C/J

2818/82.

J

No. 2195 Way 5th September 82

B

Communicated to
Officers concerned.

C/J
29.8.84

W.S.
1.9.84

2a 31/8/84

Genl Supts P.B.s (Offrs Lgd)
Civil Surgn P.B.s
Enquiry P.B.s
Consy. Asst Surgn P.B.s

Hospitals
Cantonments

666/82.
1.9.84.

C/J
1879

Revenue

Educational Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Master Attendant Madras, dy
21st July 1884, No. 7407, stating that the
Military Deptt. have claimed rent
on the building occupied by the
Flagstaff signaller at Cannanore
and recommending that as the
signaller's pay is very small, he be
allowed to remain there free of rent.

Order thereon, 19th August 1884 No. 863 (Mis)

There is no objection to
the signaller having the quarters
rent free.

(True Extract)

Chief Secretary

To

The Public Works Deptt
" Military Deptt
" Master Attendant

Thos Thom

[6]

Govt. of {188} Madras.

No. 2206 Way 6 dt 9/84.

To The Public Works Dept.

Communicated to the Lt IV Circle

Cy.
29.8.84

W.
1.9.84

(8)

No. 2206 Way 6-9-84

Rec 29/8/84.

Proceedings, dated 19 augt 1884
No. 368 Mis

Subject.

Permitting the Signaller to have the quarters rent free.

Lt IV Circle / Dec 8/9/84

Exam. P. Mech.

S.V. IV Circle

A.S. 1738.
A. 29.8.84 R. 3.9.84

Sd 3/9

Sd 3/9

Submitted to order

ADMINISTRATION REPORT,

OF THE

PUBLIC WORKS DEPARTMENT,

CIVIL BUILDINGS ROADS AND SERVICES,

CENTRAL INDIA AGENCY,

for the year 1883-84.

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2 CIVIL BUILDINGS ROADS AND SERVICES.

The Imperial Budget Estimate for these Services as originally sanctioned by Government allowed an assignment of Rupees 5,33,900; which was afterwards increased in passing the Revised Estimate to Rupees 5,98,200 vide Government No. 97 A. G. dated 12th March 1884, and the outlay against the latter amount has been Rupees 5,47,274 as per table given below.

SERVICE HEADS.	Budget Estimate.	Revised Estimate.	Outlay.	Difference. Lapse.	Difference. Excess.
CIVIL BUILDINGS.					
New Works	20,000	33,800	37,655	.....	3,855
Repairs	20,000	23,500	22,253	1,247	.....
COMMUNICATION.					
New works	54,300	88,600	33,989	54,611	.....
Repairs	2,40,000	2,40,000	2,22,818	17,182	.....
Establishment	1,87,600	1,87,300	2,10,679	.....	23,379
Tools and Plant	12,000	25,000	21,880	3,120	.....
Suspense	.....	.....	—2,000	+2,000	.....
Total.....	5,33,900	5,98,200	5,47,274	78,160	27,234
				27,234	
			NET LAPSE.....	50,926	

2. The excess under Original Works Civil is principally due to Rupees 3,000 worth of materials having been charged to an Estimate for additions to the Gwalior Residency, which not being required were ordered to be transferred to the Stock, but the transfer was not carried out until after expiry of the year.

NOTE.—This charge for stock was chiefly due to expenditure incurred by Offg. Supdg Engineer on stock from Bombay ordered to meet the requirements of a change made by him in a design previously sanctioned. The original design was ultimately adhered to.

3. The apparent lapse of Rupees 54,611 under Communication is absolutely nominal, as would appear from the explanation given below :—

4. In the first place the revised grant for Communication was not in reality 88,600 but only 77,600 the former amount is shewn up provisionally, only to maintain financial regularity, as enjoined by the Budget rules. The additional grant of 39,000 sanctioned in Government telegram dated 28th February 1884 was not wholly for original works, as exhibited in para 4 of Government Resolution No. 97 A. G. dated 12th March 1884. It included 11,000 for Establishment as admitted in Government telegram No. 56 A. G. dated 16th April 1884. This was ordered to be so shewn in the subsequent accounts as a reappropriation sanctioned subsequent to Budget orders determining the Revised Grant for the year. Following these instructions the apparent lapse is reduced to 43,611 which is chiefly due to advances made during 1882-83. as per margin for prosecution of work on Sagor and Banda Road, and refunded during the year under review, under orders conveyed in Government letter No. 218 A. G. dated 25th July 1883, which in the Financial Accounts of the year are treated as writes back, entailing for the purpose reduction of actual outlay from Rupees 78,670 to 33,989.

