

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1386	Press ~~Mis.~~
443-444	
Dated 22-5-2	1868.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd May 1865.*

No. 443. Read the following letter from Captain J. MULLINS, R. E., Consulting Engineer for Irrigation and Canal Company, to Colonel C. A. ORR, R. E., Secretary to Government, Department of Public Works, dated Madras, 24th April 1865, No. 245:—

SIR,

* Chief Engineer's letters Nos. 1,533, 1,748, dated 10th February and 25th March 1865, respectively.

Plan of Central Office and Store.

Do. of Central Workshop.

Tracing of a portion of Kurnool.

Plan of present Office and Workshops.

Estimate for Central Office and Store.

Do. of Central Workshop.

Abstract of do.

1. I have the honor to forward for the consideration of Government, a letter, No. 176 of the 6th instant, from the Agent and Manager Madras Irrigation and Canal Company, with its accompaniments as per margin.*

2. Among the enclosures are the plans and estimates for proposed new

Offices, Workshops, and Stores at Kurnool, and the cost of these buildings is estimated at Rupees 50,650.

3. Up to the present time the business of the Chief Engineer's Office and of the Workshops has been transacted in buildings, some of a permanent, and others of a temporary nature, erected on ground, part of which belongs to the owner of the house at Kurnool, which has hitherto been occupied by the Chief Engineer as a dwelling, and the remainder has been made over to the Company under Class B. A plan showing the number and position of these buildings forms one of the enclosures.

4. The Workshop and Store buildings have been erected from time to time under the Chief Engineer's authority, and the expenditure on their account has been entered in the manufacture of Stores Account Current, and it was stated that the outlay would be debited to works. However, as successive accounts came in, and the unadjusted expenditure gradually increased, the Agent was pressed to make such arrangements, as would ensure the adjustment of the outstanding outlay, and the discussion led to the discovery that some of the buildings were not of a nature which would allow of their cost being charged to works, and particulars which would enable me to ascertain what part of the expenditure should be debited to dead stock and what to works, were asked for.

† Herewith forwarded.

5. From the Agent's letter No. 182,† of the 11th instant, and its accompaniments, it will be seen that up to the 31st December last, the outlay on buildings charged to manufacture of stores amounted to Rupees 12,289-13-8. It will be noticed however that many of the buildings shown on the plan find no place in the Memo. randum, and I am under the impression, from the character of the building called the Iron and Brass Foundry, and entered as having cost Rupees 9,127-15-1, that this sum includes the cost of other buildings erected about the same time, and of the expenditure on which no separate accounts were kept.

6. The present arrangements are undoubtedly very unsatisfactory. The office is, I suppose, a rented building, at least there has been a monthly charge of Rupees 50, raised* to Rupees 75 from

* Government Order No. 890, dated 3rd April 1865.

the 1st February 1865, for office rent.

It affords far less accommodation than is

requisite, and it is an ill-constructed and in every way unsuitable building. As regards the Workshops and Stores I need hardly add any comments upon the infor-

*Proceedings of the Madras Government, Public Works Department,
22nd May 1865.*

mation given by the plan of these buildings. There is no arrangement, no means of securing stores, some of the buildings are on private land, some on land provided by the Government. It is of little use to remark now that a great deal of money has been or will be wasted, and the rest made less useful than it might have been, owing to the want of good management, and of plans and estimates providing for all proper requirements.

7. The plans which have been forwarded by the Chief Engineer have been under preparation for some time. The estimate for the Office amounts, as corrected, to
And for the Workshops to

Rupees	23,405
"	27,055
"	50,460

Mr. Henslowe, it will be noticed, does not forward these plans and estimates for sanction, as he considers that they require modification, and what he wishes is that Government will sanction the transfer of a site for Workshops and Office. The sketch map shows this site to be on the right bank of the canal a little above the Hindry aqueduct. This site is, I think, a good one, and I know of no objection to its being given, so soon as it has been determined what buildings are to be erected, and what area is required, and on this latter point no information whatever has been afforded.

8. The Agent remarks that Kurnool must always be an important station, but that it is not conveniently situated for a Depôt, and that the maintenance of two Store establishments is a needless expense. I entirely concur in these views, and I consider also that the Workshops at Kurnool should be restricted to the requirements of the works in that neighbourhood, and that the practice of sending materials from Madras to Kurnool to be made up, and sent back perhaps 50 to 100 miles in the direction of Madras, to Divisions lower down, should be discontinued. The expenditure on buildings at Kurnool is a trifle compared with the unnecessary outlay on carriage and labor, to which the selection of Kurnool as a central Depôt and Workshop has led.

