

Local & Munl. (1898) Department.

MISCELLANEOUS.

G.O., No. 92 L

DATED 19-1-98

INDEXED.

DESPATCHED

[Despatch Abstract.]

L. F. Engineers.

Stating with remarks that the pay of the L. F. Engineers of the Nilgiris might well be supplemented by a grant of Rs 200 per mensem from the funds of the Ootacamund Munl. Council, so that an officer on Rs 500 may be appointed to have charge of the Engg. Deptts. of the Nilgiris. B? The Ootacamund Munl. Council.

BACK PAPERS.

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

FURTHER PAPERS.

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

C 8602 409

[L. & M.]
150-10-2-97.

LOCAL AND MUNICIPAL DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., No. 1953 L dated 11th October 1897,

Again G.O., No. dated 189 ,

Current No. 3042 L of 1897, dated 16th Novr: 1897, from the Pdt. dt. Board, the Nilgiris.

" " " 189 , "

" " " 189 , "

Misc ORDER. N^o 92 Luns d 19.1.98
H.E. the Governor

In para 5 of G.O N^o 86 L dated 16th January 1897, the pay of the Local Fund Engineer of the Nilgiris was fixed at Rs 300/- per mensem. In view, however, of the difficulty of getting a suitable Engineer on this pay, the Government considers that the amount ^{might well} should be supplemented by a grant of Rs 200/- per mensem from the funds of the Ootacamund Municipal Council so that an officer on Rs 500/- may be appointed to have charge of the Engineering departments, both of the Nilgiri district Board and the Ootacamund Municipal Council. The increasing amount of work in the Municipality would, in the opinion of Government, justify the payment of the proposed contribution of Rs 200/- per mensem

and the arrangement ^{might perhaps} be brought into force as soon as the present term of office of Mr. Haldwell in the Local Fund Service terminates at the end of January 1899. Meanwhile, the Municipal Council and the District Board ~~will be~~ requested to report whether they have any objection to the proposed arrangement.

(From Orders.)

V.R.
15/12/97

H.T.

18. 1.98

(After conversⁿ with H.T.)

Note It does not appear to be fair to bring the arrangement into force without formally consulting the local bodies concerned; but even if they object, the Government can, under section 25(2) of the Municipal Act and section 150(2) of the Local Boards Act insert the necessary provision in the budgets.

To
The Chairman, Munt. Council, Cootacamund
" President, Dt. Board, the Nilgiris.
" Collector of the Nilgiris. L.D.O.

supd. order

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated

189 , No.

Current No. 3042 L

of 1897, dated 16th November 1897 from the President, Dt. Bd, the Nilgiris.

Current No.

of 189 , dated

from the

SUBJECT.

Regarding the appointment of
of an Engineer to the Nilgiri district Board and the Cootacamund Municipality.

(1) H. M.

(2) H. E. the Governor.

FOR ORDERS.

The question of the retention of Mr. Haldwell in the service of the L. B. is a separate one, which it is not at the moment necessary to consider -

The question referred to the Pres. of the L. B. of a joint Eng^r for District & Municipality was referred to H.E.'s suggestion. He will consider the reply. For my part, I cannot see why we must shut out the whole thing if he had proper subordinates. He is all very well to talk of the high standard of work. But in my opinion the roads are much too well kept up, considering the small amt. of local funds available. If the L. B. was spending its own money, I should have nothing to say. But it is not. It is spending the money of the poor people in the plains for the benefit of the much better-to-do inhabitants of the hills, Euro + Native. The truth is that the Nilgiri L. B., & the successive Colrs with it, has demoralized by the situation - The grant of something by Govt. from Prov. funds is not unreasonable, but the people of the district do not seem to contribute much more largely than they do. We would probably then find some cheaper way of managing their affairs.

Please see the notes and orders in G.O. No. 1953 L, dated 11th October 1897.

2. The Collector strongly deprecates the proposed change as it implies the termination of the services of Mr. Haldwell which it is highly desirable to retain as long as his health and activity remain unimpaired, and not only up to the end of January 1899, as sanctioned in the Government Order above quoted. He is also of opinion that the Municipality requires a separate Engineer, as the Local Fund Engineer has to be on tour in the district for about - eighteen days in a month and if, during the remaining twelve days, the whole of the duties of a Municipal Engineer are also thrown upon him, the work will be too much for one officer to do satisfactorily. If however the Government is still in favour of the proposed change, he thinks that the

24/12/97

the change of the cart roads (35 miles) of
the Municipality, and not the bridge paths,
is the utmost addition that can be made
to the work of the Local Fund Engineer
and that for this he might be paid -
at Rs. 100 by the Municipality, the remaining
Rs. 400 being met from Local Funds.

