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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	615	Press
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	565-566.	
Dated	31-3-	18 62.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
31st March 1862.*

No. 565. Read the following letter from Lieutenant-Colonel J. OUCHTERLONY, Acting Deputy Chief Engineer, Northern Circle, to Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, Public Works Department, dated Chepauk, 28th February 1862, No. 182:—

SIR,

1. I have the honor to submit herewith, for the purpose of being laid before Government, a letter from Captain Haig, the Engineer in charge of the Navigation works of the Upper Godavery, dated Secunderabad the 20th February 1862, No. 1006.
Letter from District Engineer Upper Godavery, No. 1,006, dated 20th February 1862.

2. I feel uncertain whether it is the pleasure of Government that in submitting similar statements I should fulfil the functions of a mere tacit organ of communication, or that I should offer remarks upon their contents.

3. As the letter to which I have now to give cover assumes a point of departure which is not within my cognizance, viz., an expression of the will of Government which has not been conveyed to me up to the present time,* I might well be excused for adopting the former course of proceeding; but as there are several matters brought forward in the document in question which it scarcely seems to me correct to pass altogether unnoticed, I will venture to offer few a brief comments on those which have the most prominent bearing on the important subject of which Captain Haig treats.

4. First, I would remark upon the apparent discrepancy between the statement of progress made at the Barriers of Sinterala, Enchampalli and Diwalamarry conveyed in Captain Haig's letter of the 10th instant, and that which it is to be inferred from the argument of his present address, has been actually achieved. I have not the former communication now to refer to, as I passed it on at once to Government, but the impression which its perusal has left on my mind is that it set forth the progress made as almost *nil*, and the general results of operations up to January as "almost disastrous." Yet within ten days of the date of that letter, during which intervening period I take it for granted, from the locality (Hyderabad) whence Captain Haig addresses me, and from the context, that he could not personally have inspected the works, I find him asserting or rather assuming, that by June next the tram-ways round the two first Barriers, Sinterala and Enchampalli, will be completed and in working order; and that the thirty-two miles length of new cart road by which the obstruction of Diwalamarry is avoided, is so far advanced as to warrant the immediate collection of rolling and live stock for the purpose of being in readiness to convey a considerable and existing trade.

5. I confess I am utterly unable to reconcile these apparent discrepancies; and I would by no means counsel Government to launch into the extravagance of purchasing "cattle, ponies and fuel," by forming establishments for "manning boats and steamers for working the line both on land and on water," until they have some more tangible security of the existence of that line than I can gather from the "probabilities" claimed in Captain Haig's present enthusiastic, but to my mind vague and inconclusive communication.

6. Unless the whole aspect of things at the scene of operations in the Upper Godavery has within the past fortnight altogether changed; unless the fever which it was understood was decimating the gangs of coolies employed and putting to flight whole companies of the survivors, has ceased to become the scourge and terror of the jungle wilds in which they were assembled, it seems to me impossible, or at least highly improbable that progress can have been made of sufficient magnitude to warrant the conclusion at which Captain Haig would have Government to arrive, that the time is close at hand in which the scheme of mingled water and land communication can be safely and fairly put on its trial.

7. I confess I opine it is not; and I hope Government will bear in mind the wise exordium which they themselves pronounced, under date 21st June 1861, when importuned once more to suffer their warlike and Commissariat Stores, bound to Nagpore and Hyderabad, to be experimented upon in transitu.

(No. 1,148.)

2 *Proceedings of the Madras Government, Public Works Department,*
31st March 1862.

8. As then it was held, so I deem it now "clearly injudicious to attempt to force traffic by the river route before it is really practicable;" and equally injudicious it would, in my humble opinion, be to involve Government in a considerable capital and administrative outlay at the present juncture, to obtain a result which will in all probability establish only the barren fact that merchandize can *de facto* be carried "through" from Chandah to Cocanda.

9. The impression is strong upon my mind that until traffic, however rude, can be maintained continuously along the "mixed" route of the Godavery without risk, speaking in reason, of interruption from whatever cause, the attempt to initiate it had better be postponed. The scheme would be thrown further back in its history, the sanguine hopes of its brilliant projectors would command a far less near prospect of realization by failure—even though temporary—after its practical development had been once ventured upon, than by any retardation of its progress arising from causes natural as well as artificial which prudence and caution might have perhaps unduly amplified.