Political Agent Bundelkhund	Rs.	20,000
Contractors	„	24,681
		44,681

5. **Repairs Civil** :—The lapse of Rupees 1,247 is made up of small savings on various Estimates and allotments which appear to call for no explanation.

6. **Repairs Communication** :—The lapse of Rupees 17,182 is only nominal to the extent of Rupees 3,101 which is the net amount of reappropriations eventually made from this to other heads but not shewn up as such, owing to financial restrictions which require that alterations in the grants subsequent to passing of Revised Estimate are not to affect the amount sanctioned by Government. This reduces the lapse to Rupees 14,081 which is due partly to savings on Estimates and partly to Sanctioned Appropriations not having been fully worked up to, and which came to light only on closing the years' accounts, notwithstanding that the Superintending Engineer was in frequent communication with the Executive Engineers up to the latest date of the financial year with a view to adjusting excesses and utilising lapses.

7. **Establishment** :—The excess under this head is simply nominal to the extent of 11,000 as explained in para 4 of this report showing that the revised grant for Establishment is advisedly exhibited at a figure 11,000 less than the total amount intended to be sanctioned, simply to conform to the financial regularity. This raising the total grant by Rupees 11,000 reduces the excess to Rupees 12,379 which includes some arrears of last year adjusted this year the whole necessarily falling against the grant for Establishment for Imperial Civil Buildings, Roads, and Services owing to outlay from other funds which bear Establishment charge at fixed percentages, being far less than anticipated in the Budget and Revised Estimates.

8. **Tools and Plant**:—The lapse of Rupees 3,120 under this head is due to sanctioned appropriations not having been fully utilised, nor reported for re-appropriation, to which end Superintending Engineer continued his inquiries up to the close of the financial year.

9. In addition to the foregoing outlay from Imperial funds there has been a further expenditure of Rupees 2,70,958 from Contributions against Revised Estimates and Final Grants of those funds for the year, as indicated in the subjoined table.

SERVICE HEADS.	Revised Estimate.	Final Grant.	Outlay.
CIVIL BUILDINGS.			
New Works...	2,000	7,954	10,306
Repairs	.....	1,150	1,389
COMMUNICATION.			
New Works	1,87,900	1,85,216	2,62,881
Repairs	13,500	16,104	11,149
Establishment	43,400	47,517	35,687
Tools and Plant	19,400	17,731	9,546
Total Rupees	2,66,200	2,75,672	2,70,958

10. The combined outlay from Imperial and Contributional funds on Civil Buildings, Roads, and Services during the year has been as follows :—

	Revised Estimate.	Outlay.	Remarks.
Imperial	5,98,200	5,47,274	Lapses nominal as explained above.
Contributions...	2,66,200	2,70,958	
	8,64,400	8,18,232	

CIVIL BUILDINGS

4 Opium.

11. **Indore** :—Certain additions and alterations to the Opium Godown were commenced.

6 Post Office.

12. **Agar** :—Compound wall was constructed.

7 Telegraph.

13. **Ujjain**:—A new Telegraph Office for which materials were collected during the previous year was completed.

14. **Mandesaur** :—Additional Room for the peon, and gate for the compound were constructed.

15. **Indore** :—Cookhouses to Signaller's quarters which were commenced in 1882-83 were finished.

12 ADMINISTRATION.

16. **Indore**:—Additions and alterations to the Treasury Building, which were begun during previous year were finished.

17. **Sehore**:—Certain additions were made to the Political Agent's Office.

18. **Gwalior**:—The porch of the Residency house was reconstructed and a wing of the Main Building which has been subject to serious leakage was re-roofed, materials having been collected for re-roofing the other half.

19. **Morar**.—A strong room for the custody of treasure, which was begun in previous year was completed, and a latrine was constructed.