12
11/12/97
H.M.
I beg to refer to my
letter H.T.
1.12.97

I must say, I see no reason to differ from the Hon.
Sir H. B. on conclusions. I cannot
see why the proposed combination of the two
offices in one person, should necessarily lead to
the termination of Mr. Haldwell's employment.
Considering the increasing amount of work, there
is in the Municipality, I consider that Mr.
H.C. should contribute more than Rs. 100 towards
the salary of the Engineer. It should give Rs. 200
at least. This would make the total pay of the
engineer Rs. 500. If Mr. Haldwell should not
come to accept that pay for the double duty, he
might be left to enjoy the fruits of retirement
and the joys of a pension of Rs. 214 p.m.

A.H.
11.12.97
Office. Forward this for H.M.'s
perusal on his return. I spoke to
him about it last night, & he con-
siders it not urgent. H.T. 12.97.

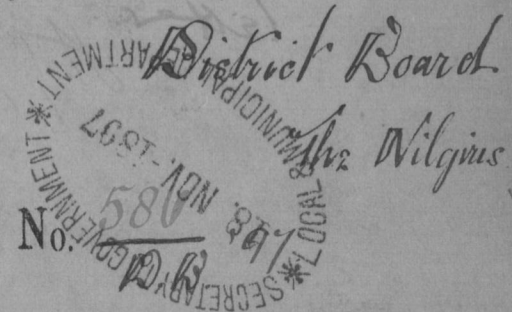
I am sorry to say that I do not re-
collect this conversation. Perhaps the
Secy. will be so good as to bring me the
report given some morning about it.
H.T.
11/12/97

Local & Munl. (1897) Department.

CURRENT No. 3042 L

From

The President.



Order

Dated 16th November 1897.

Received

Registered

Enclosures nil.

Spare copies

SUBJECT.

Stating, for reasons urged
that the union of the duties
of St Rod & Municipal Engineer
in one officer is not
advisable, and representing
that the utmost that can
be placed upon the Local
Fund Engineer is the charge of
Cart roads of the Municipality.

BACK PAPERS.

G.O.	No.	Department.	Date.
1953	1953 L		11/10/97
	1137 L		16/11/97
	86 L		16/11/97
	1645 M		24/7/96
	1903 M		18/11/95
	1754 N		25/10/95
	1390 M		24/8/95
	1940 L		4/9/93
	2990 L		21/2/92

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	2633 X		15/10/90
	2261 L		5/9/90

LOCAL FUND DEPARTMENT.

Nilgiri District Board's Office,
Ootacamund, 16 November 1897.

No. 586
D.B. '97
From J. H. A. Trimmahere Esq. c.s.,
Collector & President, District Board,

To

LOCAL & MUNICIPAL DEPT.
CURRENT No. 3042 L
THE SECRETARY TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
MADRAS.

SIR,

I have the honour to submit my report on the suggestion put forward in G.O. No. 1953 L, dated 11th October 1897, whether the pay of the Local Fund Engineer might not be fixed at Rs 300 if this were supplemented by a grant from the Ootacamund Municipal Council "in consideration of the work to be imposed upon him in connection with the Municipality."

2. I have consulted the Chairman Municipal Council and learn that this grant or contribution could not exceed Rs 100 per annum.

3. What I have to consider therefore is which is best for the public interests; to have a separate Local Fund Engineer with a separate Municipal Engineering Staff, or to have an Engineer on Rs 400 common to both the District Board and the Municipal Council.

4. The first point which ^{arises} is, that a change from the former to the latter system would mean dispensing with the Services of the present Local Fund Engineer, after the year's extension granted by Government in the Order under reply.