10. A beginning must undoubtedly be, at some period or other, made; but not, with wisdom, until all obstacles between it and the end, which human skill and prescience can overcome, have been removed.

11. If it should be deemed advisable that experiments be made during the ensuing flood season to demonstrate the practicability or to elicit difficulties in the system of the projected transit, I would confine such experiments at the outset to the shipment of Salt on Government account at Cocanda to be delivered, if possible, at Chandah, Nachangaum, or such other inland point as may be judged the best; the boats to be laden back with such cargoes of produce as may be the most readily procurable, and as may seem best able to bear without injury the repeated break of transit from water to land to which the goods constituting them will be exposed.

12. To prosecute such circumscribed operations it would, I think, be found necessary to establish Cattle draught only on the Diwalamarry cart road; since the tram-ways at the two minor Barriers might be worked by coolies (not despising the assistance of wind) more advantageously than by horses; since a human establishment can be reduced at the shortest notice while animals remain a costly item of "stock;" and as far as the object of the experiment would be concerned, there could be no difficulty in deducing the cost of traction by the latter means of locomotion from the data furnished by the employment of the former.

13. To arrange and supervise such experiments a Traffic Manager or Superintendent would no doubt be needed; but whether this functionary would be required of the high class, both as to pay and position, contemplated by Captain Haig, will be a question for the consideration of Government. That he should be intelligent enough to be able to collect statistical details of trade, consumption, and produce, would of course be very desirable; but I question if it is worth while in the existing stage of proceedings, to saddle the estimate with high salaries for employes whose services are not altogether and directly remunerative.

14. I think also it would create some surprise amongst parties in England who have been led to form high and, as I too greatly fear, exaggerated expectations of the commercial results to ensue from the scheme of the Godavery navigation, solely by the statements made in the writings of 1855-56 *et sequitur*, as to the vast amount of produce which awaited its development sealed up in the inaccessible interior, to find that at this late hour a quest after the statistical details upon which those statements should have been based, has still to be instituted.

15. There are many reflections suggested by a perusal of Captain Haig's present letter which would impel me to continue my comments; but they would all appear to be in the same depreciatory strain, and they would all tend towards the same point as that which I have vainly, I am aware, attempted to establish in a former communication on this same important subject; and I feel that however earnest in my convictions, and, I hope, honest in my aim, circumstances do not warrant my taking up so much of the time of Government by discussing a subject upon which their mind is evidently made up.

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16. There is however one point to which I would wish to advert before bringing this communication to a close. It is the expediency, if not the necessity, alleged by Captain Haig of establishing telegraphic communication between Chinnoor and Dowlaishwaram, with signalling stations at each of the three Barriers; commencing by stretching a single wire from Dúmagudiam (Sinterala Barrier) to the last named place, a distance of 120 miles, which at the rate of Rupees 270 per mile (a very fair one) is estimated to cost Rupees 30,400.

17. Upon this point I confess issue with Captain Haig. Even with the ominous fact kept in view that "the works are carried on at points remote from all sources of supply of labor, of tools, and even of food," I am not able to foresee the occurrence of circumstances calling for instantaneous communication with the base of operations, in frequency sufficient to warrant so considerable an expenditure to secure it.

18. A daily Post might be carried 120 miles, even allowing portions to be rough and wild, in from twenty-four to thirty-six hours, and the cost per month would be about Rupees 100, allowing the very low rate of 5 miles per diem either way to the Runners, viz.,

24 Runners at Rupees 6.	Rupees 144
Contingencies.....	" 16
Total per month.....	" 160 × 12 = Rs. 1,920 per annum.

whereas the cost of a telegraph for the same distance would be, approximatively, as follows:—

3 Signallers (2 at Dúmagudiam and one extra at

Dowlaishwaram, at Rupees 40 to 50, say Rs. 40... Rs. 120

Superintendence at the rate of 25 miles to each Supervisor at Rupees 12 to 15, say 5 men at Rs. 10... " 50

Interest on Rupees 30,400 at 5 per cent..... " 126

Wear and tear " " 2½ per cent..... " 63

Contingencies..... " 41

Total per month..... " 400 × 12 = Rs. 4,800 per annum.