20. **Nowgong**:—A verandah was added to the Treasury Office.

14 LAW AND JUSTICE.

21. **Mhow**:—Honorary Magistrates court and a room for the pleaders was constructed, and certain additions were made to the Magistrate's court.

22. **Morar**:—Certain additions were made to the Magistrate's Court.

18 EDUCATIONAL.

23. **Indore**:—Work on Daly College started on Local subscriptions contributed mostly by Native Chiefs, was stopped by the Offg. Agent to the Governor General during the early part of the year under review, pending orders of Government on a reference made regarding certain details of construction the work was not resumed during remainder of the year.

20 MISCELLANEOUS.

24. **Indore**:—A well to the Public Works workshop put in hand during previous year was completed.

25. Certain additions to Examiner's Office commenced during previous year were finished.

COMMUNICATION.

Mhow and Neemuch Road.

26. Causeways over Molani, Duswas, Dharar, and Gungait Rivers have been completed, the first three of which were commenced last year. Bheelpauk, Ratageri, and Renmow Rivers are still unbridged, and causeways should be constructed over them to avoid large expense of bridging. Twenty miles of the road chiefly in Dhar, Rutlam, and Silina sections have received second coat of metal, and only four miles still remain to complete the metalling of the whole length of 163 miles.

70 miles of the road from Neemuch to Molani river has been remiled, and mileage both from Mhow and Neemuch cut on the mile stones.

FEEDER ROADS.

27. Roads of approaches linking Mhow and Neemuch road with the Malwa Rajputana Railway stations at Malargurh and Harkia have been completed during the year. The only feeders still wanting to complete linking of this road with the Railway from North boundary of Central India to Rutlam are approaches to stations of Peeplia and Kaiserpoora.

An approach to the Budunpore Railway station on Jubbulpore and Allahabad line in the Maihur District was sanctioned, but owing to delay in obtaining land the work was not put in hand during the year.

UJJAIN and AGAR ROAD.

28. Laying down of second coat of metal was effected from 1st to 36th mile. The extreme Northern portion of the Road 37th to 41st mile was taken over from the Commandant Central India Horse, and will be metalled with laterite, which has been collected.

DHAR SIRDARPORE ROAD.

29. Length 24½ Miles:—Earthwork has been finished except the raising of the sides flush with the metalling, and at the approaches to the Bridges.

Bridging:—Bridge over the Phulgumery Nulla as also those between it and Sirdarpore were commenced.

Metalling:—Soling coat in the first seven miles has been completed, and metal for a similar coat collected for all the remaining miles.

Inspection Bungalows:—Those at Sirdarpore and Mangodi the only ones proposed have been finished.

Plantations:—Trees have been planted all along the road.

Wells:—Three wells have been constructed at places where most wanted.

AGRA and BOMBAY ROAD.

30. A causeway in the 25th mile south of Indore was constructed, and rough projects prepared for Bridges instead of Causeways in miles 36th and 37th. Considerable breaches caused by previous heavy floods in several miles near Gwalior were repaired, and improved waterways provided.

The traffic for 63rd mile out of Agra is inconsiderable and chiefly local, but it is heavy from that point via Agra Loop-line to Morar, chiefly on account of building stone from Banwar quarry. Between Gwalior and Sipri in the 143rd mile the traffic is very heavy and has much increased during the year. 1,000 to 1,300 carts having been noticed passing up and down daily, besides large convoys of pack-bullocks. The width of Metalling in this portion is 12 feet, and but for limited funds it would be increased to 15 feet, a natural consequence of insufficient allotments due to the same cause, the Road was much broken up, and was only maintained in passable order with great difficulty.

Traffic between Sipri and Goona and Goona and Parbuttee is not heavy.

The Railway Bridge over the Chumbul does not provide a subway for general traffic, and therefore a ferry has to be maintained.

Parbuttee River is unbridged, it has only a low causeway, which does not extend from bank to bank, the temporary approaches between the causeway and the Main road on either sides are partly washed away during every rains, and the traffic suffers much on account of there being only a local ferry, inadequate to requirements and therefore of little use.

GWALIOR AND JHANSI ROAD.

