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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 21-4-1857

G.O. No.

656

Press

Mis.

4
Dated

3-4

1857

Not to be folded or roughly handled

No. 4. Extract from the Minutes of Consultation, dated 8th April 1857, No. 656.

Para. 1. The Right Honorable the Governor in Council proceeds to pass orders on the letter in this department from the Honorable the Court of Directors, dated 19th November 1856, No. 12.

3 to 5. With reference to the sanction given to certain estimates for the construction of Ferry boats for crossing rivers and backwaters, and with reference to the circumstance of the Boatmen being in receipt of regular wages, or of other remuneration from Government, Honorable Court enquire whether the Ferries might not be made self-supporting, the boatmen providing their own boats, and being remunerated by Passengers' fees.

2. In para. 4 of this Despatch the Honorable Court advert to the sanction granted by this Government for the construction of boats in certain localities, enquire whether the Ferries might not be made self supporting and left entirely to private enterprise. It must here be noticed that of late years much attention has been devoted to the subject of Ferries generally and to the means of maintaining them; and that one object contemplated by the local Government was

that to which the Honorable Court now refer. A somewhat lengthened correspondence has passed with the late Board of Public Works, the Commissioner of the Northern

Rev. Dy.	9th Aug. 1853,	No. 6-7†
"	12th April 1854,	" 15-16
"	13th June "	" 18-19
"	28th Nov. "	" 31-32
"	6th March 1855,	" 36 to 38
"	12th June "	" 15-16
P. W.	15th July 1856,	" 85-86
"	29th "	" 62-63
"	12th Aug. "	" 53-54
"	6th Feb. 1857	" 62-63

†Reported to Honorable Court, 24th April 1854, No. 25.

Circars, and subsequently with the Chief Engineer, respecting the provision of ferries over the numerous large irrigating channels intersecting the Rajahmundry and Masulipatam Districts. A copy of these papers will be forwarded to the Honorable Court with the reply to this Despatch, which will place that authority in possession of complete information of the views entertained by the Govern-

ment on this important subject, and of the proceedings adopted by them in consequence. The Honorable Court will learn from these papers that in Rajahmundry provision has been made to some extent for crossing the larger channels, and that in Extract Minutes of Consultation 15th July 1856, para. 5, the Government have recorded their resolution in future to establish and maintain ferries only on the main roads, until their place is supplied by Bridges. In Masulipatam the Honorable Court will observe that the establishment of ferries on the same principle has been authorized.

3. A correspondence regarding the provision of boats for crossing rivers in the southern

P. W.	5th June..	1855, Nos. 15-16
"	19th "	" 16-17
"	24th July..	" 42-43
"	11th Sept. ..	" 47-48
"	4th Dec.	" 33-34
"	15th April ..	1856 " 14-15
"	27th May ..	" 22-23
"	13th June ..	" 171
"	3rd Sept....	" 18-19
"	23rd "	" 53-54
"	24th Oct. ..	" 57-58

and western Districts, and on other matters connected with the subject of Ferries generally, will also be forwarded to the Honorable Court by the same opportunity, and their attention will be solicited to the general report furnished on the 3rd May 1855 by the late Board of Public Works on the management and working of the Ferries in this Presidency, and to the observations and orders recorded on a review of it by Government in Extract

Minutes of Consultation 1st June 1855, No. 239. The Honorable Court will see that owing to the great diversity of practice in the working and management of the Ferries in the different Districts, the Government were not disposed to authorize any material alterations in existing arrangements, but that they have laid down some general rules for the guidance of the local Officers in view to a gradual approximation of system. One of these rules is to the effect suggested by the Honorable Court, viz. "That every encouragement should be given to private enterprise in undertaking the ferries, only guarding against monopolies being established to the injury and inconvenience of the Public."

4. The Government will further request the attention of the Honorable Court to the Rules prepared by the Board of Revenue for the management of the Ferry and other local funds, approved in Extract Minutes of Consultation 11th April 1856, No. 371; as also to the review in Extract Minutes of Consultation 29th August 1856, No. 911, of the reports furnished under those Rules by Collectors on the management of the local funds for the official year ending 30th April 1856.

