Archives I—10,006—16-8 77.

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(2) Date of repair 22-11-86

(3) Initials of the Referencer bus ✓

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No. / B.P. No.	1353-A—W	Press. / Mis.
Dated	9-6-1880	~~197~~ .

Smile

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

1353-AW

PUBLIC WORKS DEPARTMENT.

9th June 1880, No. 1,353-A W.

General Establishment.

Read the following paper:—

No. 20. Endorsement of the Superintending Engineer, Second Circle, dated Coimbatore, 26th May 1880, No. 78.

From Major J. L. L. MORANT, R.E., Executive Engineer, West Coast Division, to the Superintending Engineer, Second Circle, dated Ootacamund, 22nd May 1880, No. 209.

I HAVE the honor to inform you that there is every probability of a company being formed, if indeed it has not already been formed, to construct a railway on the rack rail system between Mettupálaiyam and Coonoor. It is the desire of the Directors of that Company that I should be entrusted with the construction of the line, and they have applied to Government that my services be placed at their disposal. I have therefore the honor to address you on the subject, and beg that you will kindly submit to Government this my application that my services may be specially lent to the Company for the two years during which the line will be under construction.

2. Should Government be good enough to accede to this my request, the Company are prepared to pay me an adequate salary covering all my military pay and allowances, and to pay to Government in addition the usual 20 per cent. on my present salary, to go towards meeting the charges of my pension during the period for which my services are lent to the Company. I am aware of arrangements of this nature being made with other Engineer Officers, *e.g.*, Major-General H. Rundall, R.E., in Cuttack, and doubtless the Government are acquainted with many such cases.

3. If the above suggestion meets the approval of Government, I would also ask the favor of being allowed three months' privilege leave, to which I am entitled, prior to the placing of my services at the disposal of the Company, in order that I may visit the twelve rack lines already constructed on the Continent, and may make myself thoroughly acquainted with their construction, &c.

4. Should the Government not see their way to allowing the above arrangement as explained in paragraphs 1 and 2, may I request they will favor me with the usual furlough to Europe to which I am entitled, and of which I have, with the permission of Government, been intending to avail myself.

5. But I would respectfully solicit that the arrangement explained in paragraphs 1 and 2 be allowed; because, if I am compelled to take furlough to work for the Railway Company, my leave will have to be exhausted in actual work on the line, and I shall not be able for another five years to visit Europe for that relaxation, which nearly twenty years continued service in both the Bombay and Madras Presidencies fairly entitle me. Moreover, if I am on furlough, Government will, as usual, pay me half my present salary; whereas, if my services are lent to the Company, Government will not only pay me nothing, but receive for two years 20 per cent. of my present salary to go towards my pension. The arrangements suggested in paragraphs 1 and 2 would therefore seem to be both the most convenient to myself and the most economical to the Government.

TRUE copy forwarded to the Chief Engineer for the favorable consideration of Government. Major Morant's services, should Government grant the application, should be placed at the disposal of the Directors of the Company from a certain fixed date; and as the completion of the railroad in two years is very doubtful, it is thought that the term of three years, or such time as the Directors of the Company require his services, should be substituted for the two years asked for.

2. The question of Major Morant's time when on this duty counting as service for pension, leave, &c., has to be considered; the undersigned does not know what was done in the similar case of Major-General H. Rundall, R.E. If it is to count, the proposal of 20 per cent. of his present pay and allowances being paid by the Directors of the Company appears a fair one.

3. Should, however, it be decided that the period during the time he is on this employment is not to count as service for pension, leave, &c., there will be no necessity for any payment being made. It would, however, be fair to Major Morant that he should be eligible for furlough when his connection with the Company ceases and not have to serve three years in India before furlough can be granted.

4. With regard to the proposal in paragraph 3, it is considered that the cost of Major Morant's inspection of the twelve rack railroads in Europe should be at the Company's expense. In any case the Superintending Engineer must decline to forward the application for three months' privilege leave (which Major Morant has already proposed to forfeit by his application for furlough), as there is no one available to carry on his duties.

5. As it is believed this is the only case of a Company proposing to construct a railroad without any guarantee, and as the work is one of undoubted public utility, it is hoped that Government will consider the application favorably and allow Major Morant's services (which from his great local knowledge and the interest he has shown in the project for some years would be invaluable to the railroad work) being lent to the Company.

(Signed) H. R. MEAD, Major, R.E.,
Superintending Engineer, Second Circle.

No. 21. ORDER THEREON, 9th June 1880, No. 1,353-AW.

IN a separate order passed in the Railway Branch, Government have intimated that no restrictions will be placed on Major Morant's employment of any furlough he may obtain; but his application for special leave for the extended period of two years and for preparatory privilege leave to be devoted to the purposes specified, is inadmissible.