31. Heavy traffic which hitherto consisted of grain and seeds continues on

this Road as noticed in previous reports, it has been still more increased by transport of materials for Jhansi and Manikpore Railway. The last few miles near Gwalior where the traffic converges has suffered much from this cause. Arrangements have been made to widen the metalling in the first 11 miles to 15 feet.

GWALIOR AND ETAWAH ROAD.

32. This Road is completed except Inspection Bungalow at Bhind and Phoop. An Estimate for the first was sanctioned, but work was not commenced owing to Maharaja Scindia not having paid his contribution until late in the year. Approaches to the Koari River in the 52nd mile are steep, and will have to be improved and made easy for the traffic which suffers at this unbridged River during the rains, particularly as the ferry kept up is inefficient, the boat being unsafe.

JHANSI AND SIPRI ROAD.

33. Kalipahari Causeway was finished during the year. The length of the Road is 60 miles, of which only 27 miles are metalled Traffic principally consisting of Building Materials has much increased since commencement of Jhansi and Manikpore Railway. On an average about 400 carts have been noticed passing daily, and it is believed, that when the general traffic developes in this direction on opening of the above Railway, it will be considerably increased still more. Total absence of wells along this Road renders execution of repairs impracticable except during the rains, and a project for wells will be called for. This is one of the Roads to which Maharaja Scindia's contribution is devoted.

The completion of this Road has been advisedly deferred hitherto on account of traffic being small, but now owing to the Jhansi Manikpore Railway it shows signs of rapidly increasing, and cannot fail to do so still more with the extension of the Bhopal Railway hereafter

SHORT ROADS ABOUT GWALIOR.

34. These are Fort Road, Red Road, Post Office Road, Agra Loop line and Sipri Loop line, which though short are important lines of communication, and traffic over them is very considerable.

Sipri Loop line :—Which has a width of 12 feet metalling, suffered much from cart traffic during the last half of the year under review.

NOWGONG AND JHANSI ROAD.

35. The section under this Administration is only about 14½ miles, it is metalled and bridged throughout, except at the Dasan River over which a ferry is maintained throughout the year, and has been kept in good order.

NOWGONG AND SUTNA ROAD.

36. Length 100 miles divided into 5 Sections.

1st Section 14 miles :—Complete in every respect.

2nd Section 30 miles :—This is also completed except last mile which as yet, has received only one coat of metal. At the end of this section is a large

unbridged River the "Ken" over which a temporary trestle bridge and causeway is constructed every year, and a ferry is maintained by Chutterpore and Punna States during the rains. This River is the only obstruction on the line. During 1882-83 Political Agent Bundelkhand undertook to construct a causeway over it. The Executive Engineer matured a project for him, and the grant of Rupees 20,000 placed at his disposal for this purpose finally lapsed, and was recredited to Government at the end of year 1883-84.

3rd Section 13 Miles :—This portion is banked, bridged, and partly metalled. The last 5 miles have got 2 coats, and the remaining miles only one coat.

4th. Section 26½ Miles:—Is complete in every respect excepting 5 miles which have received only a single coat of metal.

5th. Section 17 Miles:—Is completed in every respect.

GREAT DECCAN ROAD.

37. 1st Section 31 Miles:—Is banked, metalled, and partly bridged.

2nd Section 13¼ Miles:—Is complete in every respect.

NOWGONG AND SRINUGGER ROAD.

38. Length 21 Miles:—Is complete in every respect.

BANDA AND SAGOR ROAD.

39. The portion in Central India, 63 miles in length is divided into three Sections II, III, & IV.

II. Section nearly 20 miles;—Is banked, bridged and metalled throughout excepting Oormal River in the 45th mile which has only a causeway. The line is passable throughout the year save during heavy floods.

III. Section 16 miles:—Is wholly completed.

IV. Section 27 miles:—Is partly banked, Estimates for earthwork and metalling were sanctioned long ago, but the work then in progress was stopped in 1868, and not resumed until February 1883. Earthwork is nearly ⅔rds finished, and the metalling is entirely so. Estimates for large bridges sanctioned before 1868 were commenced during the year and progress made as follows:—

Puniari bridge of 6 spans of 30 ft. each. Foundations finished and one abutment up to springing, and piers 1 to 4 feet.