6. Approve the orders of Government disapproving of the Board of Revenue having recommended the adoption of certain projects for opening canals, involving a large amount of expenditure, without sufficiently maturing them.

7. Refer to a recent Despatch in which Honorable Court expressed themselves averse to the immediate prosecution of a scheme for the formation of a continuous Canal along the Eastern Coast of the Madras Territories,

5. The attention of the Chief Engineer will be directed to the Honorable Court's observations in paras. 6, 8, and 9; and he will be requested to meet the enquiry in the last of these paras. He will also report on the results of the improvement of the Port of Tranquebar referred to in para. 10.

6. The subject of para. 7 has been separately disposed of.

and observe that from Lieutenant Chamber's report it appears that the proposed line of Canal between the river Palaur and the Town of Cuddalore is likely to be more costly than was at first supposed.

8 and 9. Notice the effect of the storm on Easter Sunday of 1853 on the Tranquebar sea defences and the after-measures suggested by Colonel Cotton, and desire to be informed how far the views of that Officer have been corroborated by subsequent experience.

10. The reports on the results of recent improvements of the Port of Tranquebar having been prepared while the improvements were still incomplete, the means of judging of those results are necessarily inadequate.

11. Observe that the Honorable Court have not been furnished with the means of judging of the necessity for the formation of a road from Ootacamund to Kotagerry.

by the Marquis of Tweeddale on the 21st September

* Extract Minutes Consultation 2nd October 1846, No. 256, in Collection to para. 8 of General letter P. W. D. 1st October 1847, No. 12.
* Extract Minutes Consultation 13th May 1848, No. 105, in Collection to para. 7 of General letter P. W. D. 24th Sept. 1848, No. 11.

dered and resolved upon for some time previous, and the order of November 1850 did not intend more than the post-ponement of the work without interfering with other arrangements.

Diary 2nd September ... 1856, Nos 21-22.
" 28th October ... 94-95.
" 6th February ... 1857, " 32-33.

ment would now refer to their more recent annual allowances for the Kotagerry and other roads that have been opened, as evincing the interest which they continue to take in the communications on the Hills.

12 to 16. Notice the complaint of the Hereditary Boatmen of the Ferry at Rajahmundry against the competition of the Godavery Navigation Company, as well as the proceedings of Government thereon; with observations on the tribute proposed to be required from the new Company in recognition of the "royalty" exercised from time immemorial over ferries throughout India, and on the contract proposed to be entered into with that Company for the transport of Government troops, goods, and stores.

Northern Circars, dated 28th March 1855, shew the terms on which the Navigation Company agreed to transport Troops, Stores and Passengers across the river. These terms were, the payment on the part of the Company of a sum of Rupees 120 per annum as Royalty in recognition of the Government right in the ferry, the Company providing suitable boats for passengers at ordinary times, besides one large Steamer capable of tugging any ordinary number of passengers and quantity of merchandize at any time of the year and boats fit for the transport of troops of all arms. The Government stores it was proposed should be paid for at present rates, and the public servants who had hitherto been exempt from charge, were to pay for their passage in future. In regard to the transport of Troops the Company had not sufficient experience to guide them, but they submitted a scale of charges for present adoption, leaving it open to revision as circumstances might shew to be necessary; they were not to have a monopoly of transport, and the mails were to be carried as heretofore by the hereditary boatmen.

9. Before passing their orders on these several propositions, the Government resolved to obtain further information respecting the cost and other particulars of transporting troops and munitions of war by the ordinary means since the construction of the annicut, but their reference to the Quarter Master General of the Army having resulted in the representation that Government did not pay directly for the transport of troops and stores, the matter was allowed to drop without the issue of any specific orders.

7. As regards the road referred to in this paragraph, it is to be observed that the necessity for having a direct communication between Ootacamund and Kotagerry was pointed out in a Minute recorded in 1846, and fully admitted by the Government in (a) sanctioning in the first instance an advance of Rupees 50 for tracing a new line, and in afterwards (b) authorizing an allowance of Rupees 200 for keeping the trace from obliteration. The formation of the road was therefore a project that had been duly considered until such time as it could be undertaken. The Honorable Court will learn from the papers to which reference has just been made that for several years past much importance has been attached to the opening of roads and passes on the Nilgherries, and the Government resolution of the 29th January 1857, sanctioning the communications on the Hills.

