

Ph. c. A. 2838

Govt. of (1881) Madras.

JUDICIAL.

P. J. May 5. 1881

To
THE INSPECTOR-GENERAL OF JAILS,
&c., &c., &c.

Dated May, 4th.

Issued

Recd. 16 May.

Encl.

G.O., 4th May 1881, No. 870.

MAY.

Jails.—The proposal to close the Fort Jail at
Palghat, sanctioned.

A. 1215 W.

*1-copy to Ctg. 20-5-81
With order*

B *No. 1215 W. 14/5/81*

Communicated to the
Supty Engr 2^d Circle.

Cy

C. R. J. W.

S. & 2^d Circle

*Des. 14
14-5-81*

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

4th May 1881, No. 870.

Jails.

Read the following paper :—

From Lieut.-Colonel T. E. TENNANT, Inspector-General of Jails, to the Chief Secretary to Government, dated Ootacamund, 21st April 1881, No. 70 [Current No. 1225].

I have the honor to solicit the sanction of Government to close the Fort Jail at Pálghat on the 1st May 1881, or so soon after as practicable.

2. This Jail was established at the commencement of the famine, and has been used for the reception of some of the surplus prison population. Accommodation is now available for the Pálghat prisoners in other Jails, and I desire to close this prison to save the expense of extra establishment.

3. The Jail consists of three substantially built blocks constructed of *pisé* and fitted with strong iron-barred doors and windows. Each of the three blocks is divided into seven wards accommodating nine prisoners in each ward, or sixty-three prisoners per block. The blocks were built of *pisé* work by convict labor under the direction of the Superintendent. The cost of the doors, windows, fittings, &c., exclusive of prison labor has been Rs. 2,530. If these buildings can be made use of by the Revenue or the Public Works Department, I request authority to hand them over accordingly. I further request that the Jail Department may receive credit for the value of the buildings, which can be determined by an Engineer Officer. Should the buildings not be required by any other department, I propose to dismantle them and to sell the building materials by public auction, transferring the iron-barred doors and windows to the Central Jail at Coimbatore.

	rs.
One Superintendent	350
One Apothecary	75
House-rent	20
Medical allowance	30
	125
One Jailor	50
House-rent	2
	52
One Deputy Jailor	20
One Clerk	25
Two Head Warders, at Rs. 9 each ..	18
Four Warders, at Rs. 8 each ..	32
	622
	12
	7,464
Cost of Police Guard.	5,118
Total Cost per annum.	12,582

4. I request the early orders of Government on the disposal of the buildings.

5. Whilst soliciting sanction to close this Jail, I desire to bring to the notice of Government the zeal and assiduity displayed by Mr. John Tyrrell, the Officiating Superintendent of the Jail. Mr. Tyrrell, whose permanent appointment is Keeper of Her Majesty's Penitentiary, Madras, succeeded Mr. G. D. Grimes as Superintendent of Pálghat in February 1879. During the time Mr. Tyrrell has held the executive charge of the Jail he has unceasingly exerted himself to perform conscientiously the responsible duties of his office.

ORDER THEREON, 4th May 1881, No. 870.

The proposal to close the Fort Jail at Pálghat is sanctioned. The Government note with satisfaction the testimony borne by the Inspector-General to the zeal and assiduity displayed by Mr. Tyrrell during the time he has held charge of it. The Inspector-General will report whether any of the other members of the establishment to be reduced are entitled to pension or other benefits under the rules, and specially that regarding notice or compensation; but it is observed that the establishment was sanctioned as "temporary."

2. The services of the Apothecary will be replaced at the disposal of the Surgeon-General with the Government of Madras from the date of the closing of the Jail.

3. The Collector of Malabar will resume charge of the fort and buildings in it, and will report whether they can be reappropriated to their former purpose, and whether he wishes to retain the temporary Jail structures intact, or, if not, whether the Police or other department requires them.

(True Extract.)

C. E. Austin
Under Secy. to Govt.
Chief Secretary.

To the Inspector-General of Jails.

- „ Revenue Department.
- „ Public Works Department.
- „ Surgeon-General with the Government of Madras.
- „ Collector of Malabar.
- „ Accountant-General.

Exd. J. Wright.

522

Govt. of (1881) Madras.
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To
THE INSPECTOR-GENERAL OF JAILS,
&c., &c., &c.

Dated May, 4th.

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G.O., 4th May 1881, No. 870.

G.O. No. 1215 W.D. 14th May 1881.

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Order thereon 14th May/81 No. 1215 W.D.

