M.R.O. 1—10,006—28-2-50.

(1) Number of pages_____

(2) Date of repair_____

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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No.	1602	Press
B.P.—No. 319-320		Mis.
Dated	16-6-1874	195— .

Not to be folded or roughly handled

No. 319. Read the following letter from Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Ootacamund, 27th May 1874, No. 165 :—

I HAVE the honour to address you, with reference to Public Works G. O., No. 1,167, of the 2nd instant, and beg that you will be so good as to lay before Government the following explanations which I submit in the hope that they will be pleased to modify the above order.

2. The order states that "the use of Government carts and cattle does not conduce to economy, carriage by them being charged for the same as by private means of conveyance." I am of course unable to imagine on what grounds the above assertion is made. I respectfully submit there is nothing in the papers I sent to Government to support it.

The fact is that carriage by Government carts and bullocks *does* cost less than that by private means of conveyance. The charge for the former seldom exceeds Annas 14 per cart and pair per diem, while the cost of the latter is Rupees 1½ and 1¾.

3. It has been the practice in this district for years past to keep Government carts and bullocks. Several pairs were engaged for the Wellington Barracks and for the Lawrence Asylums. They have also been used on the Goodalore Ghaut and for several district works.

Their use has thus been a recognized fact; and the district rates, where affected by carriage, have been framed (long before I took charge of the district) on the supposition of this cheaper carriage being employed. And the very fact of the District Officer having his own cattle, etc., to fall back upon has doubtless kept down the rate of private carriage. Under these circumstances, I do not think I am straining a point when I state that the prohibition of keeping Government carts and bullocks will raise the price of those rates which are affected by carriage, because such rates have evidently been framed by my predecessor on the supposition of the cheaper carriage being used.

4. But it is not chiefly on the grounds of economy that I would beg to urge Government to allow me to continue the practice which has obtained in this district for several past years. I would urge it on the grounds of the extreme difficulty of obtaining carriage sufficient to meet at all times the current district wants. This point, although indicated in my previous letter, seems to have been overlooked by Government. The Superintending Engineer's letter, printed with Public Works G. O., No. 677, of the 28th February 1868, discloses the fact of the Officer at the Lawrence Asylums purchasing bullocks and carts; of his obtaining a contractor to do the work for him by taking the bullocks and carts off his hands; of the contractor being unable to carry out his contract; and of the District Officer at last being compelled to ask Government to allow him to re-purchase these bullocks and carts in order to enable him to prosecute the works.

5. I am not exaggerating in the least when I say that the procuring of carriage and bullock labour is one of the greatest difficulties a Public Works Officer has to meet on these hills. At those times when the hills receive an

influx of visitors it is impossible to obtain carts. During the cold dry weather, when all house holders are repairing their houses to receive the next season's visitors, carts are very difficult to obtain; and many of the persons who keep bullocks will then send down to the plains any of their cattle which they consider need a change. The wants of the Coffee Planters both on the hills and in the Wynaad according to the quantity of their crops, etc., greatly effect the available cart supply in Ootacamund.

6. Moreover I have found it impossible to procure bullocks for the heavier rollers now used on the Ootacamund roads and for the clay pug-mills at Kandal and Wellington. For grinding mortar mills it is also difficult to obtain bullocks and then only at an enhanced cost.

7. The estimate that I submitted to you in my last letter was founded on my actual requirements, and was only submitted after considerable time for reflection. For I have much felt the want of a greater number of carts during the whole of 1873.

8. From the statement which accompanied my second letter, printed with the above-quoted Government order, you will perceive that up to when I took charge in April 1870, eleven and a half pairs died under my predecessor during ten months, and that the remaining eleven and a half pairs have died in the four years which have passed since that date. There has been no want of care, therefore, on my part in the keeping of this live stock.

9. I did not, when submitting my estimate for the orders of Government, enter very fully into the matter, but merely briefly indicated the grounds on which my application was based; for I was under the impression that the wants of this district, during the six years that you were Superintending Engineer of the 7th Division, were so well known and appreciated, that you would be able to support and explain further, if necessary, my application in the same way as you did in my predecessor's case.