8. In paras. 15 and 16, the Honorable Court remark on the tribute proposed to be taken from the Godavery Navigation Company; on the propriety of having a general table of ferry fares to regulate the dealings of the Company with all parties public or private; and on the extent of Government interference that would seem advisable.

* Rev. Dy. 24th Apr. 1855, Nos. 29-30
" 8th May " " 47-48
" 12th June " " 9-10

The Proceed- ings* of the Commissioner lately in the

10. It now seems necessary to re-open the question with reference to the Honorable Court's remarks. A copy of these paras. will accordingly be furnished to the Board of Revenue in view to their instructing the Collector of Rajahmundry to report at an early date upon the question. The Collector should be required to specify the number and names of the different Navigation Companies that have established themselves on the river; the fares demanded by each as compared with those formerly taken by the hereditary boatmen; whether the public are generally satisfied or whether alterations are called for; his views on the amount of the royalty to be demanded, and on the other points indicated by the Honorable Court. He will also be requested to state the system which now obtains regarding public servants, and whether inconvenience has arisen from any change that may have been adopted, and particularly to afford information regarding the passage of troops and Government stores. The Collector will bear in mind that whatever engagement is made with the Steam Navigation or other Companies, should be only for a short term of years, as it is inexpedient that Government should bind itself permanently or for an indefinite period in such a matter.

17 and 18. Notice the circumstance under which a supplementary estimate became necessary for the Canal between the Ponany and Vallingode and Chowghaut rivers in Malabar.

11. The Government learn from the Progress Report appended to the Budget of 1854-55, that the opening of the Canal for connecting the Ponany and Chowghaut backwaters estimated at Rupees 16,382 has been completed

at a cost of Rupees 14,500, and that a sum of Rupees 2,000 has been reserved to meet demands for compensation for land taken up for the Canal. On the 11th June 1855, a further expenditure of Rupees 1,105 was sanctioned for the construction of a Lock in the Canal from Ponany to Veliangode, a work which it is believed has been proceeded with. It is desirable that the claims to compensation and other charges connected with this project should be settled, and a clear statement placed before Government of the actual expenditure under all heads; and the Governor in Council requests the Chief Engineer will, on an early date, furnish such a statement, accompanied by a report on the present condition of the Canal, and whether any and what results have followed the opening of it. Allusion is made to this work in the General Report on Important Works for 1854; it is there represented as being in course of completion, and a promise is held out of a review of the work in 1855; but the Government think that a special report should be separately furnished for communication to the Honorable Court.

Rev. Dy. Cons. 19th June 1855, Nos. 31-32.

12. In furnishing a copy of this para. to the Chief Engineer, his attention will be directed to the observations of the Honorable Court, especially as regards the responsibility that will be incurred by Officers preparing estimates; and he will be requested to communicate the warning of the Honorable Court to all Officers connected with the Department of Public Works.

13. This para. calls for no other remark than that the Honorable Court are correct in their conclusion.

21. Notice certain instances in which estimates have been exceeded from the carelessness or inexperience of the Officers who prepared them. Refer to the bridge over the Beerapairoo the cost of which had risen from Rupees 4,613 to 12,554. Consider such estimates to be worse than useless, as tempting to expenditure which might not have been incurred if its ultimate extent could have been foreseen. Desire that Officers whose duty it may be to prepare estimates may be warned that in cases of manifest heedlessness on their part they will be held personally responsible for the excessive outlay into which the Government may be led by their misrepresentations.

22. With reference to the new charity tank at Moorsoor authorized in lieu of one destroyed by the Madras Railway; notice Mr. Bourdillon's statement that under the terms of the engagement between the East India Company and the Railway Company, the compensation for the damage thus done is payable by the former; presume that the claim was made upon Government accordingly.