Communicated to the
Capt. Insp. 2^d Circle.

1 True Extract /

107 CCR Capt. B. J.
By Order Secy to Govt. J. S. D.

S. E. 2^d Circle

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R. DAVIDSON,
Chief Secretary.

To the Inspector-General of Jails.

- „ Revenue Department.
- „ Public Works Department.
- „ Surgeon-General with the Government of Madras.
- „ Collector of Malabar.
- „ Accountant-General.

Exd. J. Wright.

GOVERNMENT OF MADRAS.
JUDICIAL DEPARTMENT.

4th May 1881, No. 870.

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31-10-79 to 27394 w.
31-10 — 63 Decp.
17-12 — 3879 Cg
11-3-80 595 w
16-3 — 16 Decp

Gobt. of (1881) Madras.
REVENUE.

To

20. Sc

THE BOARD OF REVENUE,

&c., &c., &c.

Dated April 21st.

Printed May 3rd.

Recd. 11 May.

Encl.

G.O., 21st April 1881, No. 671.

APRIL.
Nos. 290—292.

1- copy to Gaty - 20-5-81

SUBJECT.

Steam Launch for the Buckingham Canal.— Approving and sanctioning, with observation, Mr. Bliss's proposal in the concluding paragraph of his letter regarding the construction of a —; and directing, with remark, that Captain Awdry and Mr. Bliss be requested to make further inquiries in England conjointly as to what the Launch could be built for and sent out in parts, as much as possible of the work being done out here.

B

No 1216W. 11/5/81
Recorded

C

CEN

S. W. Bunker Canal + 14-5-81

on account of the distance the engines have to be placed from the boiler, which, in order to bring the boat on an even keel, must be pretty well amid-ships. A better plan, I think, would be to build a twin-boat with central paddles on the same plan as the *Castalia* or the *Calais-Douvres* which run between Dover and Calais. Such a boat without cabin, which could be more cheaply fitted in this country, could hardly cost more than £500 or £600 delivered here. The only objection to the design that I can foresee is that the height of the cabins above water would necessarily be too great to allow of the passage of such a vessel underneath the low bridges across the Junction Canal. Eventually, therefore, two such vessels will be required—one to work north, the other south, of Madras; but, considering the circumstances, the outlay needed for their purchase, &c., does not appear to me excessive. More than two steamers are, I believe, maintained for the use of the Public Works Department on the Kistna and Godavari Canals, and the Salt Factories lying between Cocanada and Merkanam are probably in the aggregate of at least as much importance to the revenue as the irrigation works of the two districts I have mentioned. If Government are pleased to accept these conclusions, there should, I think, be no difficulty in paying for whatever launches they may determine to order from savings in the Salt Department budget for 1881-82.

4. The Chief Engineer will, no doubt, be the best judge of the general description of steam launch which will be most suited for use on the Buckingham Canal, but, when this has been settled, there will probably remain many minor points for determination which can best be disposed of on the spot, in consultation with the builders, by officers practically acquainted with the Buckingham Canal and the difficulties of its navigation. I venture, therefore, to suggest that as Captain Awdry and I are both going home, and as we are both acquainted with the requirements of the case, the ordering of such a boat as the Chief Engineer may think most suitable and the arrangements for her building and despatch to this country, in communication with the builders and the proper department of the India Office, and subject to such limit of cost as may be prescribed, might with advantage be left to us.

ENCLOSURE No. 1.—Design.

SUBMITTED for the orders of Government.

2. The proposal in the concluding paragraph of Mr. Bliss' letter appears a good one.

(A true Copy and Extract.)

(Signed) E. GIBSON,
for Secretary.

Mis. No. 885.

TRANSFERRED with three original notes to the Public Works Department for consideration.

(Signed) C. G. MASTER,
Secretary to Government.
30th March 1881.

No. 291. Endorsement of the Under Secretary to Government, Public Works Department, dated 7th April 1881, No. 911.

No. 895.

MEMORANDUM.

THE specification sent home with Despatch No. 63, of 31st October 1879, was the result of full deliberation and consideration of the conditions under which the Launch has to work, and there is nothing in Mr. Bliss's letter to lead the undersigned to think that the specification might be usefully altered.

2. The result of the inquiry made in England was that a boat to obtain a speed of ten miles an hour would cost £ 1,800 to £ 2,000, and one for a speed of seven miles an hour £ 1,200.

3. It is not likely that these prices would be materially reduced, the power required (which regulates cost of the engines) to drive a boat of given displacement at a given speed being pretty much the same whatever the actual means of propulsion employed.