5. In Mr. Rees' letter to Government No. 725 dated 6th October 1892, Considered in G.O. No. 2990 (mis dated 20th December 1892, I find the following passages; —

"Regarding Mr. Haldwell's retention as Local Fund Engineer after retirement, I would most earnestly advocate this on strong public grounds, as from his intimate acquaintance with the district, his ability and experience, and his general character and qualifications, he is undoubtedly the best officer that can be obtained for the post. His ten years' services under the Local Board have amply proved this, he has always given complete satisfaction, and has very considerably improved the communications of the district, to which fact every one of the Presidents under whom he has served (Messrs Atkinson, Brandt, Burrows, MacCartis and Rees) has recorded unequalled testimony." "In the second application embodied in G.O. No. 2563 W, dated 29th September 1890, the President Mr. MacCartis states, that it is — absolutely essential for the successful administration of the Nilgiri Local Fund Public Works to retain

Mr.

Mr. Haldwell's Services; — and in the third application submitted recently I urged the necessity in terms quite as forcible."

6. The five years that have passed since Mr. Rees wrote, have not affected Mr. Haldwell's health or activity, and his services are still in my opinion "absolutely essential for the successful administration of the Nilgiri Local Fund Public Works". He is worth far more to the District Board than — Rs 500 a month, and I hope his services may be retained as long as his health and activity remain unimpaired. Though I asked for his retention for only one year, it was with the full intention of applying for further extensions, should circumstances remain favorable.

7. From this first point of view therefore I consider the suggested change must be deprecated. Secondly, I have already reported to Government in my letter No. 404 D.B. dated 20th May 1897, that considering the difficulties of the climate (the altitudes changing in a day's inspection from 7000 to 1000 feet and back again not to mention Maunagudi and Wynad Pass), the high cost of living in Ootacamund, the extravagant cost of travelling, the high standard of work exacted, and the need of tact and unquestionable honesty, no less a salary

the 1/2 Salary than Rs 500 would serve. I have now again -
the 1/2 Carefully considered the matter, but arrives at the same
is S. Opinion.

to 8. A third point is whether one officer could legiti-
a 5-mately discharge the two duties, even at a higher salary
R 6 than Rs 500 - say 600. Here it is necessary to show -
R 2. briefly the work to be done in each post.

Q. The Municipal Engineer would have charge of
the 35 miles of Cart road and 33 miles of bridle-paths,
a besides certain new roads under estimate. There are a
in certain number of buildings to be looked after, be-
the sides the supervision of the lighting and the
y maintenance of latrines and conservancy carts. The
the whole scheme of present and future water supply
V must be under him, with the maintenance, supervision
do and repair of the reservoirs, pipes and stand-cocks.
m So with the whole systems of Sewage and
R open drainage, completed or contemplated. (I am
- thinking for instance of such large works as -
- providing Mettcheri with stone drains.) And there
18, must be a considerable number of petty inspections
and minor points on which the Municipal Chairman
of wishes to be advised.

10. All this means a good deal of work and constant
responsibility. Somefiles before me show that the
Municipal Engineer has been held responsible for the
failure of the expensive new Bazaar Sewer, for the
failure of a stone-crushing apparatus which cost
Rs. 4000, for the subidence of the Marlinum
Reservoir embankment, the undermining of its surplus
duct, the dangerous condition of the Lower Reservoir
through faulty construction, the waste of great part of
Rs. 4000 in the beandal drainage scheme, - and so on,
all important works which an Engineer of position
and self-respect could never leave for prolonged tours
in the district. Cotacamund too as the partial -
Head Quarters of Government differs from other -
Municipalities in requiring not only a very high -
Standard of work, but the ability to execute an urgent
work with all possible dispatch. The Council would
never be allowed the excuse in case of delaying a
pressing work that the responsible Engineer was on a
three weeks tour in the Wynnad. It would seem -
therefore that the Municipality requires a separate
Engineer and in this the Chairman agrees with me

the Engineer has all the
work done and all the
2.9.4

11. The work of the Local Fund Engineer may be
summarized thus. Besides bungalows, hospitals, Chattrams
and

and Schools, he has 393 miles of cart roads and 179 of
bridlepaths. In some quarters perhaps he is regarded
as working mainly in the plateau. This is a mistake.
One day he may be inspecting the ghats on the
Coimbatore frontier below Kih-Kolagiri: a few
days later, he may be almost at the bottom of the Bhavani
Valley; again, he may be out in the distant Kumbhak,
or erecting a bridge at the bottom of the Onchirumy
Valley, or working beyond Pandalur, or against the plains
of Mysore at Tippukadu or Masrigudi. The
difficulties of transport and of the season practically
double the area of the district. To take baggage
carts from one road to another, which may be in sight
across a ravine is sometimes more than a day's
journey.