9. In paragraph 8 of my letter No. 29 of the 2nd July last, I mentioned that it was my impression that ere long the subject of the removal of the Chief Engineer's head quarters would have to be considered, and I think that now that it is proposed, and shown to be necessary, to re-house that Office, it will be well to suggest a better arrangement. I would propose then that the Chief Engineer's Office be transferred to Madras for the following reasons:—

1st.—It is essential that the Agent and the Chief Engineer be in communication constantly on the affairs of the Company, and while their head quarters are separated by a three days' post for letters, and ten or twelve for heavier packages, there must be great inconvenience, and much delay. Two establishments must also be maintained to effect, with difficulty, what might be done without them with ease.

2nd.—Were the Chief Engineer's Office at Madras, a very large amount of Office work would be saved. The same papers and documents would be accessible to, and suffice for both Agent and Chief Engineer, instead of duplicates being required.

*Proceedings of the Madras Government, Public Works Department,
22nd May 1865.*

3rd.—The transaction of business with the Divisions would be facilitated by the controlling authorities being in immediate communication with each other, and able to dispose of references without the delay which must now occur.

4th.—There would be one Central Store under competent management instead of two, and the waste arising from the transmission of stores to Kurnool and back again would be avoided; moreover, the Chief Engineer would be enabled to see all the stock in the possession of the Company and, instead of passing Divisional indents for stores not in hand, he would be able to arrange for the utilization of those already purchased.

5th.—The Central Workshops would be at Madras, and there all work, beyond that of a trifling kind, would be done for all the Divisions. This would be the most economical arrangement. It is at Madras that the bulky and weighty materials must be obtained; here labor, *i. e.*, skilled labor, is comparatively cheap, and in fact there are greater facilities in every way for obtaining good and economical work. At present Madras artificers are taken up-country and paid double rates or nearly so, timber and iron go up to Kurnool in bulk to be converted into work by these artificers, and then to be marched down, in their reduced state, to the several Divisions.

6th.—Madras is really a more central position under present circumstances than Kurnool for the Chief Engineer's head quarters. He could get to the Nellore, Pennair, Dhoor, and Koondaur Divisions from Madras more easily and more quickly than from Kurnool, and Bellary also can be as easily reached, via Bangalore; and as the North-West Line becomes extended, every Division will be brought within a night's run of some Railway station.

10. The Government have declined, under present circumstances, to make over the land at Madras which the Agent wished to obtain, and if it be thought well to postpone the commencement of permanent arrangements to a future time, I would recommend that the Agent be informed that the Government will be prepared to sanction the rental of such additional premises at Madras as may be required for the Chief Engineer's Office and Workshops. I am quite sure that the Company will save ten times the rent of such buildings, and that the general management will be able to act much more efficiently than is now possible.

11. If these views be considered correct, the provision of accommodation at Kurnool will require to be on but a very small scale, and it is possible that it may be found desirable, and sufficient, to improve the buildings now on the land made over to the Company, with the materials of those which have been erected on private land, and this arrangement would turn to the best advantage the outlay already incurred.

ORDER THEREON, 22nd May 1865, No. 1,386.
No. 444.

CIVIL WORKS, No. 64.

1. The Governor in Council does not share the views of the Consulting Engineer as to Madras being now the most convenient situation for the head quarters of the Chief Engineer of the Irrigation and Canal Company, but is of opinion that that Officer's proper place is the immediate vicinity of the works

*Proceedings of the Madras Government, Public Works Department,
22nd May 1865.*

under his control. Cuddapah, which will shortly be connected with Madras by rail, and is situated near one extremity of the portion of the Company's works which is now in hand, would appear to be a more convenient and suitable position for the head quarters of the Chief Engineer.

2. As regards the proposal to erect extensive Offices and Workshops, either at Kurnool or Madras, His Excellency in Council thinks that, under present circumstances, it will not be advisable for the Company to incur so large an expenditure as would be necessary, in either case, to carry out the design. The accommodation required by the Company will, for some time at least, be very limited, and the suggestion made in the last paragraph of Captain Mullins' letter should be acted on. The plans submitted by the Consulting Engineer will accordingly be returned, in the full expectation that, seeing the necessity of economizing their resources, the Officers of the Company will arrange to provide all the accommodation that is necessary, by the improvement of existing buildings on the land already made over to the Company at Kurnool.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer Irrigation and Canal Company.
,, Manager for do. do.

