

P.O.

P.O.

unless he had actually
added up all the figures
and then thoroughly
all the details of the
different forms & I do
not think this is what
is intended


3/4/86

Sangam Project Division Office

Sangam, 24 March 1886

The Executive Engineer
Sangam Project D.O.

The Examiner P.W. Accounts
Madras.

reply to your No. 376 S.E. 2nd
March 1886 I have the honor to
say that I cannot sign any
thing regarding accounts prior to
date connected with the accounts
of

The Certificate for December
by Mr. Whiteley and duly

The Certificate for January
I am unable to sign since
reasons given below I was unable
to examine the accounts with sufficient
time to allow of my signing the

In the 1st and 2nd February
I was examined by the Deputy
P.W. Accounts and the
time was fully occupied.
From and including 3rd February
2nd March I was in camp
as Assistant Engineer and

No. 2174

Sangam Project Division Office
Sangam, 24 March 1886

From

The Executive Engineer
Sangam Project D.O.

To

The Examiner P.W. Accounts
Madras.

Sir,

I in reply to your No. 376 S.E. 2nd of 19th March 1886 I have the honor to inform you that I cannot sign any certificate regarding accounts prior to the certificate connected with the accounts for February.

2. The certificate for December was signed by Mr. Whiteley and duly submitted.

3. The certificate for January accounts I am unable to sign since for the reasons given below I was unable to examine the accounts with sufficient minuteness to allow of my signing the certificate.

4. On the 1st and 2nd February my office was examined by the Deputy Examiner P.W. Accounts and the accountants' time was fully occupied.

5. From and including 3rd February up to the 12th March I was in camp with the Superintending Engineer and Civil

with the exception of 5 days 18th to 22nd February. Owing to my long absence (both past and in prospect) from Head Quarters, I had too many matters to settle to allow of my going fully into the accounts.

6. If you particularly wish a certificate for the accounts of January I will sign one on the understanding that it is merely formal.

7. Hard and fast rules must give way occasionally and if insisted on the only result will be that the letter instead of the spirit of the rules will be observed. If my signature is to count for anything I must be allowed a certain amount of free will as to when and where it should be attached.

I have the honor to be
Sir
your most obedt servt

Allanblumblum
Executive Engineer

Copy of a letter from the Examiner of Public Works Accounts Madras No. 376 S. E. 2^d dated 19th March 1886 to the Executive Engineer Sanganam Division.

With reference to your replies Vgl. "will follow" to paras 32 and 30 of Audit Notes on Accounts for November and December 1885, calling for the Certificate showing the Accounts &c examined and signed by you, I have the honor to enquire why there should be any delay in furnishing these Certificates and to request you will send them on at the earliest possible date.

2. I need hardly point out that the scrutiny and examination of your accounts to be of any advantage should be made as soon as possible after the close of the month to which they refer, and the note on Form A (which formed an enclosure to G. O. No 2650 W dated 7th November 1885) makes it imperative for you to examine the

Accounts

W. W. Dept.
To be returned with
reply

will
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to
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for
7
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on
let
will
is
as
will
be

No 1369 6d/5 April 1886

Referred to
the Supt. Engineer
II circle, with
request that Mr.
Malet may be
called upon to
submit full
explanation of
his reasons for
refusing to sign
the certificates
in question.

(By Order)

J. R. Campbell, Major R.
Dy. Chief Engineer P.W.D.

W
3.4.86

Referred

No 54

Sangam Project ⁱⁿ office,
Sangam, 30th April 1886

From

The Executive Engineer,
Sangam Pro: Division.

To

The Superintending Engineer,
2nd Circle.

Sir,

x
returned herewith
with Enclosures.
4

In reply to your endorsement No 6583
of 23rd April 1886 on Chief Engineer's No 1369
of 5th Idem, I have the honor to offer the
following explanation.

2. In the papers accompanying
G. O. No 2650 W. of 7th November 1885, it
is laid down that the following accounts
must be examined by the Executive Engineer.

1. All Divisional or Sub Divisional receipts and issues of stock.
2. All day books
3. Each "work" in the Registers of works and manufacture.
4. Schedules of all suspense accounts
5. Return of buildings available for rent.
6. Cash account Current.
7. Stock account Current.
8. Extracts from Contractor's Ledger
9. Statement of refunds.

of these in January accounts I partially

returns 3, 6, 7 & 8 when signing and submitting the accounts and compared the vouchers with the Cash Book on the afternoon of the 2nd February. I did not consider my examination sufficiently close to admit of my signing the required certificate

3 It takes a whole day to examine the 9 returns above referred to even when only a limited number of items are checked and I submit that as I was only 5 days at headquarters between the 3rd February and 12th March inclusive I could not give sufficient time to the examination of the accounts to admit of ^{my} signing the certificate required.

4 I venture to give a brief resumé of what is required before the certificate can, in my opinion, be signed.

No. 1. This return has to be compared in detail with forms Nos. 9 & 10 submitted by Sub Dⁿ officers and with the stock abstract book and the totals with the stock account current.

No 2 The different items in the day books have to be compared in detail with the register of works. I mean an average of about 100

works in progress monthly.

No. 3. This means I presume, simply looking through the register of works but it takes some time.

No. 4 The Cash and stock suspense account returns have to be compared in detail with the Cash & stock abstract books and in totals with the Cash and stock accounts current.

No. 5. None in this Division.

No. 6 } These returns have to be compared
No. 7 } with the Cash and Stock abstract books and the totals of other schedules such as Transfers, Expenditure &c have also to be checked.

No. 8. This return ^{has} to be checked with bills.