No. 332 R., dated 7th June 1880.

2. It is observed that up to the present time no Company has been formed for carrying out the Nilgiri Ghaut Railway so far as Government are aware.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Second Circle.
" Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

1353/1

GENERAL.
ESTABLISHMENT.

Govt. of {1880} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,
SECOND CIRCLE,

&c., &c., &c.

Dated June, 9th.

Issued

Recd. Encl.

G. O., 9th June 1880, No. 1,353-A W.

JUNE.

Nos. 20-21.

Major J. L. L. Morant, R.E., Executive Engineer.—The application of — for special leave for two years and preparatory privilege leave for the purpose of constructing a railway from Mettupálaiyam to Coonoor considered inadmissible.

No 209. Executive Engineer's Office

Cotacamund 22d. May 1880.

Entered pending

From,

Major J. L. L. Morant R. E. 1353/3

Executive Engineer

West Coast Division.

To,

The Superintending Engineer

2d Circle. Coimbatore

Sir,

I have the honor to inform you that there is every probability of a Company being formed, if indeed it has not already been formed, to construct a railway on the rack rail system between Mettapolliem & Coonoor. It is the desire of the Directors of that Company that I should be entrusted with the construction of the line, and they have applied to Government that my services be placed at their disposal. I have therefore the honor to address you on the subject, and beg that you will kindly submit to Government

thro

this my application that my services may be specially lent to the Company for the 2 years during which the line will be under Construction.

2. Should Government be good enough to accede to this my request, the Company are prepared to pay me an adequate salary covering all my Military Pay and allowances, and to pay to Government in addition the usual 20 per Cent on my present salary, to go towards meeting the charges of my pension during the period for which my services are lent to the Company. I am aware of arrangements of this nature being made with other Engineer officers, E.g. Major General H. Rundall R. E. in Cuttack; and doubtless the Government are acquainted with many such cases.

3. If the above suggestion meets the approval of Government I would also ask the favor of being allowed 3 months privilege leave, to which I am entitled, prior to the placing of my

Services

services at the disposal of the Company, in order that I may visit the 12 rack lines already constructed on the Continent and may make myself thoroughly acquainted with their construction &ca.

4. Should the Government not see their way to allowing the above arrangement as explained in paras 1 and 2, may I request they will favor me with the usual furlough to Europe to which I am entitled, and of which I have, with the permission of Government, been intending to avail myself.

5. But I would respectfully solicit that the arrangement explained in paras 1 and 2 be allowed; because if I am compelled to take furlough to work for the Railway Company, my leave will have to be exhausted in actual work on the line, and I shall not be able for another 5 years to visit Europe for that relaxation, which nearly 20 years continued service in both the Bombay and Madras Presidencies fairly entitle me.

me. Moreover, if I am on furlough, Government will, as usual, pay me half my present salary; whereas, if my services are lent to the Company, Government will not only pay me nothing, but receive for 2 years 20 per cent of my present salary to go towards my pension. The arrangements suggested in paras 1 and 2 would, therefore, seem to be both the most convenient to myself and the most economical to the Government.

I have &c.

Sgd/ J. L. L. Morant Major R.E.
Executive Engineer.

No 98

True Copy forwarded to the Chief Engineer for the favourable consideration of Government - Major Morants services, should Government grant the application, should be placed at the disposal of the Director of the Company from a certain fixed date and as the completion of the railroad in 2 Years is very doubtful it is thought

thought that the terms of 3 years & such time as the Director of the Company require his services should be substituted for the 2 years asked for.

2. The question of Major Morants time when on this duty counting as service for pension leave &c has to be considered; the undersigned does not know what was done in the similar case of Major General H. Rundall R.E. If it is to count the proposal of 20 per cent of his present pay and allowances being paid by the Directors of the Company appears a fair one.

3. Should however it be decided that the period during the time he is on this employment is not to count as service for pension leave &c there will be no necessity for any payment being made. It would however be fair to Major Morant that he should be eligible for furlough when his connection with the Company ceases and not have to serve 3 years in

in India before furlough can be granted.

4. With regard to the proposal in para 3 it is considered that the cost of Major Morants inspection of the 12 Rack railroads in Europe should be at the Company's expense. In any case the Supg Engineer must decline to forward the application for 3 months privilege leave (which Major Morant has already proposed to forfeit by his application for furlough.) as there is no one available to carry on his duties.

5. As it is believed this is the only case of a Company proposing to construct a railroad without any guarantee and as the work is one of undoubted public utility it is hoped that Government will consider the application favourably and allow Major Morants services (which from his great local knowledge and the interest he has shown in the project for some years would be invaluable to the Railroad work) being lent to the Company.

