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MADRAS RECORD OFFICE.

# Government of Madras.

Public works DEPARTMENT.

Con. 20-12-59.

G.O. No. 2946 Press / Mis.

Dated 19-12- 1859.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department, for the month of December* 1859.

No. 141. Read the following letter from JAMES FRASER, Esq., Acting Collector of Cádápah; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 10th October 1859, No. 34.

1. I have the honor to acknowledge receipt of a copy of the Chief Engineer's letter to Government, on the subject of the site for the District Engineer's office and workshops, and the high rate of bandy hire now prevailing in this district.

2. In accordance with paragraph 2 of the Government order on the above letter, I beg to state that the rate of 1 Rupee for 10 miles was not fixed by the present Ameen of Cádápah, or even by any former one as far as I can ascertain. I have just obtained from the Police Ameen's office a price list, dated 18th December 1818, and bearing Mr. Cochrane's signature, in which the hire for a bandy and pair of bullocks is stated to be 1 Rupee for 10 miles. It has been in force for the last 10 or 15 years as the rate for carriage, when supplied by the Collector for public purposes; such as, for troops on the march. Till very lately, the rate paid for the carriage of the public records, when the Collector was on circuit, was only 8 annas per 10 miles, and the same for the bandies required by the Kacheri Gumastas for themselves and families. The head Sarishtadar having mentioned this to me, and that the low scale of payment was much complained of, I made enquiries as to what was the usual rate of hire paid in this district by merchants and others for conveyance of produce; and found that it ranged from 12 Annas to 1 Rupee per 10 miles, according to the season of the year, and state of the roads. The lower rate being willingly accepted when the roads are in fair order, and the crops sown and ripening: the higher never exceeded. As the Collector is on circuit during those months when agricultural operations are slack, and the roads as good as they ever are, I consider 12 annas per 10 miles a perfectly fair rate for that season of the year. When carriage is supplied officially to troops, the carts must of course go at the same rate and times as *they* march. If left to themselves, the cart owners always travel during the night, or from about 8 P. M., till a little after sunrise; and they get over 16 to 18 miles during the 24 hours—with troops, they are not allowed to go so fast, nor at their own time, and therefore, I think 1 Rupee for 10 miles is a fair rate for bandies when marching with troops.

3. In regard to the necessity for any official rate at all, I beg to state that without it the cart owners would probably ask double what they at present receive; and without official interference in addition, that carriage would often not be procurable on any terms. I must explain myself at some length here. The people of this district have great objections, some well founded, some I believe groundless, to supplying carriage for troops. Any sepoy going on furlough, or any private individual going to or but a short distance beyond the frontier of the district, can at any time command what carriage he wants at the rates before specified, 12 annas to 1 Rupee per 10 miles. But as soon as it is known that carts are required for troops in any quantity, the owners, though they know that they will be paid at the highest rate, take off their cart wheels, hide them, and drive their bullocks into the jungle; do every thing in short to evade the demand. Virtually, pressing must be and is resorted to whenever carriage has to be supplied by the Collector to any extent.

4. It cannot be contended that this is the case because the cart owners are insufficiently paid; I believe that there are two reasons for it.

First. That they are never sure where or when they shall be relieved—ex. gr. supposing a regiment to be about to march from Cádápah to Nagpúr; the cart owners never feel certain that they may not have to go the whole distance, though engaged at first to go say only to Bellary.

Second. That they fear their bandies will be overloaded, so as to distress their bullocks. I do not think that the latter reason is much founded in fact, but I have no doubt that the former is at the root of nearly all their dislike.

It would not be a difficult matter to do away with this obstacle. If it were made a standing rule that each district should supply the demand for public carriage within its own limits only, and observance of this rule were as strictly enforced as that of any other Government order,

years as the rate for carriage, when supplied by

(the only exception allowed being, when cart owners volunteered to go beyond the limits of their own district), the necessity for coercive measures would speedily cease.

At present, as far as my experience goes, it is a matter of arrangement between the Commanding Officer of any regiment, and the Collector of the district whence the troops start, how far the bandies supplied are to go; and even then, the Collector's requests are not always attended to. The Collector of the next district has not always the relief carts ready at the appointed time and place, and the Commanding Officer will not, perhaps cannot, wait for them.

5. I only await a reply to a letter from me to the Board of Revenue to take the necessary steps for handing over to the District Engineer the site for his office and workshops.

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No. 142. ORDER THEREON, 19th December 1859, No. 2916.

The acting Collector will be referred to the proceedings of Government noted in the margin* abolishing the impressment of carts for public purposes; no separate or special order on the present letter is necessary.

* Financial Railway Department 8th November 1859 No. 616.

2. A copy of Mr. Fraser's letter will be furnished to the Chief Engineer with reference to paragraphs 2 and 3 of the proceedings of Government dated 4th October 1859 No. 2366.

(Signed) J. D. BOURDILLON,
*Secretary to Government.*



No. 34.