23. Notice the sanction given to certain urgent works the estimated cost of each of which was less than Rupees 25,000; but call the attention of Government to the rule that no works should be undertaken, which though included in the Budget of Public Works, have not received the sanction of the Govern-

14. This para. will be communicated to the Chief Engineer for his information.

Fort Saint George, Public Works Consultation of 21st April 1857.

ment of India, except such as are strictly urgent, and do not admit of reference for which Honorable Court will consider this Government constantly responsible.

25. Consider the price paid for the house, in Vepery purchased for 9,000 Rupees for the use of a Police Court to be unnecessarily large.

port of the Superintending Engineer that it would cost more to build a similar place. In so densely populated a place as Madras, it is not always that a suitable locality for a Public Building can be found, or if found secured at a moderate cost; and when it is remembered that timber and building materials of every description, as well as labor, have risen greatly in value in consequence of the Rail road operations, there can be little doubt that the construction of a house even of more limited dimensions than the one purchased, would, taking the value of land into account, have involved a much larger outlay than that disbursed by Government for the Vepery Police Office.

27. In regard to the expenditure sanctioned for the restoration of the Walls of Tranquebar and for their future repair, direct that the professional opinion of the Chief Engineer on the policy of keeping up the defensive works of Tranquebar should be taken,

31 and 32. Honorable Court have read with interest the "Collective" Memo. on Public Works drawn up by a Committee of Engineer Officers in 1854, and the suggestions regarding it elicited from the local authorities, notify their approval of the augmentation from Rupees 2,000 to 20,000 of the amount placed annually at the disposal of the Collector of Canara for expenditure on districts and village roads and of the appropriation to similar purposes of the surplus Ferry funds.

33 and 34. Notice the postponement of the sanction granted to an estimate of Rupees 1,29,132, for improving the Road from Tripatore via Topoor to Sankerry Droog; consider the outlay of so large a sum on a road running parallel to the Railway to be a very ill chosen application of money needed for more urgent works. As the road will be useful even after the Railway is finished, Honorable Court think that it may be maintained in its actual condition, or without more costly improvements than the bridging of intersecting streams.

35 to 37. Notice the sum expended in the Bellary and Kurnool Districts during the famine of 1854 by which 300 miles of road had been formed and the measure suggested by the Civil Engineer with the concurrence of the Collector and of the Board of Revenue for an annual expenditure of four lacs for prosecuting the work of road making until an additional 1,000 miles of road should have been completed. Observe that Government decided, though less summarily than the Honorable Court would have expected, against a proposition made with as little regard to the funds and agency at the disposal of Government in the Department of Public Works as to the competing claims of the other parts of the Madras Territories.

38 to 40. Communicate observations on the expenditure sanctioned by this Government for the repair of Roads in South Arcot, with the view of affording employment to

15. It is observed that the house referred to in this paragraph was purchased on the representation of the late Chief Magistrate and Superintendent of Police that it was well suited for the purpose required, and on the re-

16. The Chief Engineer will be requested to furnish the report required in this para.

17. Will be communicated to the Board of Revenue and to the Chief Engineer for their information respectively.

Fort Saint George, Public Works Consultation of 21st April 1857.

the laboring classes, as also on the road repairs authorized in Nellore with the same view. Remark that although employment on Public Works is commonly the least exceptionable mode of affording relief in a season of a scarcity and distress, that it is yet liable to abuse as is apparent from the Proceedings reported upon in Nellore, when of 6,800 persons daily engaged on road making not more than 2,000 really needed to be so employed on the score of destitution. Trust that the necessity for such extraordinary employment will be obviated by the policy recently adopted in the Public Works Department which seeks to prevent distress by anticipating its causes.

41. Honorable Court will consider in their review of the Budget for 1855-56 the projects for road and Canal communication between Masulipatam and the Nizams Frontier.

42. Think with Government that the non-completion of the Trace, for a new ghaut between Coonoor and the plains, within the 8 months originally prescribed for that purpose was very insufficiently explained.

18. Communicated to the Chief Engineer.

19. The subsequent correspondence that has passed on the subject of the trace of the new Coonoor Ghaut will be furnished to the Honorable Court with the reply to this

Despatch, and will inform them of the necessity the Government were under of sanctioning a further outlay of Rupees 2,000 on the same account.

