

Adverting to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to report that two motor-cars and eleven motor-bicycles have been registered up to the 1st January 1911 since the receipt of G.O. No. 837, Judicial, dated 17th June 1908, published in the *Fort St. George Gazette*, dated 30th June 1908.

XIX

Letter—from C. A. INNES, Esq., I.C.S., Acting District Magistrate of Malabar.
To—the Chief Secretary to Government.
Dated—the 12th May 1911.
No.—D. 491/M.

With reference to Government Memorandum No. 65 A-3, dated the 28th ultimo, I have the honour to say that since July 1908 five motor-cars and eleven motor-cycles have been registered up to 1st January 1911. As regards the cars and cycles registered prior to July 1908, there is no definite information in my office, as the registering was then done by the Inspector-General of Police, Madras. But the District Magistrate was issuing driving licenses and three such licenses were issued for three motor-cycles in 1907.

XX

Letter—from J. M. TURING, Esq., I.C.S., Acting District Magistrate of Ganjam.
To—the Chief Secretary to Government.
Dated—the 13th May 1911.
No.—D. Dis. 545-Eng.

Referring to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to annex a statement showing the number of motor-vehicles and bicycles registered by the District Magistrate, Ganjam, since he was appointed registering officer.

2. No cars or bicycles have yet been registered in the current year :—

	Motor-vehicles.	Motor-bicycles.
1908	2	1
1909	3	1
1910	5	4

XXI

Letter—from E. S. LLOYD, Esq., I.C.S., District Magistrate of Kurnool.
To—the Chief Secretary to Government.
Dated—the 12th May 1911.
No.—D. Dis. 292-Magl.

With reference to Government Memorandum, dated 28th April 1911, I have the honour to report that no motors or motor-bicycles were registered in this district from 1st January 1908 up to 1st January 1911.

XXII

Letter—from S. P. RICE, Esq., I.C.S., District Magistrate of the Nilgiris.
To—the Chief Secretary to Government.
Dated—the 13th May 1911.
No.—R.B.G. 73-M.

In reply to Memorandum No. 65 A-3, dated 28th ultimo, I have the honour to report hereunder the total number of motor-vehicles which stood registered during the five years 1907 to 1911, both inclusive, the registration of vehicles having commenced in this district on 14th September 1907 :—

Description of vehicles.	1907.	1908.	1909.	1910.	1911 up to date.
Cars	15	6	7	12	6
Combination of car and cycle	3	..	..	..	1
Cycles	3	1	8	11	2
Total	22	7	15	23	9

2. As will be seen from the above, the total number of vehicles which stood registered on 1st January 1911 was 67 as compared with 22 on 1st January 1908.

XXIII

Letter—from A. T. FORBES, Esq., I.C.S., District Magistrate of Anjengo.
To—the Chief Secretary to Government.
Dated—the 13th May 1911.
No.—R.O.C. 458.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to state that no motor-cars or motor-bicycles were registered in this district since the passing of the Motor Vehicles rules.

XXIV

Letter—from H. F. W. GILMAN, Esq., I.C.S., District Magistrate of Coimbatore.
To—the Chief Secretary to Government.
Dated—the 18th May 1911.
No.—D. Dis. 606-M.

With reference to your Memorandum No. 65 A-3, I have the honour to submit herewith a statement showing the number of motors (cars and bicycles separately) that were registered in my district during each of the years 1908, 1909, 1910 and 1911.

ENCLOSURE.

STATEMENT showing the number of motors (cars and bicycles separately) that were registered in the Coimbatore district in the following years.

Kind of motor-vehicles.	Number registered in the year			
	1908.	1909.	1910.	1911.
1. Motor-cars	1	..	1	..
2. Motor-cycles	..	4	4	2

XXV

Letter—from S. W. G. I. MACIVER, Esq., I.C.S., District Magistrate of Guntūr.
To—the Chief Secretary to Government.
Dated—the 17th May 1911.
No.—D. Dis. 325-Mgl.

With reference to your No. 65 A-3, dated 28th April 1911, I have the honour to append hereunder the figures called for in respect of motor-cars:—

	Number of motor-cars, etc., registered on	
	17th June 1908.	1st January 1911.
Cars	..	5
Bicycles	..	..

XXVI

Letter—from F. R. HEMMINGWAY, Esq., I.C.S., District Magistrate of Rámnád, at Madura,
To—the Chief Secretary to Government.
Dated—the 18th May 1911.
No.—D. Dis. 441/Mgl.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to report that only one motor-car and one motor-cycle have been registered up to date, the former on 5th July 1910 and the latter on 12th September 1910.

2. This district was formed on 1st June 1910.

XXVII

Letter—from H. L. BRAITWOOD, Esq., I.C.S., Acting District Magistrate of Kistna.
To—the Chief Secretary to Government.
Dated—the 19th May 1911.
No.—Dis. 875-Mgl.

In reply to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to state that one motor-car and two bicycles were registered in this district on 1st January 1911, while there were none on 17th June 1908 on which the District Magistrate was appointed registering officer.