1353/6

Supg Engrs Office 2d Circle
Coimbatore 26th May 1880

Major RE.
Supg Engr 2d Circle

P.W.D.
28MAY80
No 3424

From

The Supg. Engineer,
Second Circle.

Dated 26th
Recd: } May 1880.

No. 78.

Agt Mysore Rly:—

Copy of application of — for allowing his services to be utilized by the Director of the Nilgiri Railway Company for 2 years, forwarded for favorable consideration.

—

Recd 5.6.80.
Cir 31.5.80 Rly 4.6.80
O. 28-5-80. R2 11-6-80

P.W.Q.C. 12 March 1862 Nos 177 & 179
P.W. despatch No 33 of 10 May 1862
" Q.C. 7 Octr 62 No 2401
" " Hr Octr 62 No 2455
Mis No 20 of 20 Octr 62.
P.W.Q.C. 7 Novr 62 No 2679a
P.W. despatch No 60 of 10 June 63
P.W.Q.C. 30 Septr 63 No 2834
Mis No 4 of 9 April 1863
P.W.Q.C. 6 June 63 No 1447
" 20 Septr 64 No 63
" 2nd Novr 64 No 315
P.W. despatch No 75 of 1864
Q.C. 22nd Novr 64 No 3356
" 8 April 1865 No 971
" 31st May 1867 Nos 1625 & 1626
" 12 July 1867 No 2086 & 2087
" 16 August 67 No 2506.

GOVT. OF MADRAS. } 188 . { P. W. DEPT.

SECRETARY.

Chepauk, 21st May 1880.

OFFICE NOTE. 1353/7

To

W

Herewith the papers regarding Col. Randall's leave for the service of the East Indian Railway Company.

The subject appears to have given rise to a great deal of correspondence but the practical result was (G.O. No 971 of 8th April 1865) that Col. Randall was granted leave within a limit of five years, without pay, but counting his service in India.

D.S.W.

(O. 21)-5-80

For order 1353/8

Letter from Surgeon Leonard No 209 of 22 Aug 1880 with endorsement by the Director General requesting that he may be granted 2 years Special Leave (not to count against Furlough) with 3 months Sick Leave added to count as a railway in the Cape mail system between Matjesfontein and Cradock the Company undertaking to meet all his pay & allowances with the usual 20% added to meet Charge in January &c.

The case being analogous to that of Surgeon General Arendell RE CSI whose Services were in 1863 placed at disposal

Ad[illegible] for exhibiting ? Specie any arrangement? Is may seem necessary to secure the principle? fair play. But I don't believe such a case could be the subject? (Justly granted for Furlough) but the Co. is prosperity and stability, this application from him for Special Service &c. All that we have yet heard from the Director is that he is willing? to pay his passage Cape M. being his field - If it so, explain that Surgeon M. is to pay his passage to the Cape &c

Ent 31.5.80 Returns
28.5.80 Ltr 4-6-80.

of the East India Irrigation & Canal Co. the file connected with that is herewith sent us

In letter from Colonel Rundall marked inter P.M.G. 1054 of 2nd Nov. 1864 with the S of S despatch of 28th Feb. 1865 marked inter P.M.G. 1162 of 8th April 1865 may be read

The case was treated as a special one as the S of S were "deeply interested" in the success of the Company's operations and Sir Charles Wood decided that Colonel Rundall might "be permitted to be absent on leave for such period within 5 years" as might seem fitting to the Madras Government and "counting the whole of the leave as Service

[illegible] that Col. Hunter's services were sought by the [illegible] E.I. Irrig.n Co. this the Sec. of S. from the G.G. & think that a similar course of [illegible] the present instance.

I don't think we can decide on the applic.n

As to the terms S. Sir C. is to conclude I think the case is Col. B. case but [illegible] if necessary to the Govt of the Indian contract. But as Col. B. leaves the Govt service [illegible] upon the last Feb. [illegible] Govt / cannot in fairness & equity ask - viz: that

[illegible] or the expiration of his [illegible] leave - his first [illegible] Govt pension & the [illegible] Officer gives taking [illegible] at that time. (Does [illegible] under the impression that there is a maximum limit to the retention of pensions)

Yes. I think it should be [illegible] that Major H. has for years past been [illegible] and continues [illegible] to the Govt's employ an advantage to Govt in the Dept has [illegible] their employment

In case of the P.W. is [illegible] analogous to that of the Engineers. As Col. B. has employed Direct. - tho' C. to the S. said they were desirous [illegible]. The interest of Govt in this [illegible] certainly strong [illegible] Govt in my opinion

in India" 1383/6

The correspondence however shows that employment in this manner was in no way to interfere with claims to pension

As regards the request for privilege leave such (in addition to the reasons assigned by Major Read) would seem to be inadmissible as a necessary condition to Such leave is to be "bona fide" intention to return to duty for at least 3 months after its termination