10. I am sure Government cannot desire that the conditions under which I am to carry out works in this district are to be different from those under which my predecessor worked.

11. In case any further arguments are needed to support my plea, I have the honour to append a letter from the Honorary Secretary of the Ootacamund Municipality on this subject.

From H. B. GRIGG, Esq., Honorary Secretary of the Ootacamund Municipal Commission, *to* Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, dated Ootacamund, 23rd May 1874, No. 60.

In reply to your letter of the 7th instant, I have the honour to state that the Commissioners have had no experience of the economy of the system of keeping their own cattle for Municipal Works, I myself propose this year, should they consent, to make the experiment on a small scale in connection with the farm, and am sanguine that, under the circumstances, its trial will be successful. There is no question that the present rate of cart hire is enormous and has risen from 2 to 4 Annas above what it was two years ago. The high rate is, no doubt, in great measure due to the mortality among cattle on the hills, and to the difficulty in feeding during the dry weather. Where good housing and fodder are available, I have little doubt that it will be found more expedient to keep than to hire bullocks.

No. 320. ORDER THEREON, 16th June 1874, No. 1,602.

ACCOUNT, No. 24.

UNDER the explanation now submitted, His Excellency the Governor in Council is pleased to authorize the purchase of ten pairs of bullocks and six carts at an estimated cost of Rs. 1,560, which is allotted from the balance at the disposal of Government under "Tools and Plant, Provincial."

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Neilgherries.
" Officiating Controller of Public Works Accounts.

Exd. E. C. Shunker.

Spare Copies

Municipal Commissioners
Office.
Ootacamund 23rd May 1876.

No 60.

From.

H. B. Grigg Esquire
Hony Secy M.C.

To.

Captain J. L. L. Morant R.E.
District Engineer
Neilgherries.

Sir.

In reply to your letter of the 7th Instant. I have the honor to state that the Commissioners have had no experience of the economy of the System of Keeping their own Cattle for Municipal Works, I myself propose this year, should they consent, to make the experiment on a small scale in connection with the Farm and am sanguine that under the circumstances its trial will be successful. There is no question that the present rate of Cart hire is enormous and has risen from 2 to 4 ans, above what it was 2 years ago. The high rate is no doubt in great measure due to the mortality among Cattle on the Hills and to the difficulty in feeding during the dry weather -- Where good housing and fodder are available, I have little doubt that it will be found more expedient to keep than to hire bullocks.

I have the honor to

Your most Obdt Servt

Henry Scey Ord.

No 165

Ootacamund
District Engineer's Office
27th May 1871.

From

The District Engineer
Nail Gherries

To

The Secretary to Government
Public Works Department
Madras.

Sir

I have the honor to address you with reference to Public Works G.O. No 1167 of the 2nd instant, and beg that you will be so good as to lay before Government the following explanations which I venture in the hope that they will be pleased to modify the above order.

2. The order states that "the "use of Government Carts and Cattle" "does not conduce to economy" "carriage by them being charged for the "same as by private means of conveyance" I am at a loss to imagine on what grounds the above assertion is made. I respectfully submit there is nothing in the papers I sent to Government to support it.

The fact is that Carriage by Government

Carts and bullocks does Cost less than that by private means of Conveyance. The charge for the former seldom exceeds annas fourteen per cart and pair per diem, while the Cost of the latter is Rupees 1½ and 1½.

3. It has been the practice in this District for years past to keep Government Carts & bullocks. Several pairs were engaged for the Wellington Barracks and for the Lawrence Asylums. They have also been used on the Cantonment Roads and for several District Works. Their use has thus been recognized and the District Rates, whereby affected by Carriage, have been framed long before I took charge of the District on the supposition of this cheaper Carriage being employed and the very fact of the District Officer having his own Cattle to fall back upon has doubtless kept down the rate of private Carriage. Under these Circumstances I do not think I am claiming a point when I state that the prohibition of keeping Government Carts & bullocks will raise the price of Contractors which are affected by Carriage, hence such rates have evidently been framed by my Predecessor on the supposition of the cheaper Carriage being used.