XXVIII

Letter—from R. F. AUSTIN, Esq., I.C.S., District Magistrate of Tanjore.
To—the Chief Secretary to Government.
Dated—the 18th May 1911.
No.—D. Dis. 424-Mgl.

In reply to Government Memorandum No. 65 A-3, dated 28th April 1911, I

7th September 1908.
10th December ..
16th June 1909.
6th November ..

have the honour to report that two motor-bicycles were registered in each of the years 1908 and 1909 on the dates noted in the margin. In 1910, four cars and six bicycles were registered. No vehicles

were registered on 1st January 1908 or on 14th July 1903, when G.O. No. 837, Judicial, dated 17th June 1908, was received.

XXIX

Letter—from F. C. PARSONS, Esq., I.C.S., District Magistrate of Vizagapatam.
To—the Chief Secretary to Government.
Dated—the 17th May 1911.
No.—R.C. 75-G.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to state that no motor-vehicles 7
Motor-bicycles 9
1908. One motor-vehicle was registered in August 1908. The motors registered up to January 1911 are noted on the margin.

XXX

Letter—from R. A. GRAHAM, Esq., I.C.S., District Magistrate of South Canara.
To—the Chief Secretary to Government.
Dated—the 18th May 1911.
No.—Dis. 445-D.M.

With reference to Government Memorandum No. 65 A-3, dated the 28th April 1911, I have the honour to state that no motor-vehicles have been registered in this district.

XXXI

Letter—from R. ASHE, Esq., I.C.S., District Magistrate of Tinnevely.
To—the Chief Secretary to Government.
Dated—the 20th May 1911.
No.—C. 822-Mgl.

With advertence to Government Memorandum No. 65 A-3, Judicial, dated 28th April 1911, I have the honour to report that two motor-cars and seven motor-cycles were registered since 1908 as shown below:—

1908	..	One motor-car.
1909	..	One motor-car and four bicycles.
1910	..	Three cycles.

No car or cycle was registered since September 1910.

XXXII

Letter—from J. G. D. PATRIDGE, Esq., I.C.S., District Magistrate of Cuddapah.
To—the Chief Secretary to Government.
Dated—the 24th May 1911.
No.—Dis. 273-D/Mgl.

With reference to Government Memorandum No. 65 A-3, dated 28th April 1911, I have the honour to report that the number of motor-cars registered on 1st January 1911 as compared with 1st January 1908 is as submitted below:—

	Motor-cars.		Motor-cycles.	
1st January 1908	..	1	Nil.	
1st January 1911	..	1	..	

XXXIII

Reminder to the District Magistrate of North Arcot, dated the 10th June 1911.

The undersigned is directed to invite attention to the communication noted on the margin and to request that information may be furnished of the cause of delay in furnishing a reply and the approximate date on which a reply may be expected.

2. It is requested that the reply to this reminder may be sent not later than the 23rd June 1911.

S. H. SLATER,
Under Secretary to Government.

XXXIV

Reply—from N. E. MARJORIBANKS, Esq., I.C.S., District Magistrate of North Arcot.
To—the Chief Secretary to Government.
Dated—the 27th June 1911.
No.—700-Magl.

Resubmitted.

2. I find the paper was "lodged" as this district was not in being on 1st January 1911 and as the record, if any, on the matter referred to (registration of motor-cars) as regards the old North Arcot district are in the office of the District Magistrate, Chittoor.

3. Of course an answer ought to have been submitted explaining the position.

4. I beg to request that the District Magistrate of Chittoor may be asked to report the information required as the records on the subject, if any, are with him. I have great difficulty in getting any information from the Chittoor office now.

XXXV

Official Memorandum No. 65-5, Judicial, dated 5th July 1911.

The District Magistrate, Chittoor, is requested to report at a very early date how many motors (cars and bicycles separately) were registered in his district on 1st January 1911 as compared with 1st January 1908, or such later date as he was appointed registering officer under the Motor Vehicles rules.

(By Order.)

S. H. SLATER,
Under Secretary to Government.

To the District Magistrate, Chittoor.

XXXVI

Letter—from E. SCOTT, Esq., I.C.S., District Magistrate of Chittoor.
To—the Chief Secretary to Government.
Dated—the 12th July 1911.
No.—Dis. 508-D, Magl.

In reply to Government Memorandum No. 65-5, dated 5th July 1911, I have the honour to state that on the 1st of January 1911 six motors were registered as noted below:—

	Number registered on	
	1st January 1908.	1st January 1911.
Motor-bicycles	1	3
Motor-cars	2	3

Order—No. 681, Educational, dated 27th September 1911.

The Madras Trades Association will be informed that the Government are not prepared to open at the cost of public funds a class for the training of motor drivers at the College of Engineering, Madras, and do not consider that they would be justified in providing scholarships from public funds for the purpose of sending men to Rurki or elsewhere for a similar course of instruction.

(True Extract.)

L. DAVIDSON,
Ag. Secretary Government.

To the Chairman, Madras Trades Association.
" Director of Public Instruction.
" Judicial Department.