(Signed) H. FORBES,
Acting Secretary to Government.

N: 656

9 P.M.D.

Extract from the Minutes of Consultation
Under date the 8th ~~March~~ ^{April} 1857.

That. The Right Honorable
the Governor in Council pro-
ceeds to pass orders on the
letter in this Department
from the Honorable the Court
of Directors, dated 19th November
1856, N: 12.

[Handwritten initials: JH, JG, W, and others]

305 With reference to the
sanction given to certain estimates
for the construction of Ferry
boats for crossing Rivers and
Backwaters, and with reference
to the circumstance of the Boat-
men being in receipt of regular
wages, or of other remuneration
from Government, Honorable
Court enquire whether the
Boats might not be made
self-supporting, the boatmen
providing their own boats, and
being remunerated by Passengers
fare.

2. In para 4 of this
despatch the Honorable Court
adverting to the sanction
granted by this Government
for the construction of Boats
in certain localities, enquire
whether the Boats might
not be made self-supporting
and

and left entirely to private enterprise. It must have been noticed that of late years much attention has been devoted to the subject of Ferries generally and to the means of maintaining them; and that one object contemplated by the local Government was that to which the Honorable Court now refer. A somewhat lengthened correspondence has passed with the late Board of Public Works, the Commissioners of the Northern Circuit, and subsequently with the Chief Engineer respecting the provision of ferries over the numerous large irrigating Channels intersecting the Rajahmundry and Masulipatam Districts. A copy of these papers will be forwarded to the Honorable Court with the reply to this despatch, which

Recd. 4th Aug. 1853. 6-7
 12th Sept. 1854. 15-16
 13th June. " 18-19
 23rd Nov. " 31-22
 6th March 1855. 36-38
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 15th July 1856. 35-36
 27th " " 67-63
 13th Sept. " 53-54
 8th Feb. 1857. 62-63
 * Reported to Hon. Council 24th April 1856. 7th 25.

which will place that authority in possession of complete information of the views entertained by the Government on this important subject, and of the proceedings adopted by them in consequence. The Honorable Court will learn from these papers that in Rajahmundry provision has been made to some extent for crossing the larger Channels, and that in Extract Minutes of Consultation 15th July 1856, para 5, the Government have recorded their resolution in future to establish and maintain ferries only on the main roads, until their place is supplied by Bridges. In Masulipatam the Honorable Court will observe that the establishment of ferries

ferries on the same principle has been authorized.

3. A correspondence regarding the provision of boats for crossing rivers in the Southern and Western Districts, and on other matters connected with the subject of Ferries generally, will also be forwarded to the Honorable Court by the same opportunity, and their attention will be solicited to the general report furnished on the 3^d May 1855 by the late Board of Public Works on the Management and working of the Ferries in this Presidency, and to the observations and orders recorded on a review of it by Government in Extract Minutes of Consultation 1st June 1855 N^o 239. The Honorable Court will

P.W. 5 th June 1855	N ^o 15-16.
19 th " " "	16-17.
24 th July " "	42-43.
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see that owing to the great diversity of practice in the working and management of the Ferries in the different districts, the Government were not disposed to authorize any material alterations in existing arrangements, but that they have laid down some general rules for the guidance of the local Officers in view to a gradual approximation ^{of system} ~~to a system~~. One of these rules is to the effect suggested by the Honorable Court, Vizt, "That every encouragement should be given to private enterprise in undertaking the ferries, only guarding against Monopolies being established to the injury and inconvenience of the Public."

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4 The Government will further request the attention of the Honorable Court to the Rules prepared by the Board of Revenue for the management of the Ferry and other local funds, approved in Extract Minutes of Consultation 11th April 1856 N^o 371, as also to the review in Extract Minutes of Consultation 29th August 1856, N^o 911, of the reports furnished under those Rules by Collectors on the management of the local funds for the official year ending 30th April 1856.

6 Approve the orders of Government disapproving the conduct of the Board of Revenue having recommended the adoption of certain projects for opening canals, involving a large amount of expenditure, without sufficiently maturing them.

