

OUDH BUDGET ORDERS, 1863-64.

The amount on which this Budget is framed is the allotment of 18 lakhs, which is one lakh more than last year. The Chief Commissioner also submits a Supplementary List of other works on which he should be prepared to spend Rs. 1,80,000, if funds can be provided.

2. No provision has been made in the Budget for Opium Buildings, although it is to be presumed that some are still in progress. The absence of any items on this account was remarked on in last year's orders, and an extra lakh was added to the original allotment on this account. The want of the necessary information on this point will make it desirable to leave the supplementary items for future orders, when it is known whether Oudh will receive any additional allotment, and if so, how much will be required to meet the charge for the Opium Buildings. The present orders therefore are on the allotment of 18 lakhs.

PART I.—ORIGINAL WORKS.

1. MILITARY.

A. ARMY.

3. *Item No. 1. Buildings for the accommodation of Troops at the Stations of Lucknow, Fyzabad, Seetapoor, and Rae Bareilly.*—Estimates Rs. 63,42,782; expenditure Rs. 50,63,149; proposed expenditure during the year Rs. 3,00,000. This item includes all the barrack and subsidiary buildings, required for European Troops in Oudh. The estimates are only an approximate guide, the strength of the garrison, and consequently the requirements for buildings having altered considerably since they were first framed. Under orders lately passed, these estimates have been cancelled, and revised ones are to be prepared for all the works which are not yet completed.

The allotment for the year, three lakhs, is that prescribed in last year's orders, in which it was roughly estimated that an expenditure of $2\frac{1}{2}$ lakhs more in 1864-65 should be sufficient to complete all really necessary buildings. Of the three lakhs allowed this year, probably two lakhs will be devoted to the Cantonment of Lucknow, and the remaining one lakh divided among the Cantonments of Fyzabad, Seetapoor, and Rae Bareilly.

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It should be noted by the Chief Commissioner that the Government of India will hereafter look for detailed entries in the Budget for all proposed works, Military and Civil, with the estimated amounts, and all other detailed information required by the Budget Rules, and that lump sums must not again be permitted to appear.

The total for Military works will be Rs. 3,00,000.

2. CIVIL ADMINISTRATION.

4. *Item No. 2. Roman Catholic Chapel at Fyzabad.*—Estimate Rs. 18,297; proposed Rs. 15,000. The Chief Commissioner objects that this, a building to be erected for purely Military purposes, should be charged to the Civil Administration. This, however, is the prescribed classification for all Ecclesiastical Works, and it has the advantage that the accounts kept in this way show exactly what the expenditure is on this class of buildings. The entry may be passed, subject to the orders on the estimate.

Item No. 3. Deputy Commissioner's Cutchery, Fyzabad. Estimate Rs. 51,301; spent Rs. 30,027; proposed Rs. 16,000. Passed.

Item No. 4. Deputy Commissioner's Cutchery at Seetapoor and Oonao.—Estimates Rs. 1,02,602; proposed Rs. 47,000. Passed. These should have been entered separately.

5. The Chief Commissioner observes that the accommodation for the Civil Officers throughout Oudh is of the most wretched temporary character. Hitherto he has felt bound to give works of communication a prominent place in the Budget; but the main lines of road are now approaching to completion, and the claims of the Civil Administration press for consideration. The only civil buildings in the province (excluding Lucknow) of a proper kind are the Commissioners' Cutcherries at Rae Bareilly and Fyzabad, and the Deputy Commissioner's Cutchery at the latter place, now under construction. The Chief Commissioner therefore proposes the grant in Item No. 4 for commencing Cutcherries at Seetapoor and Oonao.

This is approved; the time, indeed, seems to have come for taking a general view of the requirements of the province for civil buildings, and the matter may usefully be considered in the Foreign Department, with a view to this Department being informed what is the probable outlay that will be required, and what classes of buildings are most urgently called for, and at what stations.

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6. *Item No. 5. Central Jail, Lucknow.*—Estimate Rs. 3,20,911; expended Rs. 1,35,000; proposed Rs. 80,000. Passed. It is stated that this grant is as much as can be usefully applied; the labour is chiefly that of the prisoners.

Item No. 6. Divisional Jails at Fyzabad and Seetapoor.—Estimates Rs. 2,89,036; spent Rs. 1,65,000; proposed Rs. 1,20,000. Passed. These should have been entered separately.

7. The total for Civil Administration will be Rs. 2,78,000.

3. PUBLIC IMPROVEMENT.

8. *Item No. 7. Road from Fyzabad towards Allahabad.*—Estimate Rs. 3,63,435; spent Rs. 3,47,754; proposed Rs. 1,25,000.—The estimates already sanctioned are said to be exclusive of those for the large bridges which are said to be nearly ready, and the road is nearly completed. The sum proposed, added to that spent, will amount to upwards of one lakh in excess of the estimate. This, it is supposed, arises from the bridges being provided for in the allotment, whereas they are not entered in the estimates. Here again the forms of the Budget are not attended to. Large bridges are ordered to be entered separately. It is impossible to check entries thus made, and the proposed allotment is only passed, subject to satisfactory explanation being given as to its signification.