19. I would therefore recommend that the more economical expedient of the daily Post be resorted to in the first instance; and, should circumstances hereafter appear to warrant so large an outlay as Rupees 30,400 to improve Captain Haig's means of communication, a telegraph wire could be stretched as he desires, and his establishments of Post runners could be simultaneously broken up.

20. Since the preceding was penned I have had the honor to receive the Orders of Government, No. 325 and No. 324, of 28th February 1862, from which I gather that it does not become me to pursue this subject further.

21. Before quitting it, however, I would venture to solicit intimation of the pleasure of Government for my guidance upon the question of extent of control in the matter and manner of expenditure to be exercised by this Department over the Executive of the Upper Godavery District. As I have not, since I have been in this Office, received any accounts from Captain Haig, owing to his prolonged absence on duty, I form a judgment only from observation of matters connected with them which pass through the Central Department; and this experience leads me to the conclusion that Captain Haig is somewhat rash in his financial operations.

22. To adduce an instance: he has contracted with a Clothier in Madras to supply 3,000 suits of woollen clothing for coolies for the sum of (at 5 Rupees per suit). ... Rupees. 15,000.

23. Samples of these equipments have been brought to my Office, and having inspected them I should unhesitatingly pronounce them ill-adapted for the purpose contemplated; a judgment in which I am supported by the opinion of other practical men, who consider with me that good Mysore Cumblies, or Blankets, costing two Rupees each, would be far preferable and more acceptable to the hindoo and pariah coolies.

*4 Proceedings of the Madras Government, Public Works Department,
31st March 1862.*

By this substitution a saving of Rupees 9,000 would be effected in the outlay on the works, as it is highly improbable that recoveries are contemplated from the wearers of the cloth suits contracted for.

24. Captain Haig, however, only leaves an order on his departure hence to pay Rupees 15,000; and acts on his own authority in concluding the contract. This mode of procedure is doubtless in accordance with the pleasure of Government, but at the same time lest hereafter the question should be raised, I venture to allude to the circumstance for the purpose of entering my protest against what I cannot but consider a wasteful outlay.

No. 566.

ORDER THEREON, 31st March 1862, No. 615.

1. In the above letter Captain Haig requests orders on the following points with reference to the instructions contained in Proceedings of Government 28th February last, No. 324:—

(1.) The appointment of a person to organize the details of the arrangements necessary for conducting the possible traffic which may follow the opening of the river and tram-ways;

(2.) The immediate appointment of qualified officers for the duty of making the surveys enumerated in Clauses 3, 4, 5, paragraph 9 of the above Order, so that advantage may be taken of the remainder of the present working season;

(3.) The degree of minuteness with which the surveys for the alternative scheme of Anicuts is to be undertaken;

(4.) The construction of the Electric Telegraph between Chinnoor and Dowlaishwaram.

2. For the Traffic Manager, Captain Haig proposes a salary of Rupees 500 in the case of a Civilian with travelling allowances.

3. On a former occasion a salary of Rupees 700 was proposed which the Government objected to as too high. They consider Rupees 500, however, as suitable and not more than necessary to secure the services of a properly qualified person. As the expense of supervision will form an item in the cost of the transit, it will not, as supposed by the Deputy Chief Engineer, be debited to the estimate.

4. While sanctioning the appointment the Government expect that Captain Haig will carefully note the progress of the works and fill up the appointment only as soon as the actual necessity for it arises.

5. On the second point Government have already issued instructions in their Proceedings of the 28th February last, and in doing so have, they observe, only anticipated the wishes of

Govt. Order. No. 405, 11th March 1862.

* Received on the 3rd March 1862.

the Government of India as expressed in their Secretary's letter of the 23rd December* 1861, No. 4473. They therefore now authorize Captain Haig to employ at once such qualified Officers as he can obtain on the proposed salaries of Rupees 150 and 300 for Military Officers and Civilians respectively, bearing in mind however the instructions of the

Government of India conveyed in Colonel Yule's letter of the 3rd February 1862, No. 432, that he must not communicate direct with Officers already in the Public Works Department, without previous application to the local head of the Public Works Department.

6. The required instructions on the third point will be found in the 4th Clauses of paragraphs 6 and 9 of the above quoted Proceedings.