Exd. S. T. Augustin.

Consulting Engineer's Office
N^o 245: Irrigation and Canal Co.
Madras 24 April 1865
From
Captain John Mullins R.E.
Consulting Engineer for I.C.C.
The Secretary to Government
Department of Public Works.

1. I have the honor to forward for the consideration of Government, a letter N^o 176 of 5th 1853 dated 12 February 1853 and the 6th instant from the Agent & Manager of Madras Irrigation & Canal Company, with its accompaniments as per margin. —
** Chief Engineer's letter 5th 1853 dated 12 February 1853
 Plan of Central Office & Store
 - 2nd of Central Workshop
 Tracing of a portion of Kurnool
 Plan of present Office and Workshop
 Estimate for Central Office and Store
 - 2nd of Central Workshop
 Abstract of -*
2. Among the enclosures are the plans and estimates for proposed new offices, workshops, and stores at Kurnool, and the cost of these buildings is estimated at Rupees 50,650. —
3. Up to the present time the business of the Chief Engineer's Office and of the workshops has been transacted in buildings, some of a permanent, and others of a temporary nature, erected on ground, part of which belongs to the owner of the house at Kurnool, which has hitherto been occupied by the Chief Engineer as a dwelling, and the remainder has been made over to the Company under Class B. A plan shewing the number and position of these buildings forms one of the enclosures.

4. The workshop and store buildings have been erected from time to time under the Chief Engineer's authority, and the expenditure on their account has been entered in the Manufacture of Stores Account-Current, and it was stated that the outlay would be debited to works. However as successive accounts came in, and the unadjusted expenditure gradually increased, the Agent was pressed to make such arrangements, as would ensure the adjustment of the outstanding outlay, and the discussion led to the discovery that some of the buildings were not of a nature which would allow of their cost being charged to works and particulars which would enable me to ascertain what part of the expenditure should be debited to dead stock and what to works, were asked for.

5. From the Agent's letter No 182 of the 11th Instant *herewith forwarded* and its accompaniments it will be seen that up to the 31st December last, the outlay on buildings charged to manufacture of Stores amounted to Rupees 12,289.13.8. It will be noticed however that many of the buildings shown on the Plan find no place in the Memorandum, and I am under the impression, from the character of the building called the Iron and Brass Foundry, and entered as having cost Rupees 9,127.15.1, that this sum includes the cost of other buildings erected about the same time, and of the expenditure on which no separate accounts were kept.

L.O. No 890 dated
3rd April 1865.

6. The present arrangements are undoubtedly very unsatisfactory. The office is, I suppose, a rented building, at least there has been a monthly charge of Rupees 50, raised to Rupees 75 from the 1st February 1865, for office rent. It affords far less accommodation than is requisite, and it is an ill-constructed and in every way unsuitable building. As regards the workshops and stores I need hardly add any comments upon the information given by the Plan of these buildings. There is no arrangement, no means of securing stores, some of the buildings are on private land, some on land provided by the Government. It is of little use to remark now that a great deal of money has been or will be wasted, and the rest made less useful than it might have been, owing to the want of good management, and the ~~preparation~~ of plans and estimates providing for all proper requirements.

7. The plans which have been forwarded by the Chief Engineer have been under preparation for some time. The estimate for the Office amounts as corrected to Rupees 23,408 and for the workshops - - - - - 27,055

	23,408
	27,055
	50,460

Mr. Armstrong, it will be noticed does not forward these plans and estimates for sanction, as he considers that they require modification and what he wishes is that Government will

will sanction the transfer of a site for workshops and office. The sketch map shows this site to be on the right bank of the Canal a little above the Hindy Aqueduct. This site is, I think, a good one, and I know of no objections to its being given, so soon as it has been determined what buildings are to be erected, and what area is required, and on this latter point, no information whatever has been afforded.

8. The Agent remarks that Kurnool must always be an important station, but that it is not conveniently situated for a Depot, and that the maintenance of two store establishments is a needless expense. I entirely concur in these views, and I consider also that the workshops at Kurnool should be restricted to the requirements of the works in that neighbourhood, and that the practice of sending materials from Madras to Kurnool to be made up and sent back perhaps 50 to 100 miles in the direction of Madras, to Divisions lower down, should be discontinued. The expenditure on buildings at Kurnool is a trifle compared with the unnecessary outlay on carriage and labour, to which the selection of Kurnool as a central Depot and workshop has led.