NOTES CONNECTED WITH G.O. No. 681, EDUCATIONAL,
DATED 27TH SEPTEMBER 1911.

[SUBJECT.—*Establishment of a class for the training of motor-drivers.*]

Previous papers :

G.O. No.	750, Educational,	dated 12th November	1907.
"	" 501	" 30th August	1909.
"	" 1136, Judicial	" 28th July	1910.

From the Madras Trades Association, dated 29th December 1910.

The Committee of the Madras Trades Association requests that a class may be opened in the College of Engineering or elsewhere for the training of motor-drivers or if this is not practicable, that scholarships may be given to candidates to proceed for training to the Thomason College at Rurki or the Civil Engineering College at Sibpur, where classes exist for the training of motor-drivers.

2. In 1907 the question of making special provision for the training of chauffeurs or drivers of motor-cars in the College of Engineering was raised by Mr. F. J. E. Spring who was Vice-President of the South Indian Motor Union. After a lengthy consideration of the question, the Government came to the conclusion that there was no necessity to make special provision for the training of chauffeurs in the College of Engineering, and that the matter was entirely one for private enterprise. They however considered that an examination might be added to the Government Technical Examinations for testing the qualifications of chauffeurs as to their ability to drive and to repair vehicles and for granting certificates to those that attained a prescribed standard. The Director of Public Instruction was accordingly requested to submit a draft of the modifications to be made in the notification relating to the Government Technical Examinations, in order to carry out the above decision—*vide* G.O. No. 750, Educational, dated 12th November 1907. The Director of Public Instruction (Mr. Bourne) having however reported that the difficulty of arranging for the practical part of the examination was insuperable, the matter was dropped—*vide* G.O. No. 501, Educational, dated 30th August 1909.

3. In May last the South Indian Motor Union, Madras, represented that it should be made compulsory by law for all drivers of motor-cars to pass a driving examination before they were given licenses as drivers. The Union desired that the examination should be a simple one, showing whether the candidate was capable of driving a car along the road without being a danger to the public. The Government considered that it was not necessary or advisable to institute a test for drivers of motor-cars and that the passing of a simple examination such as the South Indian Motor Union proposed could not be a guarantee of the possession by the driver of the really important qualifications, namely, nerve and the power of making up his mind quickly in dangerous situations. The Government, therefore, declined to comply with the request of the Union—*vide* G.O. No. 1136, Judicial, dated 28th July 1910.

4. It is for consideration whether a class similar to that existing at Rurki and Sibpur Engineering Colleges may be opened in the Madras Engineering College. The grant of scholarships to candidates for training as motor-drivers seems entirely one for private enterprise.

The papers may be forwarded u.o. to the Director of Public Instruction for remarks.

K. RANGASWAMI AIYANGAR—12-1-11.

C. A. INNES—13-1-11.

OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION.

The proposal to institute an examination for chauffeurs was dropped because Dr. Bourne found the difficulties in the way of a practical examination insuperable.

In the three years since the proposal to add a chauffeurs' class to the College of Engineering was negatived, the number of cars in Madras has greatly increased but no private firms have taken steps of any importance to meet the increasing demand for chauffeurs, and this is not surprising since the training of youths for the work in an ordinary shop unless the fees are impossibly high must be a losing business. Mr. Chatterton sought to meet this difficulty by a system of grants-in-aid, which appears not to have met with the approval of Government. Failing such a system we seem thrown back upon the original idea of training in an educational institution and I do not think that there is any great reason, except perhaps expense, why we should not favour the example of Bengal and the United Provinces and open a class in the College of Engineering. Mr. James thinks this might be done and that a course of nine months in the college followed by six months as an improver in a repair shop would make a youth a passable chauffeur, but would not be enough to make him imagine that he possessed any great qualifications as a mechanic.

As regards expense Mr. James remarks that on the mechanical side of the college work the study of internal combustion engines and general motor-car engineering must bulk very largely so that it will be necessary in any case to provide the college with suitable equipment.

I think Mr. James might be asked to formulate a scheme for starting a small class at once with a view to further development when the college is re-organized and removed to the Adyar.

One would think that it would not be impossible to arrange for the examination of persons who had passed through this class and of others, since the necessary equipment for the practical examination would be available.

J. H. STONE—1-2-11.

EDUCATIONAL DEPARTMENT.

Submitted to the Secretary. I have no experience of motor-cars anywhere or of the need for chauffeurs in Madras in particular. I should have thought that the chief demand in Madras would be for the second and third classes spoken of by Mr. Chatterton in his letter, drivers of one car on Rs. 30 to Rs. 60 a month, that is to say not mechanical engineers but mechanical domestics. I should think these persons could not afford a fifteen months' training. In Rurki apparently they only get three months. The Principal of the Engineering College might be asked to state what would be the cost of a scheme of a class for motor engineering at the college; but the question of training chauffeurs would, I think, be better dealt with at a technical institute. If the experiment of training oil-engine drivers at the Chengalvaraya Naicker's Institute has been a success, a similar plan might be adopted for training chauffeurs. But the expense of getting cars, etc., would probably be too great.