From James Fraser Esquire
Collector of Cuddapah

To J. Lycroft Esquire
Chief Secretary to Government
Fort Saint George

Sir,

1. I have the honor to acknowledge receipt of a copy of the Chief Engineers letter to Government, on the subject of the site for the District Engineers office and work shops, and the high rate of Bandy hire now prevailing in this District.—

2 In accordance with para 2 of the Government order on the above letter, I beg to state that the rate of 1 Rupee for 10 miles was not fixed by the present Ameen of Cuddapah, or even by any former one as far as I can ascertain. I have just obtained from the Police Ameen's Office a price list dated 18th December 1848 and bearing Mr. Cochrane's signature in which the hire for a Bandy and pair of bullocks is stated to be 1 Rupee for 10 miles. It has been in force for the last 10 or 15 years as the rate for carriage, when supplied by

the Collector for public purposes, such as for troops
on the march. Till very lately, the rate paid
for the carriage of the Public records, when the
Collector was on Circuit, was only 8 annas per Diem,
and the same for the Bandies required by the
Cutcherry Jemadars for themselves & families.
The Head Sheristadar having mentioned this
to me, and that the low scale of payment was
much complained of, I made enquiries as to
what was the usual rate of hire paid in this
District by merchants and others for conveyance of produce; and found that it ranged
from 12 annas to 1 Rupee per 10 miles, according
to the season of the year, and state of the roads.
The lower rate being willingly accepted when
the roads are in fair order, and the crops cut
and ripening; the higher never exceeded. As the
Collector is on Circuit during those months
when agricultural operations are slack, and
the roads as good as they ever are, I consider
8 annas per 10 miles a perfectly fair rate for that
season of the year. When carriage is supplied
officially to troops, the carts must of course go
at the same rate and times as they march.
If left to themselves, the cart-owners always
rest during the night, or from about 8 P.M.
to a little after sunrise, and they get over



16 to 18 miles during the 24 hours - with troops
they are not allowed to go so fast, nor at their own
time, and therefore I think 1 Rupee for 10 miles
is a fair rate for Bandies when marching with
troops. —

3 On regard to the necessity for any official
rate at all, I beg to state that without it the
cart-owners would probably ask double what they
at present receive; and without official interference
in addition, that carriage would often not be
procurable on any terms. I must explain myself
at some length here. The people of this District
have great objections, some well founded, some
I believe groundless, to supplying carriage for
troops. Any sahoy going on furlough, or any
private individual going to or but a short
distance beyond the frontier of the District,
can at any time command what carriage
he wants at the rates before specified, 12 annas
to 1 Rupee per 10 miles. But as soon as it known
that carts are required for troops in any quantity
the owners, tho they know that they will be paid
at the highest rate, take off their cart wheels,
hide them, and drive their bullocks into the
jungle; do every thing in short to evade the
demand. Virtually, pressing, must be and is
resorted to whenever carriage has to be supplied.

by the Collector to any extent. —

4. It cannot be contended that this is the case because the cart owners are insufficiently paid; I believe that there are two reasons for it. —

First. That they are never sure where or when they shall be relieved. ex. gr. supposing a Regiment to be about to march from Cuddapah to Nagpoor; the cart owners never feel certain that they may not have to go the whole distance, tho' engaged at first to go say only to Bellary. —

Second. That they fear their Bandies will be overloaded, so as to distress their bullocks. I do not think that the latter reason is much founded in fact, but I have no doubt that the former is at the root of nearly all their dislike. —

It would not be a difficult matter to do away with this obstacle. If it were made a standing rule that each District should supply the demand for public carriage within its own limits only, and observance of this rule were as strictly enforced as that of any other Government order, (the only exception allowed being, when cart owners volunteered to go beyond the limits of their own District) the necessity for coercive measures would speedily cease. —

At present, as far as my experience goes, it is a matter of arrangement between the Commanding Officer of any Regiment, and the Collector of the District whence the troops start, how far the Bandies supplied are to go; and even then, the Collectors requests are not always attended to. The Collector of the next District has not always the relief carts ready at the appointed time and place, and the Commanding Officer will not, perhaps cannot, wait for them. —

5. I only await a reply to a letter from me to the Board of Revenue to take the necessary steps for handing over to the District Engineer the site for his Office and work shops. —

I have the honor to be
Sir
Your most Obed.t Servant
J. Fraser
Coll.r

Cuddapah
Collector's Office
10 October 1859.

To
T. Pycroft Esquire
Chief Secretary to Government
Fort Saint George

Exd
MM

Pm. of Govt. 4th October 59 No. 100-107

P. Works 1859. Depatt.
Pm. of Govt. 25 Dec. No. 2692.
1859 Department
No.
From The Collector of Cuddapah
To The Chief Secretary to Government Fort St. George
Dated 15th October
Received 17 } 1859.
No. 34.

Referring to the Proceedings of the Madras Government dated the 4th October 1859 No. 2366, and explaining the rate of hire paid and now payable for a Cart and pair of Bullocks for every 10 miles in this District.—

No. 2946. 19th December

Will an order

No. 141 & 142.

Cy December 1859

No. 2946.

Mr. Acting Collector will be referred to the Proceedings of Government noted in the margin and to the Instructions for the employment of Carts for public purposes, no separate or special order on the present letter is necessary.

Mad. Rev. Cy. dt. 18th Nov. 1859 No. 616

2 A copy of Mr. Fraser's letter will be furnished to the Chief Engineer with reference to paras 2 and 3 of the Proceedings of Government dated 4th October 1859 No. 2366.

Mad. Rev. Cy. 19th Dec. 1859

C/my Collr of Cuddapah Dis. 520

by Chief Engineer