Refer

7 Refer to a recent Dispatch in which Honorable Court expressed themselves averse to the immediate prosecution of a scheme for the formation of a continuous canal along the Eastern Coast of the Madras Territories, and observe that from Sir J. Chambers' report it appears that the proposed line of Canal between the river Palur and the Town of Fuddalore is likely to be more costly than was at first supposed.

8 & 9 Notice the effect of the storm on Easter Sunday of 1853 on the Tranquebar sea defences and the after-measures suggested by Colonel Cotton, and desire to be informed how far the views of that Officer have been corroborated by subsequent experience.

10. The reports on the results of recent improvements of the Port of Tranquebar having been prepared while the improvements were still incomplete, the means of judging of those results are necessarily inadequate.

11 Observe that the Honorable Court have not been furnished with the means of judging of the necessity for the formation of a Road from Ootacamund to Kotagerry.

5 The attention of the Chief Engineer will be directed to the Honorable Court's observations in paras 6, 8, and 9, and he will be requested to meet the enquiry in the last of these paras. He will also report on the results of the improvement of the Port of Tranquebar referred to in para 10.

6 The subject of Para 7 has been separately disposed of.

7 As regards the road referred to in this paragraph, it is to be observed that the necessity

necessity for having a direct
 communication between Ootacamund
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a Exl. Minis. Cons. 2^d Oct. 1846 N^o 256 in
 Collection to paras 8 of General Letter
 P.H.D. 1st Oct. 1847 N^o 12.

b Exl. Minis. Cons. 13th May 1848 N^o 105 in
 Collection to paras 7 of General Letter
 P.H.D. 26th Sept. 1848 N^o 11.

3
 By 2^d Sept. 1856 N^o 21-22.
 28th Oct. - 94-95
 6th July 1857 - 32-33

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8 In paras 15 and 16
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be taken from the Godavery Navigation Company; on the ~~proposition~~ ^{proposition} of having a general table of ferry fares to regulate the dealings of the Company with all parties public or private; and on the extent of Government interference that would seem advisable.

~~From~~ The Proceedings of the Commissioner lately in the Northern Circars, dated 28th March 1855, shew the terms on which the Navigation Company ^{agrees} ~~agrees~~ to the transport of troops, stores, ^{and} passengers ~~across~~ the river. These terms were, the payment on the part of the Company of a sum of Rupees 120 per Annum as Royalty in recognition of Govt. ^{in ferry} ~~right of transport~~, the Company providing suitable ~~for passengers at ordinary fares~~ boats besides one large steamer ^{capable}

time immemorial over ferries throughout India, and on the Contract proposed to be entered into with that Company for the transport of Government troops, goods, and stores

Rev. 27th April 1855 N 29-30
8th May " " 47-48
12th June " " 7-10

and boats fit for the transport of troops of all arms.

public

capable of tugging any ordinary ~~number~~ ^{number} of passengers and ~~quantity~~ ^{quantity} of merchandize at any time of the year. The Government ~~it was proposed~~ ^{it was proposed} ~~stores were to be paid for~~ ^{stores were to be paid for} at present rates, and ~~then~~ ^{no had little to be except} ~~public servants~~ ^{public servants} ~~their passage is future~~ ^{their passage is future} for. In regard to the transport of troops the Company had not sufficient experience to guide them, but they submitted a scale of charges for present adoption, leaving it open to revision as circumstances might shew to be necessary; they were not to have a monopoly of transport, and the mails were to be ~~carried~~ ^{carried} as heretofore by the hereditary boatmen.

9 Before passing their orders on these several propositions, the Government resolved

10. It now seems necessary to reopen the question with reference to the Honorable Courts remarks. A copy of these paras will accordingly be furnished to the Board of Revenue in view to their instructing

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 Rajahmundry to report ^{at an} ~~the~~
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same way, it will be desirable
to limit the contract for
transporting the Sappal with
this Company or any other
parties, only for a time.