On the whole I think a class for motor engineers might be started in the college if the cost is not too great, and the question of chauffeurs be left to private enterprise, unless the Chengalvaraya Institute is prepared to start a class without too large a subsidy.

G. F. PADDISON—2-2-11.

We are asked to open classes similar to those already in existence at Sibpur and Rurki. The first thing to do is find out what the course at those institutions is, who are admitted to it and what staff and equipment are utilized in the theoretical and practical training. If these data are not locally available, please ask for information

and at the same time enquire whether these classes have been found to supply a public demand in a satisfactory manner. If they have been a success there, we might well follow suit.

L. DAVIDSON—4-2-11.

Is the information available here or with the Director of Public Instruction. Please ask Director of Public Instruction u.o.

G. F. PADDISON—4-2-11.

Director of Public Instruction u.o. for furnishing the information asked for in Secretary's note above.

OFFICE OF THE DIRECTOR OF PUBLIC INSTRUCTION.

The Superintendent of Industries and Inspector of Technical and Industrial Institutions, Bengal, writes: "The motor driving mechanic class in this province was opened in 1907 being attached to the Civil Engineering College, Sibpur, at an initial expenditure of Rs. 10,500 and a recurring annual expenditure of Rs. 4,140. The class, however, did not prove a success and had to be closed from August last. The public demand, such as it is, has apparently been met from the workshops of private firms." He encloses the rules for the class which I have placed below.

The class at Rurki is stated to be, if not a success, at any rate "working its way to a successful issue." Initial and recurring expenditure on it seem to be somewhat higher than at Sibpur. A letter from the Director of Public Instruction, United Provinces, will be found below with a copy of the rules.

J. H. STONE—8-10-11.

ENCLOSURES.

Rules for the class for the Training of motor driver mechanics at the Civil Engineering College, Sibpur.

[Nos. 72-73.]

[FILE 4-C
27 8.]

Letter—from A. EARLE, Esq., I.C.S., Director of Public Instruction, Bengal.

To—the Secretary to the Government of Bengal, General Department.

Dated—Darjeeling, the 25th May 1907.

No.—511 T.

I have the honour to invite reference to the correspondence dealing with the establishment at the Civil Engineering College, Sibpur, of a class for motor car driver artisans which rests with Mr. Milne's letter No. 420 T.—G., dated the 8th May 1907, and to report that I have instructed Mr. Heaton to open the class without delay.

2. As the class must be worked according to some rules, I have approved provisionally the rules, which are attached to this letter, and informed Mr. Heaton that, pending the sanction of Government, the class may be worked in accordance with them. I now ask that the sanction of Government may be accorded to these rules.

3. In this connection I have to explain that this reference to Government appears to be necessary, because the rules prescribe a certain rate of fee which is to be charged for instruction in the class. As regards this point, I may say that, when the establishment of the class was being considered, no proposals appear to have been made with reference to fees and that no prescriptions are laid down as regards the establishment of the class. The proposal as regards fees that I have sanctioned provisionally (vide Rule 9 of the draft rules) is that a sum of Rs. 5 a month should be paid for instruction; that every pupil should be required on joining the class to put down a security deposit of Rs. 20. I trust that these arrangements will commend themselves to Government.

4. Rule 6 of the draft rules lays down that admissions to the class shall ordinarily be made in November, but may be made under certain conditions during the first week of January or March. The Principal of the Civil Engineering College has been informed that this rule is not intended to apply to the present year, and that persons who may apply for admission to the class during the next few months may be admitted immediately, provided that they satisfy the conditions laid down in the draft rules.

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 should 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 authorized body.

DARJEELING,
The 16th May 1907.

A FARLE,
Director of Public Instruction, Bengal.

[No. 74.]

[FILE 4-C
27 9.]

II

Letter—from W. S. MILNE, Esq., I.C.S., Under Secretary to the Government of Bengal, General Department.

To—the Director of Public Instruction, Bengal.

Dated—Darjeeling, the 15th June 1907.

No.—1053 T.—G.

In reply to your letter No. 511 T., dated the 25th May 1907, I am directed to say that Government approves the rules proposed by you for the class for the training of motor driver mechanics at the Civil Engineering College, Sibpur.

Estimate of cost for the proposed Motor Car Class.

Initial charges—

	Rs.
Extra tools, say	2,000
Cars (second-hand), say	8,000
Adaptation of room for a Garage	10,000
	500
Total	10,500

Recurring expenditure for class of 25 or so—

1 Driver	70 a month.
2 Instructors Rs. 40	80 do.
Allowance to Foreman Mechanic	50 do.
Petrol, tyre renewals, &c.	50 do.
Total	250 do.

Depreciation—

Depreciation on tools	12 a month.
Do. cars (except tyres)	80 do.
Total, say	95

Total recurring charges = Rs. 345 × 12 = Rs. 4,140 a year.