Magrar Bridge of 5 spans of 25 feet each built up to springing level except one pier which is up to 2½ feet only, centrings ready for three openings.

Kirkee Bridge of 3 spans of 25 feet each one abutment and one pier built up to springing, and others up to a height of 7½ feet only.

NAGODE AND KALLINGER ROAD.

40. Is maintained as a fairweather road.

DEWAS AND ASHTA ROAD.

41. Scindia Section:—Second coat was consolidated and metal collected for 3rd coat. Metalled dips and pavements finished. Lodri causeway in the 15th mile was commenced; and the Kali Scind causeway near Sankutch was completed

Bhopal Section :—Second coat of metal was consolidated, and metal collected for the 3rd coat. Metalled dips and causeways were completed except that over the Parbuttee at Ashta, for which materials have been collected with a view to its completion during the following year. In this section an Inspection Bungalow at Doodee has also been finished except the out-houses. The out-houses to Ashta Dak Bungalow have been reconstructed.

ASHTA and SEHORE SECTION in BHOPAL TERRITORY.

42. Earthwork completed throughout as also causeway over the Pupnasa Nulla. Retaining walls of dips have also been constructed up to the 55th mile. Soling coat was collected and partly spread in 45th to 61st mile, and well started in miles 62 to 71. Collection of metal for 2nd coat has been completed in almost all miles between Ashta and Ujnar, and soling coat for dips has been laid throughout. In this section an Inspection Bungalow which was proposed to be built at Imlia is not considered necessary and the proposal is given up.

BEORA and SEHORE ROAD.

43. Rajghur Section:—All earthwork in this section has been completed, and Culverts, Causeways, and Metalled dips put in hand. In constructing this road, stone breaking by steam, steam road rolling, and a short length of light tramway for carrying metal from quarry to road seem to promise well, notwithstanding the difficulties inherent to the introduction of such a new system of work with untrained establishment.

Nursingghur Section:—Earthwork has been completed throughout as well as most of rock cutting, with the exception of a bank to be thrown up across the tail of the Nursingghur city tank. and the North approach of the Parbuttee at Pilloo Khiri—Foundations of an Inspection bungalow at Nursingghur were excavated, and stone and lime collected—The work was however stopped on Nursingghur Chief's undertaking to construct a much larger building at his own expense, Plan and Estimate have been approved by Political Agent, on the part of the Chief, and they are about to be submitted for sanction. The Chief has also desired Bridges and Culverts being substituted for metalled dips, and causeways, in miles 17, 18, 19 and 20. The Estimate being revised with this view. The probable excess on this account over the Original Estimate is roughly Estimated at 6,000 which the Chief is prepared to pay.

Bhopal Section:—Causeways over the Parbuttee and Parnas have been commenced and some minor ones completed. All dips and pavements are expected to be finished before the rains of 1884-85. Earthwork has been entirely completed. Bricks and lime for an Inspection Bungalow at Hingonia are on the site, and work will be pushed on.

GENERAL REMARKS.

44. The total length of Roads in Central India is upwards of 1,600 miles, of which more than 1,300 are completed, and about 200 miles are in progress. About 90 miles of New roads projected, have not been undertaken for want of funds. The Imperial Budget grant for repair of the Roads was 2,40,000 which was supplemented by contributions and local funds to the extent of

about 16,000 raising the total grant to Rupees 2,56,000 which is found insufficient to keep all the Roads in so good a state of repairs as is desirable. The allotments to different lines of communications were determined and assigned with great care in order to maintain the important lines in a passable order so far as means available admitted. Of the above roads aggregating upwards of 1,600 miles, only about 29 miles are in British Territory. All the rest pass through the Feudatory Native States of which only Maharajas Scindia and Dhar contribute 50,000 and 4,000 a year respectively. The rest of the outlay is borne from Imperial funds there being no provincial funds in Central India except Abkaree, Opium, and Ferry collections, which are generally chiefly devoted to construction of New roads and they therefore afford little for maintenance of completed roads.

EXCLUDED LOCAL FUNDS.