The late Collector
proposed to abolish the
privilege of free transit
heretofore enjoyed by Govern-
ment servants. The allusion
to the carriage of such persons
in the papers accompanying
the Commissioner's proceedings
of the 28th March 1855, would
seem to be restricted to such
servants as are "proceeding on
duty." It is desirable that
this should be clearly
understood and that
Tahsildars and others
should

~~should be prohibited from
allowing a free passage to
public servants proceeding
otherwise.~~

17 & 18. Notice the circumstances
under which a supplementary
estimate became necessary for the
Canal between the Ponany and
Nallimogode and Choughant
Rivers in Malabar.

Selections A^o 27 pages 140-141.

LD Com: 19 June 1855 to 31. 32.

11. The Government
learn from the progress
report appended to the
Budget of 1854/55 that
the opening of the Canal
for connecting the Ponany
and Choughant backwaters
estimated at Rupees 16,382
has been completed at a
cost of Rupees 14,500, and that
a sum of Rupees 2000 has
been reserved to meet
demands for compensation
for land taken up for the
Canal. On the 11th June
1855 a further expenditure
of Rupees 1105 was sanctioned
for

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Lock in the Canal from
Pomary to Velangode, a
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It is desirable that the claims
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condition of the Canal, and
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made to this work in the
General report on important
works for 1854, it is there
represented

Deliberations N^o XXVI of 1856.
page 164

21. Notice certain instances
in which estimates have been ex-
ceeded from the carelessness or
inexperience of the Officers who
prepared them. Refer to the Bridge
over the Beeraqueroo the cost of
which had risen from Rupees 4,613
to 72,584. Consider such estimates
to be worse than useless, as tempting
to expenditure which might not
have been incurred if its ultimate
extent could have been foreseen.
Desire that Officers whose duty it
may be to prepare estimates may be
warned that, in cases of ma-
nifest carelessness on their part
they will be held personally res-
ponsible for the excessive outlay
into which the Government may
be led by their misrepresentations.

represented as being in course
of completion, and a promise
is held out of a view of the
work in 1855, but the Govern-
ment think that a special
report should ~~be~~ be separately
furnished for communication
to the Honorable Court.

121. In furnishing a Copy
of this para to the Chief
Engineer, his attention will
be directed to the observations
of the Honorable Court, especi-
ally as regards the respon-
sibility that will be incurred
by Officers preparing Estimates,
and he will be requested by
a Circular to communicate
the warning enjoined by the
Honorable Court to all Officers
connected with the Department
of Public Works.

22. With reference to the new
charity tank at Mooroor authorized
in lieu of one destroyed by the Madras
Railway; notice Mr. Bourdillon's
statement that under the terms
of the engagement between the
East India Company and the
Railway Company, the compensation
for the damages thus done is
payable by the former; presume
that the claim was made upon
Government accordingly.

23. Notice the sanction
given to certain urgent works.
The estimated cost of each of which
was less than Rs. 25,000; but call
the attention of Government to the
rule that no works should be
undertaken, which though included
in the Budget of Public Works,
have not received the sanction
of the Government of India, -
except such as are strictly urgent,
and do not admit of reference
for which Honorable Court will
consider the Government constantly
responsible.

25. Consider the price paid
for the house, in 1859 purchased
for 9000 Rs. for the use of a
Police Court to be unnecessarily
large.

13. This para calls for
no other remark than that
the Honorable Court are correct
in their conclusion.

14. This para will
be communicated to the Chief
Engineer for his information.

15. It is observed that
the House referred to in this
paragraph was purchased on
the

25.
the representation of
the late Chief Magistrate
and Superintendent of
Police that it was
well suited for the
purpose required, and
on the report of the
Superintending Engineer
that it would cost
more to build a similar
place. It might
be here remarked that
in so densely populated
a place as Madras,
it is not always that
for a Public Building
a suitable locality can
be readily found, or
if found, secured
at a moderate cost;
and

and where it is remem-
bered that Timber and
building materials of
every description, as well
as labor, have risen
greatly in value in
consequence of the rail-
road operations, ^{there} it might
be little doubt
~~with truth to be said that~~
the construction of a
house even of more
limited dimensions than
the one purchased, would,
taking the value of land
into account, have involu-
ed a much larger outlay
than that disbursed by
Government for the Tefery
Police Office.