B. HEATON,
Principal, Civil Engineering College,
Sibpur.

W. H. EVERETT,
Professor, Mechanical and Electrical Engineering,
Civil Engineering College, Sibpur.

Letter—from the Hon'ble Mr. C. F. DE LA FOSSE, M.A., Director of Public Instruction, United Provinces.
 To—the Director of Public Instruction, Madras.
 Dated—Allahabad, the 24th March 1911.
 No.—G. 8825/XI-2 of 1910-11.

In reply to your demi-official No. 9 of the 8th February 1911, I have the honour to send a printed copy of the circular regarding automobile driver class at the Thomason College, Rurki, and to say that students who are unable to pass the practical entrance examination in fitting and turning and join division A (Workshop course) are required to spend one year in the fitting and machine shops as preliminary training; while those who pass the practical examination do the following course:—

Fitting shop-turning, screw-cutting, gear-cutting.
 Shaping and stoking machines.
 Forge, foundry, brazing and soldering.
 Vulcanizing.
 Lectures on the properties of petrol—principles of working of internal combustion engines.
 Carburation-ignition.
 Instruction on "Cars in the shed" and afterwards on "— on the road."

2. The staff and equipment for the class are—

One Instructor on Rs. 200—250 per mensem.
 Three cars.
 One small engine on stand made up in the college.
 One vulcanizing set.
 One set of model of all parts of a motor car.

3. The approximate initial cost depends on the number and type of cars provided. The cars may be second-hand, but they should be of a strong and up-to-date make of well-known excellence. Further equipment will cost Rs. 1,000.

The recurring expenditure depends on the number of students, size of tyres on cars and condition of roads.

At the Thomason College, Rurki, it started at Rs. 1,000 and is now about Rs. 2,500 exclusive of pay of instructor.

4. Regarding the query made in the last paragraph of your letter under reference a copy of letter No. 849, dated the 17th March 1911, is enclosed herewith for information.

Letter—from the Principal, Thomason College, Rurki.
 To—the Director of Public Instruction, United Provinces
 Dated—the 17th March 1911.
 No.—849.

In reply to your No. G-7978/XI-2, dated 8th March 1911, I have the honour to report that the automobile class appears to meet though not to satisfy a public demand. As already stated I do not grant a certificate to any man till he has done six months' satisfactory work under an employer. Leaving out a few men, who have turned out badly and who have not earned certificates, I have no men unemployed at present, while I receive on an average one or two applications a week for men. I may mention incidentally that in general Indians do not appear to be satisfactory employers and students do not like being sent to posts under them. As regards the success of the class, it is like every other class, working its way to a successful issue by the aid of experience and time. At first it was difficult to get the right stamp of men, and anyone who wished to join was taken. You will notice that now there are two divisions. Men who can pass the practical examination in fitting and turning are put straight into the motor division B. The idea of division A in which men have to do a year's work at fitting and turning was to fill up division B in the following year. Last October, however, a sufficient number of men passed the practical examination to fill up division B and if this continues, as I hope it will, I think it will be possible to abolish division A except in the case of men being specially trained for Rajas and Native States.

CIRCULAR.

THOMASON CIVIL ENGINEERING COLLEGE, RURKI, 1910.

Automobile Driver Class.

1. A class will be formed yearly on the 1st November. Indians of pure Asiatic descent, who have not resided for three years in the United Provinces, are not eligible for admission to this class, unless there is an insufficient number of qualified candidates when any vacancy will be filled by candidates from Provinces other than Bengal, Madras and Bombay.

2. The object is to turn out men as drivers of motor cars, who cannot only drive but have a knowledge of the design and theory of motor cars and their electrical connections, who may be competent to carry out all repairs and take complete charge of a car, or who may wish to start motor car repairing workshops.

3. A practical examination in turning and fitting will be held in the College Workshops at 10 A.M., on the 30th October each year.

Candidates who are found to be already trained turners and fitters will at once join division B. Other approved candidates will be required to go through the workshop course specified in division A, before joining division B. (Division A is a workshop course; division B, a motor course as detailed in the syllabus.)

The maximum number of students to be admitted to division B, is ten. If ten candidates prove in the entrance examination that they are already sufficiently trained as fitters and turners to enter division B, no candidates will be admitted to division A, except under very special circumstances.

4. All candidates for admission must submit by the 1st September a certificate signed by the headmaster of the school in which they have been educated, countersigned by the Inspector of the Educational district to which they belong, showing that they are of good character, industrious and have an aptitude for scientific or mechanical pursuits.

In the case of candidates who cannot furnish the certificate signed by a headmaster, owing to their not being in a school, a certificate of good moral character and mechanical aptitude will be accepted if signed by any Government gazetted officer.

5. All candidates must furnish a certificate of sound health and physical fitness in the form given below. No other form will be accepted.

Medical Certificate.

I certify that I have carefully examined _____, that his eyesight is of the standard prescribed*, that he is fairly robust, and his constitution is sound, and that he has no disease or bodily or mental infirmity unfitting him now, or likely to unfit him in the future, for active out-door service in the capacity of Motor Car Driver. His age by appearance is about _____ years.