Item No. 8. Road from Rae Bareilly to Delamow (on the Ganges towards Futtehpoor on the East Indian Railway)—Estimate Rs. 94,561; spent Rs. 81,008; proposed Rs. 9,000. Passed. This road will be completed this year.

Item No. 9. Road from Lucknow to Fyzabad, a branch from Newabgunj to Byram Ghat.—Estimates Rs. 6,02,642; spent Rs. 4,57,733; proposed Rs. 1,50,000. Passed.

Estimates for two large bridges have still to be submitted. This line will be completed during the year, with exception of these two bridges. Here no distinction of divisions of the road is maintained. The estimated amounts entered in the Budget should tally with the sums passed by the Government, and should be at once comparable with the records of this Department.

Item No. 10. Road from Fyzabad to Gonda.—Estimates (for two sections only) Rs. 1,12,814; spent Rs. 80,000; proposed Rs. 50,000. The estimate for the 3rd section is promised shortly. The remarks made under Item No. 7 apply here so far as the sum asked for exceeds the balance unspent. The allotment is passed, subject to satisfactory explanation.

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Item No. 11. *Road from Lucknow to Seetapoor*.—Estimate (for 1st section only) Rs. 1,30,931; spent Rs. 1,07,000; proposed Rs. 1,66,000. The same want of attention to estimated amounts occurs here, and it is impossible to follow the proposed allotment or judge of its propriety. Explanation is necessary.

9. The Chief Commissioner remarks that he has not proposed to suspend progress generally on these lines of roads in consideration of any possible introduction of Railways into Oudh. If the scheme of the Light Railway Companies to make use of existing lines of communication is carried out, the sooner the roads are finished, the sooner can rails be laid down upon them; while if the Company, which arranges to take up the Lucknow and Byram Ghat or Fyzabad line, should determine on constructing a separate line of Railway and not follow the road, we have spent too much money on these lines to abandon them now. The Allahabad and Fyzabad Road is a great Military line, and is not likely to be included in any scheme of Railway communication. Nor is the road from Fyzabad to Gonda, which would become a railway feeder. But the Chief Commissioner considers that the same remarks do not apply to the Lucknow and Seetapoor Road. A Railway from Buxar to Shajehanpore passing near Fyzabad, Byram Ghat, and Seetapoor, to be met by a line from Lucknow to Byram Ghat, is part of the general scheme that has been discussed, and such a line, he thinks, would carry off all the traffic between Seetapoor and Lucknow, and would render a metalled road between the two places unnecessary. He hesitates therefore to recommend the expenditure proposed in the Budget. Only about one lakh has been spent already, and about 4½ lakhs more will be required to complete the line, including the proposed grant for 1863-64. He adds that he has considered and discarded the idea of completing the Seetapoor Road as a bridged but unmetalled line, because the line would be useless as a Railway feeder. He has therefore suspended the collection of road metal on this line, and remarks that the money proposed for it would complete the other main lines under construction.

10. His Excellency the Governor General has no difficulty in arriving at a conclusion that the Seetapoor Road should be continued as designed. In the first place the construction of a main line of Railway is still by no means certain, at all events its completion at an early period cannot be confidently looked forward to.

11. But His Excellency further thinks that it may be doubted whether, in the event of a Railway being constructed on the line through Fyzabad, Byram Ghat, and Seetapoor, the whole of the traffic *would* be diverted from this road. The line runs through a very rich country; there would be certainly a considerable

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local traffic along it, and it would serve perfectly as a feeder to stations at Seetapoor and Lucknow, if the arrangement of the Oudh lines that has been spoken of is finally adopted. The road into Lucknow will be nearly at right angles to the Cawnpore, Lucknow, and Byram Ghat line; and that into Seetapoor will be quite suitable for all traffic tending towards Rohilkund beyond Seetapoor.

12. Again, it is by no means a just view to take of the results of the construction of Railways that it leads, as a matter of course, to any reduction of the traffic on the common roads of the country. Where a Railway and common road run side by side, this result will doubtless often occur; but where the roads are suitable as feeders, the almost certain consequence must be increased and not diminished traffic. The formation of a Railway in short stimulates all traffic, and, as a rule, adds to the traffic on all roads. Those on which this is not the result are quite the exception, and the road from Seetapoor to Lucknow does not seem open to question in this respect.

13. In the event of the Oudh main line of Railway being carried through Lucknow, the road might be made over to the Company undertaking it. On either supposition, therefore, it seems expedient to continue this work.

14. The total expenditure under the head *Metalled Roads* will be five lakhs, and adding Rs. 25,000 for *Item No. 12, bridge of boats over the Gogra at Fyzabad*, the estimate for which has yet to be received, the total for *Communications and Public Improvement* will be Rs. 5,25,000.