9. In para 8 of my letter No 29 of the 2^d July last I mentioned that it was my impression that ere long the subject of the removal of the Chief Engineer's head quarters would have to be considered.

paras 5.6 & 7.

2.
Considered. and I think that now that it is proposed, and shown to be necessary, to rehouse that office, it will be well to suggest a better arrangement. I would propose then that the Chief Engineer's Office be transferred to Madras for the following reasons.

1st. It is essential that the Agent and the Chief Engineer be in communication constantly on the affairs of the Company, and while their head quarters are separated by a 3 days post for letters, and 10 or 12 for heavier packages, there must be great inconvenience and much delay. Two establishments must also be maintained to effect, with difficulty what might be done without them with ease.

2nd. Were the Chief Engineer's Office at Madras, a very large amount of office work would be saved. The same papers and documents would be accessible to, and suffice for, both Agent and Chief Engineer, instead of duplicates being required.

3rd. The transaction of business with the Divisions would be facilitated by the controlling authorities being in immediate communication with each other, and able to dispose of references without the delay which must now occur.

4th. There would be one central Store under competent management instead of two, and the waste arising from the

the transmission of Stores to Kurnool and back again, would be avoided. Moreover the Chief Engineer would be enabled to see all the stock in the possession of the Company and, instead of passing Divisional Indents for Stores not in hand, he would be able to arrange for the utilization of those already purchased.

5. The central workshops would be at Madras and there all work, beyond that of a trifling kind, would be done for all Divisions. This would be the most economical arrangement. It is at Madras that the bulky and weighty materials must be obtained, here labour & o. skilled labour, is comparatively cheap and in fact, there are greater facilities in every way for obtaining good and economical work.

At present Madras artificers are taken up country and paid double rates or nearly so, timber and iron go up to Kurnool in bulk to be converted into work by these artificers, and then to be marched down, in their reduced state, to the several Divisions.

6. Madras is really a more central position under present circumstances than Kurnool for the Chief Engineer's headquarters. He could get to the Nellore, Gannair, Whoos and Hoondaw Divisions from Madras more easily and more quickly than from Kurnool, and Bellary also can be as easily reached, via Bangalore; and as the North West line becomes

becomes extended, every Division will be brought within a night's run of some railway station.

P.M.F. No. 2210.
3rd Aug. 1866.

10. The Government have declined, under present circumstances, to make over the land at Madras which the Agent wished to obtain, and if it be thought well to postpone the commencement of permanent arrangements to a future time, I would recommend that the Agent be informed that the Government will be prepared to sanction the rental of such additional premises at Madras as may be required for the Chief Engineer's office and workshops. I am quite sure that the Company will save ten times the rent of such buildings, and that the General management will be able to act much more efficiently than is now possible.

11. If these views be considered correct, the provision of accommodation at Kurnool will require to be on but a very small scale and it is possible that it may be found desirable, and sufficient, to improve the buildings now on the land made over to the Company, with the materials of those which have been erected on private land, and this arrangement would turn to the best advantage the outlay already incurred.

I have the honor to be
Your Most Obedt. Servant
Wm. L. Williams Captain R.E.
Chief Engineer for. &c.

Compd. &c.

Public Works Dept

No
Proceedings of the Madras Government
Under date the May 1865
Read the following

From the Consulting Engineer
of the Canal Company

Forwards with observation
a letter from the Agents
with plans and estimates for
the Chief Engineer's Central
Office & workshop buildings.
(Here enter 24th April 1865 No 245)

The Governor in
Council, sheweth that
the Consulting Engineer's
Office is the most
convenient station for
the Head Quarters of
the

3rd April 1865 at 3:30 p.m.
Copy in duplicate to the
Chief Engineer's Office
at 25th January 1863

To the
Chief Engineer
of the Canal Company
at the
Chief Engineer's Office
at 25th January 1863

Recd 24th April 1865
Recd 26th April 1865

Enc 9

to Plans in separate parcels

Forwards with observation
a letter from the Agent
with plans and estimates
for the Chief Engineer's Central
Office & workshop buildings

Recd 18th May 1865 at 1:15
at 18th May 1865 at 1:15

Enc 1386 - 22 and 23

the Chief Engineer of the
 Irrigation and Canal
 Company, ~~used to be well~~
~~in his opinion~~
~~that the Chief Engineer~~
~~in the immediate vicinity~~
~~of the work under his~~
~~charge - I am not sure~~
~~required for the Chief~~
~~Engineer's Office would~~
~~for the present quarters of the~~
~~Office as is~~