45. Central India Budget for these funds consisted only of Indore Bazar and School funds, which, as far as they are placed at the disposal of the Public Works Department, are devoted to repairs and improvements of roads within the limits of the Residency bazar, and to School premises at Indore. During the year under review an outlay of rupees 4,408 was incurred against the Budget and Revised Estimate of 7,000 which was only a provisional grant subject to such individual requisitions for the works which may arise or be found necessary during the year. These did not absorb the whole grant, which accounts for the large saving that remained unappropriated at the end of the year.

ESTABLISHMENT.

46. The Percentage of Establishment in the Nagode Division is higher this year compared to that of previous, years, which is principally due to reduced extent of the Division, with reference to which it's abolition was previously proposed. This abolition has not however been carried out for reasons which have formed the subject of separate correspondence with Government. Every effort has been made to reduce the percentage of Establishment generally, but further reduction seems impossible unless all such public work be placed under the P. W. D. proper.

The following changes have taken place in the Engineer and Superior Account Establishment under the Administration.

Mr. H. F. White Executive Engineer 1st Grade went on 12 months Furlough to England on the 19th September 1883.

Mr. A. Stoddard Executive Engineer 1st Grade joined from Burma on the 30th November 1883.

Mr. C. E. Gael Executive Engineer 2nd Grade was deputed to the Railways on the 15th August 1883.

Mr. R. E. Nelson Executive Engineer 3rd Grade was promoted to that grade in June 1883, and deputed to Railways on the 22nd November of that year.

Mr. D. M. Litster Assistant Engineer was promoted to 2nd Grade on 6th December 1883.

Major F. Oldham Examiner Public Works Accounts was succeeded by Mr. W. Palmer on the 20th November 1883.

C. S. THOMASON COL. R. E.
Secretary. to the Agent to the Governor General
for Central India, P. W. D.

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ADMINISTRATION REPORT,

OF THE

PUBLIC WORKS DEPARTMENT,

MILITARY WORKS,

CENTRAL INDIA AGENCY,

for the year 1883-84.

I. MILITARY.

Revenue :—Against the Budget Estimate of Rupees 11,000 and Revised Estimate 10,000 during the year under review, the actual realizations amounted to Rupees 9,278.

Rs. 1,75,000 the Budget grant for expenditure during the year was raised to Rs. 1,85,700 by subsequent additional grants aggregating Rs. 10,700 sanctioned by Government of India. The Budget and the revised allotments under the classified heads stood as follows:—

	Budget. Rs.	Revised. Rs.
New Works	48,000	71,500
Repairs	73,600	58,100
Barrack Department ...	20,000	20,000
Tools and Plant	3,000	3,700
Establishment	30,400	32,400
Suspense	,,	,,
	1,75,000	1,85,700

The actual expenditure against the revised Estimate has been as follows:—

New Works.....	Rupees	67,524
Repairs.....	,,	58,568
Barrack Departt.	,,	19,446
Tools and Plant...	,,	3,130
Establishment.....	,,	31,429
Suspense.....	,,	4,951
Total expenditure	,,	1,85,048
Less expenditure in England	,,	746
Expenditure in India	,,	1,84,302

The excesses and lapses, which on the whole result in a net lapse of Rs. 1,398 may be explained as follows under the prescribed budget Sub-heads.

LAPSE.

New Works	Rupees	3,976	
Repairs	„	„	
Barrack Department	„	765	
Tools and Plant	„	570	
Establishment	„	971	
Suspense (Increase of Stock)	„	„	
			6,282

EXCESS.

Original Works	Rupees	„	
Repairs	„	468	
Barrack Department	„	211	
Tools and Plant	„	„	
Establishment	„	„	
Suspense (Decrease of Stock)	„	4,951	
		5,630	
Less expenditure in England	„	746	4,884
Net-Lapse	„		1,398

Lapses :—The net lapse under new works is principally due to savings on Estimates and Allotments for minor works, too numerous to be detailed. Lapses under other heads are unappreciable, and appear to call for no explanation.

Excesses :—Are small, and deserve no notice except that under suspense which is due to stock laid in for Daly College at Indore, which though legitimately a (local) Civil Building, the stock appertaining to it practically affects the stock of Mhow Division, to which Indore is attached there being no discrimination as to stock pertaining to Military and Civil Buildings. The whole stock in a Division is treated Military or otherwise, according as the Division is styled Military or otherwise. Thus Mhow Division being considered a Military Division, the whole of its stock is dealt with as Military.