N.B.—The above certificate must be signed, within a month before date of submission, by a Commissioned Medical Officer, or by a Medical Officer in charge of a Civil Station, and must include a description giving clearly the personal marks of identification of the candidate who has been medically examined. No other certificate will be accepted.

* The Standard prescribed is as follows:—

1. If myopia in one or both eyes exists, a candidate may be passed, provided the astigmatism does not exceed 3/4 D, and if with correcting glasses not exceeding 3/4 D, the acuteness of vision in one eye equals 5 and in the other 4, there being normal range of accommodation with the glasses.

2. Myopic astigmatism does not disqualify a candidate, provided the lens, or the combined spherical and cylindrical lenses required to correct the error of refraction, does not exceed 3/4 D; the acuteness of vision in one eye, when corrected, being equal to 5 and in the other 4, together with normal range of accommodation with the correcting glasses, there being no evidence of progressive disease in the choroid or retina.

3. A candidate having total hypermetropia not exceeding 4 D is not disqualified, provided the sight in one eye (when under the influence of atropine) equals 5, and in the other eye equals 4, with + 4 D glasses or any lower power.

4. Hypermetropic astigmatism does not disqualify, provided the lens or combined lenses required to cover the error of refraction do not exceed 4 D, and that the sight of one eye equals 5 and the other 4, with or without such lens or lenses.

5. A candidate having a defect of vision arising from nebula of the cornea is disqualified if the sight of one eye be less than 4/5. In such a case the better eye must be emmetropic. Defects of vision arising from pathological or other changes in the deeper structures of either eye, which are not referred to in these rules, may exclude a candidate.

6. A candidate is disqualified if he be unable to distinguish the principal colours (achromatopsia).

7. Paralysis of one or more of the exterior muscles of the eyeball disqualifies a candidate for the service.

6. Applications for admission to the entrance examination should be submitted to the Principal accompanied by the following statement and certificates:—

(1) Statement showing age, education, &c., of candidate.

Name.	Date of birth.	School or schools at which educated.	Name, caste, profession and residence of father or guardian.	Duration of previous training in school.	Where he has obtained his mechanical training.	Signature of candidates.
1	2	3	4	5	6	7

(Place and date).

Signature of Headmaster of School.

Papers, &c., supplied herewith.

(1) Certificate of character and education, &c. (vide paragraph 4).

(2) Medical certificate (vide paragraph 5.)

7. Full discretion rests with the Principal to remove any student who appears to be unlikely to profit by the training. A removal under this rule will imply no reflection on the student's character.

8. Students pay no fees. They will be provided with free quarters, if available, but no member of a student's family is allowed to reside in them with him.

9. Tools and materials will be supplied free for the use of students, but remain the property of the College, and all work turned out during working hours will be the property of the College.

10. The course for division A, will last from November 1st to August the 31st. No time limit is laid down for division B. When in the opinion of the Principal after due examination an apprentice is a skilled driver, competent to earn his livelihood, he will be granted a temporary certificate stating that he has passed the College course. It will, however, be noted on this certificate that it is incomplete till the bearer has obtained a satisfactory certificate from employer after six months' service. In the event of a student obtaining this certificate from his employer, his temporary College certificate will be exchanged for a final certificate of competence.

11. The College does not undertake to find employment for any man, though it will give all the assistance it can. Passed students are expected to find employment for themselves in the open market.

Each student will be required to purchase a copy of the Standing Orders of this College, which is on sale in the College Book Depot, and ignorance of the rules therein contained will not be accepted as an excuse for breaking them.

E. H. DE V. ATKINSON, Major, R.E.
Principal, Thomason College.

RURKI.

September 1910.

Deputy Secretary—

The Director of Public Instruction has furnished the information asked for by the Secretary in his note on page 3 *ante*. The file may be submitted to him.

K. RANGASWAMI AIYANGAR—10-4-11.

G. F. PADDISON—11-4-11.

Since November 1907, when G.O. No. 750, Educational, dated 12th November 1907, was passed, the position has changed—

(a) by a large increase in the number of motor-cars:

(b) by the fact that private enterprise has not made any special provision for the training of drivers;

(c) by the circumstance that the Madras Trades Association has itself moved Government to try the experiment of training chauffeurs which, though a failure at Sibpur, has achieved a modicum of success at Rurki.

I believe a committee under the presidency of the Hon'ble Mr. Cowie has recently been considering the revision of the Motor Vehicle Rules, and has, in that connection, received suggestions for the training and certification of chauffeurs.

Could Judicial kindly let me know (a) if the committee has yet submitted its report and (b) how many motors (cars and bicycles separately) were registered in Madras and the mufassal on 1st January 1911 as compared with 1st January 1908.

L. DAVIDSON—18-5-11.

JUDICIAL DEPARTMENT.

With reference to question (a) above, it is submitted that the report of the Motor-rules committee has been received and is put up.