4. It might doubtless be useful for Captain Awdry and Mr. Bliss to make further inquiries on the subject while in England.

(Signed) J. PENNYCUICK, Major, R.E.,
for Chief Engineer, P.W.D.
6th April 1881.

TRANSFERRED to the Revenue Department, and the referred papers returned.

(Signed) J. PENNYCUICK, Major, R.E.,
Under Secy. to Govt., P.W.D.

No. 292. ORDER THEREON, 21st April 1881, No. 671.

Miscellaneous.

MR. BLISS's proposal in the concluding paragraph of his letter is approved and sanctioned.

2. Mr. Bliss will observe from the latter of the papers read above that the specification already sent home with Public Works Department Despatch No. 63, of 31st October 1879, is, in the opinion of the Chief Engineer, the best suited to the requirements of the Buckingham Canal.

3. Captain Awdry and Mr. Bliss will be requested to make further inquiries in England conjointly as to what the Launch could be built for and sent out in parts, as much as possible of the work being done out here, *e.g.*, all cabin structure and wood fittings, and to submit the estimate for sanction. They can, however, put the work in hand with the approval of the Secretary of State, in anticipation of sanction, if the cost will not exceed Rs. 10,000.

4. It must be clearly understood that the Launch is to be available for the use of all departments.

(True Extract.)

G. Master
Secretary to Government.

To the Board of Revenue.
,, the Public Works Department. ✓
,, H. W. Bliss, Esq., Commissioner of Salt Revenue, through the India Office.
,, Captain A. Awdry, R.E., Superintendent of Works,
Buckingham Canal, through the India Office.

Exd. W. H. French.
200 square feet

85 Copies.

MS 875

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

21st April 1881, No. 671.

READ THE FOLLOWING PAPERS :—

No. 290. Proceedings of the Board of Revenue, dated 4th March 1881, No. 386.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to C. A. GALTON, Esq., Secretary to the Board of Revenue, dated Madras, 28th February 1881, No. 1,641 :—

REFERRING to G.O., dated 11th March 1880, No. 595-W, I have the honor to request that the Board will be pleased again to bring to the notice of Government the great inconvenience which is experienced by the officers of this department for want of a steam launch for inspection purposes on the Buckingham Canal.

2. The desirability of the provision of such a vessel having already been admitted (*vide* G.O., dated 7th March 1879, No. 575, Revenue Department), it is only necessary for me to add that further experience of work up and down the canal has confirmed me in the opinion that a steam launch will be most useful to the public service. The last time I inspected the Chingleput Northern Factories (in July last) I found that on an average I wasted at least three hours a day in moving up and down the canal to get to, and return from, the point at which my work for the day lay. My time and that of all superior officers is valuable, and a much shorter time than three hours a day is well worth saving under any circumstances, especially in the hot weather, when additional and unnecessary exposure to the sun even for an hour or two is frequently so exhausting that but little work can be done during the rest of the day by any one not blessed with exceptional powers of endurance. The net revenue derived by Government from the Chingleput Salt Factories exceeds £350,000 per annum. It cannot but be well worth their while in the long run to provide liberally the means of easy inspection of factories yielding so large a return. No mercantile firm, at all events, would for a moment hesitate to provide steam launches for the better supervision of a very much smaller business.

3. These considerations are however not disputed, the only reason apparently why a steam launch has not already been provided being the high estimated cost of the provision of the one, design for which was sent home. I enclose a copy of that design (to be returned). It will be seen that it was for a vessel 60 feet in length and 12½ feet in width provided with a large cabin and other accessories, which, though most convenient, are not absolute essentials for a vessel the chief uses of which would be by itself only for short trips for inspection purposes and for long trips as a tug. Further reasons, no doubt, for the great cost of the vessel were the shape of her hull, her low draught of water, and the fact that it was proposed to fit her either with a single screw or with twin screws. These conditions necessitated the provision of very much more powerful, and therefore more expensive, engines for her propulsion than would have been required for a vessel either of greater draught and finer lines or propelled by paddle engines. I cannot of course be certain in such a matter, but, so far as I can judge from the price lists of respectable and trustworthy steam launch building firms in England, it should be quite possible to provide what is required for a very much smaller sum than the Constructor's Department of the Admiralty estimated, provided a more suitable design is selected. There are several plans which might be adopted. Ordinary paddle engines might be used, but in many ways a paddle steamer would be objectionable for employment on waters so narrow as the Buckingham Canal. Stern wheels are used in many places, but are, I believe, objectionable