The

27 In regard to the
expenditure sanctioned
for the restoration of the
Walls of Franguebar and
for their future repair, direct
that the professional opinion
of the Chief Engineer on the
policy of keeping up the
defensive Works of Frangue-
bar should be taken.

31432 Honorable Board
have read with interest
the "collective" memo: on
Public Works drawn up
by a committee of Engineer
Officers in 1854, and the
suggestions regarding it
elicited from the local
authorities; notify them
approval of the argu-
mentation from Revenues
2,000 to 20,000 of the amount
placed annually at
the.

27
16 The Chief Engineer
will be requested to
furnish the report requir-
ed in this para.

the disposal of the collector of Benares for expenditure on districts and village roads and of the appropriation to similar purposes of the surplus Lary Funds.

33734 Notice the postponement of the sanction granted to an estimate of Rspees 129,132 for improving the Road from Erapore via Loproor to Larkerry Dooj; consider the outlay of so large a sum on a road running

parallel

parallel to the railway to be a very ill chosen application of money needed for more urgent works. As the road will be useful even after the Railway is finished, Honorable Court think that may be maintained in its actual condition, or without more costly improvements than the bridging of intersecting streams.

35037 Notice the sum expended the Delivery and Districts during the famine of 1854 by which 100 miles of road had been formed and the measure suggested by the Civil Engineer with the concurrence of the collector and of the Board of Revenue for an annual expenditure of four lacs for prosecuting the work of road making until an additional 1000 miles of road should have been completed. Observe that Government decided through less sum than the Honorable Court would have expected, against a proposition made with no little regard to the funds and inquiry at the disposal of Government in the public works as to the completion of claims of the other parts of the Indian Territories.

Communicate to Revenue

Will be communicated to the Board of Revenue and to the Chief Engineer for their information respectively.

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observations on the expenditure sanctioned by this Government for the repair of Roads in South streets with the view of affording employment to the laboring classes, as also on the Road repairs authorized in Madras with the same view. Remark that although employment on Public Works is commonly the least exceptionable mode of affording relief in a season of scarcity and distress, that it is yet liable to abuse as is apparent from the proceedings reported upon in Madras, when of 6800 persons daily engaged on road-making, not more than 2000 really needed to be so employed on the score of destitution. Trust that the necessity for such extraordinary employment will be obviated by the policy recently adopted in the Public Works Department which seeks to prevent distress by anticipating its causes.

41 Honorable Court will consider in their review of the Budget for 1855/56 the project of Road and Canal Communication between Madras and the Vizagapatnam and the Vizagapatnam Frontier.

42 Think with Government that

that the non-completion of the Trace, for a new Ghant between Coonoor and the plains, within the 8 months originally prescribed for that purpose was very insufficiently explained.

S.W. Dy. 21st August 1855 22-13.
" " 18th October " " 20-22.

18 Copies of
Parsis 1-5-6-8-10-11-12-
14-16-17-18 with
the Parsis of the Dispatch
referred to the Chief Eng.
Dispt 29
3-11- for the P.D. of Rev. S

19
20 The subsequent correspondence that has passed on the subject of the trace of the new Coonoor Ghant will be furnished to the Honorable Court with the reply to this dispatch, and will inform them of the necessity the Government were under of sanctioning a further outlay of Rs 2000 on the same account.

H. S.

18.
19 Communicated to the Chief Engineer.

Rept.

Public Works 1857 Septth.

D. to Cons: 21st April

N^o 656.

6
Extract. Minis. of Cons.

17/7 +
18th April 1857.

From Chief Engr. 29th Sept. 57. Messrs.
About the Walls of Tranquebar
About the groynes at do.
About the land between Conany &
Chengkut in Calabar.

Extract from the Pro. of the Bd. of
Rw. d. 110 Dec. 57. C. N^o 2184 in 1857.
About the Management of the Ferry between
the Godavery.

18
D. to Cons: 21st April

Passing orders on the
letter in this Dept. from the
Honorable the Comtee of Directors
dated 19th November 1856
N^o 12.

N^o 4.

27 March 1857