With regard to the
 proposed Workshop, His
 Excellency is inclined
 to think that, for the
 present at least, -
 until the Company's
 operations are more
 developed, it will be
 prudent to defer the
 establishment of an
 expensive factory at
 the canal - which on the
 railway being opened
 Cuddalore will be only 2 or 3

8 months since he was 4
 by rail & post only 12
 hours away from the
 Agency at Madras

I strike me that the proper
 place for the Chief Engineer
 at present is in the immediate vic-
 inity of the work under his
 charge - I cannot think
 that there is any necessity
 for so large a set of workshops
 as it is proposed to erect
 at Madras. The work
 requiring to be done is
 simple enough consisting
 principally of shovels &c.
 in fact I doubt the
 policy or economy of the
 arrangement which puts
 the Chief Eng^r 150 miles
 from the nearest part of
 his work

I agree it appears to
 me that the proper place
 for the Station of
 the Chief Engineer is at
 Cuddalore. He will
 then be at one end of
 all the work that is
 likely to be completed
 for many a long year
 to come - can forward
 stores to any point of

I would not ask his
 opinion but long it
 down plumb - I refer
 to the fact that such
 expenditure would
 be very ~~the~~ ~~very~~ condition
 of the Company's financial affairs
 counts into an absurdity
 the proposal now to be made
 more than 2 acres of space
 on workshops at Rangoon
 and Captain Macleod has
 stated ample reason for
 the transfer to headquarters of the
 C. Engr's headquarters - I would
 not object to the transfer
 but the point is whether
 at all

the Presidency. In
 this case any work
 required by the Com-
 pany might be
 executed either in
 the Government Work-
 shops, or by private
 agency. The Con-
 sulting Engineer will
 be requested to obtain

Mr. Herdson's opi-
 nion on this point,
 and to submit it to
 Government with
 his own remarks.

As the accom-
 modation necessary
 for the Company's
 Offices at Rangoon
 will be very limited,
 the Government are
 of opinion that

The ~~com~~ ^{April} ~~had~~ ^{that}
 might get a hint of
 in the present phase of
 in Compton affairs with
 of the ~~put~~ ^{acted}
 capital it ~~put~~ ^{put}
 must get ~~to~~ ^{and}
 in Canada can ~~and~~ ^{new}
 Canadian - ~~and~~ ^{the}
 - how ~~the~~ ^{and}
 one ~~the~~ ^{and}
 W.

To the Cong. Eng. & C. Comp. with inclis
" Managers do do

No. 1286

From the Congress - 1800

Forwarded with observation
a letter from the Agent with
plans & estimates for the
Chief Surg^y Central Office
two Relief buildings —

218 24 April 1866
No. 245.

The Governor in Council does not share the views of the Consulting Engineer as to Madras being now the most convenient situation for the headquarters of the Chief Engineer of the Irrigation and Canal Company, but is of opinion that that Officer's proper place is the immediate vicinity of the works under his control, Suddapah, which will shortly be connected with Madras by rail, and is situated near one extremity of



the portion of the Company's
works which is now
in hand, would
appear to be a more
convenient and suitable
position for the head quar-
ters of the Chief Engineer.

2. As regards the propo-
sal to erect extensive
offices and workshops,
either at Kumod or Madras,
His Excellency in Council
thinks that, under pre-
sent circumstances,
it will not be advisable
for the Company to incur
so large an expenditure
as would be necessary,
in either case, to carry
out the design. The accom-
modation required by
the Company will, for some
time at least, be very
limited, and the sugges-
tion made in the last
para of Captain Mullins'
letter should be acted
on. The plans submitted

by the Consulting Engi-
neer will accordingly
be returned, in the
full expectation that,
seeing the necessity
of economizing their
resources, the Officers
of the Company will
arrange to provide
all the accommodation
that is necessary by
the improvement of
existing buildings on
the land already made
over to the Company at
Kumod -

A.B.

To the Consulting Engineer & Co. Company Works & Land,
to the Manager - D. S.

22nd May

Copy in a letter to England
of 25 January 1866.

P.W. 1865 Dept
(5)
Proc of Govt for May

No. 1386
Proc of the Madras Govt

of 22 May 1865

The Commr. of the Canal
Co. informed that the proper
place for the Chief Engineer's Head
Quarters in the immediate vic-
inity of the works under his con-
trol and that to erect extensive
Offices and Workshops thereat.
Burrnool or Madras is not
at present advisable.

A. 143-444

15th May/65 @ 165