2. As to question (b), no figures are available in office. Educational may be informed accordingly. If, however, the statistics are to be furnished, the Commissioner of Police for the city of Madras and the District Magistrates for the mufassal will have to be addressed for them. Draft official memoranda are submitted for approval.

3. Nothing is said in the report of the Motor-rules committee regarding the training and certification of chauffeurs.

B.R.—24-4-11.

V. KRISHNA MENON—25-4-11.

Issue official memoranda.

S. H. SLATER—7-4-11.

[Issued as Official Memorandum No. 65-A-1, dated 28th April 1911, to the Commissioner of Police.]

[Issued as Official Memorandum, No. 65-A-2, dated 28th April 1911, to the Inspector-General of Police.]

[Issued as Official Memorandum No. 65-A-3, dated 28th April 1911, to all District Magistrates.]

From the Inspector-General of Police, dated 6th May 1911, No. 592.

From the Commissioner of Police, dated 6th May 1911, No. 141.

From all District Magistrates, except Chittoor.

With reference to paragraph 4 of the reply from the District Magistrate, North Arcot, it is submitted for orders whether the District Magistrate, Chittoor, may be asked for information regarding motor-cars registered in his district. A draft official memorandum is submitted for approval.

2. The information obtained from other District Magistrates has been tabulated below. It will be seen that the number of motor-cars and motor-cycles which have been registered both in the city and the mufassal on 1st January 1908, as compared with 1st January 1911, is 98 motor-cars and 84 motor-cycles and 333 motor-cars and 358 motor-cycles respectively.

Names of districts.	Number registered up to 1st January 1908.		Number registered from 1st January 1908 to 1st January 1911.		Remarks.
	Motor cars.	Motor cycles.	Motor cars.	Motor cycles.	
Madras Presidency	7	2	46	25	Inspector-General of Police is the registering authority.
Madras	72	29	187	212	
Annapur	..	..	..	..	These numbers are up to 6th May 1911.
Salem	..	..	1	5	
Bellary	..	..	4	4	
Chingleput	..	..	2	3	
Trichinopoly	..	..	10	2	
Godavari	..	..	5	6	
Nellore	..	..	..	5	
South Arcot	..	..	10	2	
Madras	..	..	2	11	
Malabar	..	..	6	11	
Ganjum	..	..	..	10	* These numbers are up to 18th May 1911. Up to 18th May 1911.
Karnool	..	..	..	..	
The Nilgiris	19	3	32	22	
Anjengo	..	..	..	..	
Cumbhore	..	..	2	10	
Guntur	..	..	..	5	
Ramnad	..	..	1	1	
Kistna	..	..	1	2	
Tanjore	..	..	4	10	
Vizagapatam	..	..	7	9	
South Canara	..	..	..	7	Cuddapah shows one car as having been registered on 1st January 1908 which is impossible—vide G.O. No. 837, dated 17th June 1908. Information has to be obtained. Official memorandum submitted.
Tinnevely	..	..	2	..	
Cuddapah	..	..	2	..	
North Arcot	..	..	..	..	
Chittoor	2	1	3	3	
Total	..	..	..	..	

Only one copy was received and that is under disposal in Judicial.

V. KRISHNA MENON—6-7-11.

Issue official memorandum to Chittoor District Magistrate.

2. Please add a copy of the report from the Motor-rules committee, and then send the file with the information obtained to Educational with the remark that figures for Chittoor will be furnished as soon as they are received.

S. H. SLATER—3-7-11.

[Issued as Official Memorandum No. 65-5, dated 5th July 1911, to the District Magistrate, Chittoor.]

EDUCATIONAL DEPARTMENT.

Please see the Secretary's remarks at **A** an page 8 *ante*. With regard to point (a) in his note, the answer is that the committee has submitted its report. No copy of the report is however sent with this file. As to point (b), there were on the 1st January 1911, 333 motor cars and 358 motor cycles in this Presidency, as compared with 98 motor cars and 34 motor cycles on the 1st January 1908. The above figures do not include those relating to Chittoor, which have not yet been received.

K. RANGASWAMI AIYANGAR—11-7-11.

Await Chittoor figures and a copy of the report of the Motor rules committee. Please ask Judicial for the latter.

L. DAVIDSON—12-7-11.

JUDICIAL DEPARTMENT.

The report is still under disposal in Judicial (file at Ootacamund). The current may lie over.

R.K.—18-7-11.

V. KRISHNA MENON—18-7-11.

A spare copy of the Committee's report should be sent to Educational at once.

S. H. SLATER—21-7-11.

Submit on Wednesday next.

S. H. SLATER—22-7-11.

Submitted.

N.R.R.—26-7-11.

T.V.T.—26-7-11.

I am sorry that no spare copy is available yet. It will be furnished as soon as possible.

S. H. SLATER—26-7-11.

EDUCATIONAL DEPARTMENT.

The Judicial Department states that no spare copy of the report of the Motor rules committee is available yet. For orders whether the file may lie over till a copy of the report is available.