7. The Governor in Council requires such particulars as will enable a reliable estimate to be formed of the probable cost of the Anicuts and attendant works at such sites as may be fixed upon. Twenty-five feet was allowed for the height of the Anicut at the gorge, but in calculating for the site of the next work, allowance should be made for the water being held up three feet higher in the summer by means of crest planks.

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31st March 1862.*

8. With respect to the Electric Telegraph the Government are disposed to meet Captain Haig's wishes, as not only will this line afford the means of rapid communication with the several stations on the river, but it will also form an important link between the great lines connecting the three Presidencies, and perhaps obviate the inconvenience which has often been experienced by the interruptions at the Godavery during the monsoon months.

9. They therefore authorize Captain Haig to include the expense of the line in his estimates, and the Director of Electric Telegraph in the Southern Division will be requested to state whether the wire said to be lying at Baddrachellam is available, and when the construction of the line can be undertaken.

10. With reference to the question of the Deputy Chief Engineer as to the extent of his control over the District Engineer of the Upper Godavery, the Government are not aware that any difference has been made in the relative positions of that Officer and the Officers of other Districts as regards his subordination to the Deputy Chief Engineer, who is expected to exercise a similar amount of control over all the Districts under his charge. Captain Haig's work is undoubtedly beset with more than ordinary difficulties, which perhaps render it necessary that there should, for the present, be some relaxation of the stringency of the rules of the Department in his case. In the instance cited by Colonel Ouchterlony Captain Haig should certainly have acted in communication with him, especially as he was at the Presidency at the time; but it would have been better had the Deputy Chief Engineer ascertained from Captain Haig all the circumstances connected with the clothing in question, as it was a matter of Departmental disposal, previous to its being submitted for the consideration of Government.

11. Colonel Ouchterlony will have observed from the several Orders of Government, that it is their wish, as well as that of the Supreme Government and of the Secretary of State, that the works on the Godavery should be prosecuted with energy, and they therefore trust that he will give Captain Haig the benefit of his counsel, and so strengthen the hands of that Officer whose energy and perseverance in contending against difficulties the Government cannot but appreciate.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Public Works Dept
Proceedings of the ⁸⁷⁶¹⁵ ~~Archives~~ Government
Under date the 31st March 1862.

Read the following
letter from the Ag. Dy.
Chief Engr. Mr. Child.

Towards letter from Captain
Paig and reports on the
proposals for the prosecution
of works on the Upper
Volcaney

N. E. 28th Feb 1862 N^o 182.

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the instructions contained
in Pro: of Gov^t 28th
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N^o 324

W. H.

W. H.

Tramways:-

2nd - The immediate appointment of qualified Officers for the duty of making the surveys enumerated in clauses 3, 4, 5, Para 9 of the above order, so that advantage may be taken of the remainder of the present working season;

3rd - The degree of ~~in~~ minuteness with which the surveys for the alternative scheme of Annicut is to be undertaken;

4th - The construction of the Electric Telegraph between Chinnoor and Dowlaislueram.

For the Traffic Manager Captain Dair proposes a salary of

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On a former occasion a salary of Rs. 700 was proposed which the Govt^y objected to as too high. They consider Rs. 500, however, as suitable and not more than necessary to secure the services of a properly qualified person. As the expense of supervision will form an item in the cost of the Transit, it will not, as supposed by the Deputy Chief Engineer, be debited to the Estimate.

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in their Secretary's letter
of the 23rd Decr 1861 N^o 473.

They therefore now
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G.O. 105. 11th March 1862

* Recd on the 3rd March/62.

G.O. 24th Feb 1862 N^o 292.

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will be found in the
4 clauses of Para 649
of

of the above quoted Pro^{gs}.

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With reference to the
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over the District Engrs
of the Upper Provinces.

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E. P. M. 13 Copies

To Dy Chief Engr. *M. C. C.*
with 1 Encl. *Sept 1st*
(Director Electric
Telegraph & Co.)

Copy in a Letter to E.
of 11th April 1862. N: 23.

(9)
Upper sodavery Works.

Public Works 1862 Dept
Pres: of Govt for March

7th 615
Pres: of the Marine Govt
Dept^l March 1862

N^o: 565-566.

15th March 1862