Were the finances of India in as prosperous a condition as they are unfortunately the reverse it might not be unreasonable to assume that this line which is about to be executed by a private Company would be a State Railway, and in this case how

1353/10

I think the
Imperial is addressed
by Major Mc. Carthy
this week. He can
do what the letter
written of —

Lt. Col. Grant
Quartermaster
or about time
that the Company
has an existence
in a financial
position —

21/6

servants transfer to the
Railway dept. would only
be a natural proceeding
in consideration of the time
he has devoted and the
intelligent interest he
has from the first taken in
the project, the undersigned
would therefore beg strongly
to advocate the acceptance
of the proposals now made
with the exception above
adverted to

Should Government see
fit to accede to this
it is presumed that the
S of S should be addressed

The next convenient
time he should suggest
himself to take up his
new duties would be on the
return from Perth of the
A. D. Grant on 21st October
by which time it is pre-
sumed that all pre-
liminaries could be arranged
with the assent of the S of S
& no inconvenience with
arrangement in posting an
Officer to the West Coast Dn

31/5/80

and as a financial
speculation I am sure
I believe that it can
be a success, for I
think that it can demon-
strate to the satisfaction
of the Public
in that there is much
reason for hoping that
employment & comfort
will in Sudin for
Fuzina & Perth. At
Government Dept. but
for financial considera-
tion for 2nd Staff Corps
undertaken (I may be cor-
rect) to case of the
Prison Works. I do not
know what is necessary
in connection with the
Co. Prison property or
how much the case
with any appearance
of promoting a sat-
isfactory [illegible]

L.B.
1.6.80.

Hon W Huddleston
Ipoh

1353/11

Draft for approval

The amended draft is in accordance with the decision in Council yesterday on Mr Somasundaram's application

As regards the High Court observations in the Supreme Court affirm allowed to have ~~passed~~ the accompanying note with them have the matter stands

[signature]

5/6/80

Cir 5.6.80.
28.5.80

W.

1353
12

Excluding warrant officers, there are in the Engineer Grades 30 Military officers in the S. W. D.

Of these 10 or 1/3rd are absent on furlough or special leave.

2. Excluding those absent on special leave, there are five on furlough (in the proper sense of the word) or 1/6th of the whole number.

3 It must be added that if in section 21, 1 the words "Military officers subject to Civil rules" are used in their special sense - see Sect: 2 (d) - there are no such officers, (it is understood,) in the S. W. Dept. at present.

all the 30, as per attached list, being "Military officers ~~&~~ subject to Military rules" as they were in Civil employ on the 30th. December 1875. see Sect: 2 (c).

4 Taking the whole Dept., Civil & Warrant officers included, there are 73 in the Engineer grades of the General List, of whom 13 are absent on long leave, or rather less than 1/5th. - The officers absent ~~_____~~ on field service have been regarded as present.

J.T. 4/6

Sankey. M
Mullins. M
Beatty
Farewell. M.
Hastet. M.
Prendergast. M
Mead. M
Bundell
Chrystie. M
Hunter, M
Smalley. M
Montgomerie. M.
Burton. M
Shark. M
Pennycuick. M.
Rop Thompson. M
Maraute. M
Brockman. M
Smyth
Andry. M
Campbell. M
Marris. M
Smark. M
Rawson. M
Dorward. M
Dobson. M
Henderson. M
Baddy. M
Langley. M
Romilly. M
Baddeley M

1353
13

1353 Genl Estabt 14

No 1353 A W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 9th June 80.

Read the following :—

From the Secy to Govt to Cuddalore (No 978 dt 26 May 80)

No. 332 R dt 7th June 80

In a separate order passed in the Railway branch, Government have intimated to the Chief Engr that no restrictions are placed on the ~~manner~~ which Engrs may ~~be~~ employed ~~to~~ & may obtain ~~further~~ furlough & ~~leave~~ on the grant of Special leave for the extended period of two years and for the preparatory privilege leave, to be demanded to the purposes specified in

viaduct possible.

2. It is observed that up to the present time no Company has been formed for carrying out the Nilgiri Mount Rail-way. Proposals for Rail-

5/6/80

5/6

Fair draft for signature 7/6

Letter 9/6/80

S. E., 2nd Circle.
C. E. for Rly.
Mrs. Despatch 9/6.

P. 14-6-80

135
15

3424

Govt. of [1880] Madras.

PUBLIC WORKS.

To

Dated

Rcvd.

Encl.

G. O. 7th June 1880. No. 1853/243

Nos. 20-21

Major J. L. L. Broome R.E.
Secy. to Govt.

The application of — for special leave for 2 years preparatory to proceeding on leave for the purpose of Canada & railway from Kattapollium to Coonoor [illegible]

45
2