L. DAVIDSON—29-7-11.

P.R.—28-7-11.

B The report from the District Magistrate of Chittoor, which has since been received, is added to the file. Including the figures for Chittoor, the total number of motor cars and motor cycles in this Presidency on the 1st January 1911 was 336 and 361, as compared with 100 and 35 respectively on the 1st January 1908.

The Judicial Department may be requested to state if a spare copy of the report of the Motor rules committee is available now and, if so, to furnish this department with a copy.

S.K.—22-8-11.

K. RANGASWAMI AIYANGAR—22-8-11.

M. S. MASCARENHAS—22-8-11.

JUDICIAL DEPARTMENT.

The file containing the committee's report is at Ootacamund. There was no spare copy available in that file, and a copy will have to be made when the file returns to office.

B.R.—30-8-11.

V. KRISHNA MENON—30-8-11.

Perhaps a copy may be made now and the file will then be returned to Chief Secretary.

S. H. SLATER—1-9-11.

An extract of the relevant portions of the report can be made and the file should then be returned to me.

H. A. STUART—3-9-11.

A copy of the committee's report has been made. It may be forwarded to the Educational Department unofficially.

N.R.R.—9-9-11.

T.V.T.—9-9-11.

Yes, and then return the file to the Chief Secretary.

S. H. SLATER—11-9-11.

EDUCATIONAL DEPARTMENT.

Submitted to the Secretary, with copy of the report of the Motor rules committee which has been obtained with reference to his note at **A** an page 8 *ante*. The statistics regarding the number of motor cycles registered is given at **B** on page 10 *ante*.

K. RANGASWAMI AIYANGAR—13-9-11.

Please see my note at page 8 *supra* for a statement of the change in position since November 1907, when G.O. No. 750, Educational, dated 12th November 1907, was passed. On 1st January 1911, the number of registered motor cars and motor bicycles in the Presidency were 336 and 361 respectively, as compared with 100 and 35, three years earlier.

2. The committee on the Motor Vehicle rules has made no proposals for the training and certifying of drivers, as I thought they might, and I am not aware that the Southern India Motor Union has moved in the matter.

3. The Rurki rules and report regarding the measure of success which has attended the chauffeurs' class, there will be found on pages 6-8 *ante*. I should be inclined to invite an expression of opinion from the Southern India Motor Union in the first instance as to the desirability of opening similar classes at the new College of Engineering, and the nature of the equipment they would advise, particularly as to the type of car. No financial estimate is possible without further information as to details.

4. The Trades' Association suggests scholarships at Rurki as an alternative to local classes. I would ask the Southern India Motor Union about this too.

L. DAVIDSON—17-9-11.

Why on earth should Government provide scholarships to provide well-to-do motor owners with drivers!

The new Civil Engineering College is to provide education of an advanced order in Engineering and not train mechanics. An institution like Chengalvaraya Naiker's in Egmore, where I believe the mechanics of Diesel and other engines are taught, would be the more suitable place.

L. DAVIDSON—17-9-11.

The Southern India Motor Union will of course say that the idea that Government should train chauffeurs is an excellent one.

It does not seem to me that Government should spend tax payers' money on training motor drivers.

If there was any chance of the Southern India Motor Union providing capital to supply the Chengalvaraya Naiker's Institution with the plant necessary, it would be well enough; but, of course, they will not do this.

Mr. Chatterton's letter in 1907, put the matter quite clearly. I don't think Government would be justified in putting down ten or fifteen thousand rupees for the purpose.

We must tell the Trades' Association that Government are not prepared to spend public funds on providing the necessary plant for teaching a class of motor drivers and would not be justified in providing scholarships for the purpose of sending men elsewhere to be taught.

M. H[AMMICK]—23-9-11.

A draft is submitted for approval.

T.K.—26-9-11.

K. RANGASWAMI AYYANGAR—26-9-11.

L. DAVIDSON—27-9-11.

[G.O. No. 681, Educational, dated 27th September 1911.]

Educational Department. 14

G.O.No.750 Edl., dated 12--11-1907.

" 501, " 30---8-1909

" 1136 Judl., " 28---7-1910.

C.No.6, from the Chairman, Madras Trades Association, dated 29-12-1910.

ORDER:
P.S.

The Madras Trades Association

will be informed that the Government
are not prepared to open at the cost
of public funds a class for the train-
ing of motor drivers at the College
of Engineering, Madras; ^{and} ~~not~~ ^{they} do ~~they~~
consider that they would be justified
in providing scholarships from public
funds for the purpose of sending men
to Rurki or elsewhere for ^{a number} ~~a course of~~
^{course of instruction} ~~training as chauffeurs.~~

To the Chairman, Madras Trades Assocn.

" D.P.I. ✓

" Judicial Department.

33
28/11/11
print

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PREFERENCE.

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G.O., No. 68/, dated 27-9- 1911.

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Docket: Motor driven
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to be taken at the cost of the Public
at class for the ad. of the
at the college of Engg.

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.....Supdt.

.....Supdt.

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