12. Some of these difficulties were so well set forth
in 1894 by the Engineer that I make no excuse for a
long ^{quotation}. The district may be small in size, but it is admittedly
of difficulties to manage. There are no Assistant Engineers
nor Supervisors or Range Officers to aid in administration,
as is the case in other districts, but the entire management
is left to the Engineer, who has thus a vast amount of
details to attend to, that elsewhere is mainly in the
hands of the Range Officers.

As regards the extent, in reference to area, of the
Engineer's charge, I submit that in this respect it is
not lighter than the Revenue or Forest Charges. On
the contrary, while the area to be administered is the
same, the public works in consequence of the physical
configuration of the district, are quite 50 per cent
greater in proportion to area, than in the plains; and
in addition the Engineer has special difficulties to
 contend with, in connection with the nature of the
country and climate, and the total lack of
indigenous labours over nearly half the district.

Owing to the mountainous configuration, the roads
in addition to excessive length, have almost invariably
steep grades, high scarps, precipitous sides, and a
drainage provisions in culverts and tunnels, some
ten fold greater than in the plains.

As regards climate, the moonsoons are heavy
continuous and protracted, and there is scarcely a
month in the year in which rain does not occur, or
may be expected.

And with these heavy and recurring rains, and
the class of roads described, the work of maintenance
besides being difficult and continuous, demands the
closest care and attention.

Down in the plains the ordinary district road

has

"has almost a level-course, and is practically level;
and as a rule the whole work of maintenance is
effected within 2 or 3 months, the line being safely
left to take care of itself during the remainder of
the year."

"Now the maintenance has to extend over
ten months of the twelve, and constant attention has
to be given to surface and drains, scarps and banks,
and Culverts and revetments. Every heavy fall of
rain blocks drains, with debris from the hill sides,
or scum from the scarp, and chokes the smaller
tunnels; Slips are continuous, banks subside and
revetments fail. In all these cases, prompt
attention is essential, and if the proverbial Dutch
in time is not at once applied, extensive damages
are the result."

"The Engineer has therefore to be con-
stantly on the alert to look after matters, and keep
the subordinate agencies up to their duties."

"The condition of communications is now
generally fair. Twelve years ago, there was scarcely
a single good road in the district, and the majority
might easily have been described as exceedingly
bad."

"The improvement has been effected by
careful

"Careful administration and supervision, and if these
are to be restricted and curtailed, a relapse into the
old state of affairs must ensue."

13. These representations were admitted by Mr. Rans
(as appears from the records) to have much force,
and he ultimately decided to "let well alone" rather
than accept a proposal similar to the present one,
which had then been mooted.

14. I also find that in the last two years the
average touring of the Local Fund Engineer is 17 to
18 days in a month; and of course, when he returns
to Head Quarters he has a great deal of accounts
and Office work, as well as inspection of roads in the
neighbourhood of Ootacamund. If during these
12 days, the whole duties of Municipal Engineer
be thrown upon him, I feel confident that it would
be too much.

15. For the above reasons, I must earnestly urge
my opinion on Government that a union of the two
duties in one officer would be much to the detriment
of the District Board. I advise no change; but
if Government be not convinced, I must at least
represent

that the utmost that can be placed upon the Local
 Fund Engineer is the charge of the cart roads (not
 bridle paths) of the Municipality, leaving the rest
 of the Municipal Engineering to the Chairman
 with the present staff. This additional work Mr. Haldwell
 can, though with difficulty, undertake, and his salary
 might be borne 400 by the District Board and 100 by
 Municipal Council. Even this I deprecate; but
 if Government considers it advisable, it will
 have to be placed formally before the two local
 bodies; the Chairman Municipal Council would
 agree to it, though he would distinctly prefer to have
 a separate Engineer.

I have the honor to be
 Sir,
 Your Most Obedient Servt.
 H. Fremantle.
 Collector & President,
 District Board.

2020

When given for copying _____
 When copied _____
 When examined _____
 When signed _____ 189 .

READ AGAIN G.O., No. _____ DATED _____
 189

CURRENT No. _____

ENCLOSURES TO C. No. _____

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
 IN ORIGINAL.

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