15. The aggregate under original works is Rs. 11,03,000.

PART II.—REPAIRS.

16. The appropriation proposed is Rs. 2,30,000, or Rs. 30,000 more than last year.

Half of this increase is due to increased demands of Civil Officers; but it is pointed out in the forwarding letter that Rs. 7,000 has been erroneously charged to repairs, which being for the completion of two model combined Tehseels and Thannas, should be transferred to original works, and may be met by a credit from the Reserve. The reduction, Rs. 7,000, may be applied to augment the grant for special repairs, which it is reported has been underestimated (Chief Commissioner's letter No. 433, dated 14th April 1863), the further necessary sum for this purpose should be made good if possible within the total set down under *repairs*, and no modification of the Budget entries seems called for on this account. The increase of Rs. 844 for *Communications* is said to be due to the increased length of made road to be maintained.

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17. The Chief Commissioner grudges the amount set down for keeping the old Lucknow and Seetapoor Road in repair, Rs. 5,000, unless it be intended to abandon the new line. The amount however is not large, and the new road will not be finished for about three years.

PART III.—ESTABLISHMENTS.

18. The appropriation is Rs. 2,87,000, or 15.9 on the whole Budget. This Establishment will also supervise the expenditure of about two lakhs of Local Funds. Oudh still retains its pre-eminence in the moderate amount of its Establishment charges. This is doubtless partly due to good management, and partly to the concentration of expenditure on a few items of importance. But a good distribution of funds is in itself proof of good management.

19. The proportion of Establishment charge that might fairly be debited to other Local Funds is too small to make it, in His Excellency's estimation, necessary to direct any transfer on this account, as has been done in other provinces.

20. The Establishment Estimate is not quite rightly prepared. The Office Establishments are entered as 'sanctioned scale,' but no *general* Office Establishment has been sanctioned for Oudh. This branch of the Establishments is still divisional, and should have been so shown. Further, the 'Local Abstract' should have shown the different divisional disbursements on account of Establishments as heretofore. A revised Local Abstract should be sent up to substitute for this one.

21. The Supplementary List of works contains three items:—

	Rs.
Bridge of Boats at Fyzabad	50,000
Cutcherries	50,000
Roads between Lucknow and Fyzabad and Lucknow and Shahjehanpore as far as Oudh boundary	80,000
Total ...	1,80,000

The appropriation of any further grant will call for reconsideration by the Chief Commissioner, with reference to the observations made as to Opium Buildings, and in sending up a Supplementary Budget, attention must further be paid to the instructions given as to showing distinct items separately, and entering the amount of estimates clearly.

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22. The total distribution of Public Works Funds will be as follows:—

	Original Works.	Repairs.	Total.
MILITARY.	Rs.	Rs.	Rs.
Army	3,00,000	1,05,876	4,05,876
Total Military ...	3,00,000	1,05,876	4,05,876
CIVIL ADMINISTRATION.			
Revenue		15,790	15,790
General		3,730	3,730
Ecclesiastical	15,000	4,041	19,041
Judicial	2,63,000	19,000	2,82,000
Total Civil Administration ...	2,78,000	42,561	3,20,561
PUBLIC IMPROVEMENT.			
Municipal		5,000	5,000
Communications	5,25,000	76,563	6,01,563
Total Public Improvement ...	5,25,000	81,563	6,06,563
Total Works and Repairs ...	11,03,000	2,30,000	13,33,000
Establishment			2,87,000
Reserve			1,80,000
Grand total			18,00,000

23. The Local Fund Budget has not come up. The Chief Commissioner observes that it is not required from Civil Officers before their Administration Report is submitted, but that it may advantageously be submitted at an earlier date, and that orders will be given to that effect. The order now in force is that the two Budgets shall come up together, and it is hoped that this may be attended to another year.

The Local Funds may be assumed at six lakhs, which, with one lakh for Income Tax, would make seven lakhs.

RAILWAYS.

24. The Chief Commissioner remarks that the only outlay likely to be incurred in the year 1863-64 on this account will be for land, and that this may be provided for without difficulty hereafter.

25. The aggregate outlay on public works would therefore be—

Imperial outlay	18 lakhs.
Local Funds, including Income Tax	7 "
Total ...	25 lakhs.

SIMLA,
22nd May 1863.

R. STRACHEY, *Lieut. Col., R. E.*
Secy. to the Govt. of India, P. W. D., with the Govr. Genl.

Public Works 1863 Department
Proc of Govt for Public
Works 1863

Circular

From the Under Secretary
to the Government of India
with the Governor General

Dated 22nd May 1863

Received 10th June 1863

Richd. W. 1863

Forwarding copy of
this order on the Public
Budget of 1863/14 No 95

Recorded

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6 June 1863

12th June 1863
11 June 1863
10 June 1863