The above outlay was solely from Imperial funds, in addition to which an expenditure of Rupees 9,156, was incurred from Local funds.

I. ACCOMMODATION FOR TROOPS.

Mhow. Garrison Cells including Provost Sergeants Quarters and outhouses commenced last year were nearly completed.

North and west porches to the Station Hospital commenced last year were completed.

Indore :—Quarter Guard, Cells, and Store for the European Infantry Detachment were commenced, and superstructure nearly completed.

Quarters for Officers of Native Infantry, which were commenced during previous year were completed and occupied.

Well in the Native Infantry Lines commenced last year was completed. Further Deepening if necessary will be considered, should the supply fail during the hot weather.

Sehore :—Rifle Range for Bhopal Battalion was commenced and nearly finished, except Road of approach, for which materials were on the site of work by the end of the year.

Goona :—Armourer's shop for Native Cavalry, commenced during last year was completed.

Neemuch :—The expenditure on original works is restricted to absolute wants, owing to the question of withdrawal of European garrison being still undecided, therefore the expenditure during the year was confined to such Sundry Minor Works not of sufficient importance to deserve mention in detail here.

British Troops at this Station suffer in-convenience from want of certain accommodation authorized by the Regulations but not provided for on account of the restriction above mentioned, among such may be enumerated Improvement of Officer's Quarters, a new Plunge Bath for the Artillery and Mess house for the Infantry.

2 ORDNANCE.

The work done under this head being in the Fort will be noticed under "Fortifications."

3 COMMISSARIAT.

Mhow.—Transport Elephant sheds which were in an advanced stage of progress at the end of last year were finished. The Two end rooms were fitted up as Store Rooms, and a separate Store Room provided for by improving an old Store Room south of mule's lines.—

A transport workshop was commenced and completed during the year.—

4 STAFF AND MISCELLANEOUS.

An Encamping ground on the Gwalior and Etawah Road was commenced and completed during thc year.

7 GENERAL CANTONMENT WORKS.

Mhow.—The existing wells were cleared out and deepened to keep up the supply of water as far as possible. A comprehensive scheme of water supply estimates of which have been submitted to Government is in abeyance, if not finally given up on account of its being too costly. Investigation thus far goes to show that a less expensive one will not sufficiently meet requirements. The scheme suggested by the Governor of Bombay of impounding rain water, and storing it in reservoirs is in hand, but has not as yet reached that stage of maturity, which would admit of a conclusive report being drawn up on the subject, and grave doubts are entertained against the success of the project, which has induced relaxation of energy in its prepartion in favor of current works of greater urgency and importance.—

8 FORTIFICATION.

Mhow.—The Ordnance Buildings being within the Fort are noticed under this head. Corrugated Iron roof of the Miscellaneous Store shed was reconstruct-

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ed with a greater pitch, and an improved roof was also provided for the other Store Room resting against the North curtain of Mhow Fort to the west of gateway.—

In the workshop engine and fuel sheds outside the south curtain were constructed, and machinery inside the workshop set up during the year.

The scheme for fortifying this station as a place of defence and refuge which was long in contemplation was of too ambitious a character and has been given up, Government having finally decided that all that is necessary to provide is chiefly as follows.

I. Improved Water Supply.

II. Greater Security of Powder Magazine.

III. Strengthening walls, so as to resist Field Artillery.

With a view to a scheme for carrying out the above works being drawn up the defence committee called for certain drawings, which were furnished by the Executive Engineer Mhow Division.

REPAIRS.

The Military Buildings and roads generally at the several stations under the administration viz. Mhow, Indore, Neemuch, Agra, Mehidpore, Goona, Sutna, and Sehore, were kept in a state of efficient repair.

BARRACK DEPARTMENT.

The furniture in use at several stations was maintained in a state of proper repair and the new supply of it was kept up to the extent required.

C. S. THOMASON COL. R. E.

Secretary to the Agent to the Govr. Genl.

for Central India P. W. D.