4. But it is not chiefly on the ground of economy that I would beg to urge Government to allow me to continue the practice which has hitherto obtained in this District for several past years. I would urge it on the ground of the extreme difficulty of obtaining Carriage sufficient to meet at all times the current District wants. This point although indicated in my previous letter seems to have been overlooked by Government. The Superintending Engineer's letter printed with Public Works G. O. No 677 of the 28th February 1868 discloses the fact of the officer at the Lawrence Asylums purchasing bullocks and carts & his obtaining a Contractor to do the work for him by taking the bullocks and Carts off his hands & the Contractor being unable to carry out his Contract, and of the District officer at last being compelled to ask Government to allow him to repurchase these bullocks and carts in order to enable him to prosecute the works.

5. I am not "exaggerating" in the least when I say that the procuring of Carriage and bullock labor is one

of the greatest difficulties a Public Works Officer has to meet on these Hills. At those times when the Hills receive an influx of visitors it is impossible to obtain Carts. During the Cold Dry weather, when all householders are repairing their houses to receive the next season visitors, Carts are very difficult to obtain, and many of the persons who keep bullocks drive them down to the plains any of their Cattle which they consider need a change. The wants of the Coffee Planters both on the Hills and in the Wynaad according to the quantity of their Crops greatly effect the available Cart supply in Ootacamund.

6. Moreover I have found it impossible to procure bullocks for the heavier Rollers now used on the Ootacamund Roads and for the Clay Pug Mills at Kandal & Wellington. For Grinding Mortar & Metal it is also difficult to obtain bullocks and then only at an enhanced Cost.

7. The Estimate that I submitted to you in my last Letter was founded on my actual requirements and was only submitted after considerable time for reflection for I have much felt the want of a greater number of Carts during the whole of 1873.

8. From the statement which accompanied my 2nd letter printed with the above quoted Government order you will perceive that up to when Stock Charge in April 1870 11½ pairs died under my Predecessor, during 10 months and that the Remaining 11½ Pairs have died in the 4 years which have passed since that date. There has been no want of care therefore on my part in the keeping of this Live Stock.

9. I did not, when submitting my Estimate for the orders of Government, enter very fully into the matter, but merely briefly indicated the grounds on which my application was based for I was under the impression that the want of this District, during the 6 years that you were Superintending Engineer of the 7th Division, were so well known and appreciated, that you would be able to support and explain further, if necessary, my application, in the same way as you did in my Predecessor's case.

10. I am sure Government cannot desire that the Conditions under which I am to carry out works in this District are to be different from those under which my Predecessor worked.

11. In case any further arguments are needed to support my views I have the honor to append a letter from the Honorary Secretary of the Ottawa Municipality on this subject.

I have the honor to be
Your most obed. Servt
[illegible] Capt R.E.
Dist. Engineer

1602

P. W. D.

Proceedings of the Madras Government,

Under date the 187 .

Read the following:—

From The Dt Engineer Neilgherries No C & 165 dated 27 June 1874

The Dt Engineer of the Neilgherries has to blame himself for having in his bill recorded on the 4th ult. No. 1216 of 7th May conveyed the impression that there was no saving from the use of Govt. Cattle & Coolies under the explanation now submitted this Government

P. W. D. Letter to Govt. dated 27th June 1874. No: 3301.

The District Engineer, Neilgherries.

Secretary to Government.

Dated 27th June 1874.

Ec. No: 1602. 16-6-74.

Submits certain explanations regarding Public Cattle & Coolies employed on the Road.

Before Government.

No 1602 - 16th August 74.

No 219

Excellency the Governor in Council is pleased to authorize the purchase of 10 pairs of Bullocks and 6 carts at an estimated cost of Rs: 1,560 which is allotted from the balance at the disposal of Government under Tools and Plant Provincial.

Govt

P

319—320.

To the D. C. Tuticorin
" Controller
" Cashier dup. 6 both 23/6/14.

30/5 D. Rets 16/D.

3301/4

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Dr. Engr.
Neilgherries

Dated

Recd. Encl. 1

G. O. 16th June 1874. No. 1602

Nos. 315-320

Bullocks and Carts

The purchase of 10 pairs
of Bullocks and 6 Carts
for the use of Public Works
in the Neilgherry Dist.
authorized —