No. 9. Return of refunds has to be compared in detail with the Cash Book and adjustment book:—
general refunds with general Cash abstract ^{book}
Irrigation ——— Irrigation ———
Stock ——— with forms Nos 9 & 10
and the stock abstract Book

5 To check the returns fully would probably take 4 days; to check them sufficiently to sign the certificate takes 1 whole day.

6 I did not sign the Certificate

for November as G.A. No. 2650. W.
of 7th November 1885 was only received
by me about the middle of December
and I took it as referring to subsequent
accounts.

I have the honor to be
Sir,
your most obedt servt

Alfred Bellamy
Executive Engineer



From ^{Subd}
3754/86
The Executive Eng.
Saugam Pro Dn

To The Superintending
Engineer, 2nd Circle.
station Saugam
Dated 30th April 1886
Despatched — Dn —
Received.

Enclosures 4

No. 54

Certificates regarding the
accounts of Saugam Pro Dn
explaining his reasons for
not signing the —

No. 120 S.G.

Superintending Engineer,
2nd Circle, Puzosoda
10th May 1886.

From

The Superintending Engineer,
2nd Circle.

To

The Chief Engineer,
Public Works Department
Madras.

Enclosures 4.

1. Executive Engineer
letter No. 54
30-4-86

3. Chief Engineer's No.
1369 C with its
5-4-86
2 enclosures.

4

With reference to your No. 1369 C dated
5th April 1886 on the endorsement of the
Executive Engineer, Public Works Accounts No. 652 of the
1st Idem on a copy of his letter to the
Executive Engineer, Saugam Project Division
on the subject of delay in the submission
of certain certificates showing the accounts
examined, and the refusal on the part of
Mr. Malet to sign the certificates, consequent
upon which you requested me to call for full
explanation, I have now the honor to forward
the required explanation from the Executive Engineer
and which I trust under the circumstances

I have the honor to be,

Sir,

Your most Obedt Servant

Quedak - Buchanan Major 100

Offg. Supr. Engineer
II Corps

W. 1069 E. 5. 4. 86
416 2849 W. 30. 11. 83
B. 102650 W. 7. 11. 83

L.M.C. N° 3734

From,

The Supty. Engineer,
2nd Circle.

To,

The Chief Engineer,
P. W. D.

Dated 10th May 1886.

Despd. 12th — do —

Recd. 18 —

N° 120 S.G.

Enclor. 4.

Certificates regarding the
accounts of Langam Project
D^{re} - Forwards the required
explanation from the Executive
Engineer for his refusing
to sign the —.

Mr. Malet's explana-
tion regarding his re-
fusal to sign the certificate
to accompany the accounts
~~has~~ ^{has} now been received.
It is not altogether satis-
factory and he should
be directed in future
to scrutinise the accounts
with sufficient care to
enable him to be satisfied
that they are correct and
so that he can sign the
required certificate. As it
will be useful for Mr. Malet
to submit the certificate
now, the Examiner might
perhaps be authorised
to accept the accounts
for the month in question
without it.

[Signature]
19/5/86
By W.

[Signature]
21-5-86

No. 1311W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 25 May 1886

READ the following

From the Exams., P.W. Accts, H.E. No 652 S.E. of 1.4.86.
" the Supg: Engineer, II Circle " No 120 S.E. of 10.5.86.

Mr. Malet's
explanation relative
to his refusal to sign
the certificate to
accompany the monthly
accounts of his division
does not appear to be
~~in order~~ altogether satis-
factory, and he will
be directed in future
to scrutinise the
accounts with sufficient
care to admit of
his

No 13110

his signing the
required certificate.

The Examiner
is authorized to accept
the accounts for past
months in which
no certificate was
submitted.

W
22-5-86

W
23/5/86

No 1311 Wd/25 May 1886

Dec
26/5/86
To
The Supt Eng: II Circle
Exams. P.W. Acc'ts.

Cu
27/5/86

Entered in Reel Register

Gobt. of {1886} Madras.

MARINE.

—

No 1312 H.P. 2nd May 1886
Recorded, in continuation
of G.O. No. 2042 W dated 2nd
September 1885.

Ed/ J. L. L.

Issued

Recd.

Encl.

G.O., 1st May 1886, No. 221.

B. No 1312 H.P. 2nd May 1886

MAY.

British India Steam Navigation
Company.

Communicating to officers concerned letter from the Government of India forwarding copies of the contract executed by the — for the performance of a fortnightly service between Madras and Bimlipatam and of a weekly service between Tuticorin and Colombo.

Exr. A. W. A.

With order

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From J. F. FINLAY, Esq., Officiating Under Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Simla, 10th April 1886, No. 150.

I am directed to forward 20 copies of the contract executed by the British India Steam Navigation Company for the performance of a fortnightly service between Madras and Bimlipatam, and of a weekly service between Tuticorin and Colombo, from the 6th May 1886.

ENCLOSURES.

This indenture made the fourth day of March 1886 between the within-named British India Steam Navigation Company Limited (hereinafter called the said Company) of the one part and the Secretary of State for India in Council (hereinafter called the said Secretary of State) of the other part. Witnesseth that the said Company do for themselves and their successors covenant and agree with the said Secretary of State his successors in office and assigns as follows that is to say—

First—The said Company shall and will in addition to the seven lines of communication provided for by the within-written indenture establish and maintain by the vessels of the said Company and at the rate of speed specified in the schedule hereto the lines of communication between the several ports and places hereinafter mentioned that is to say—

Line No. 8 shall be a fortnightly communication between Madras Masulipatam Cocanada Vizagapatam and Bimlipatam and back by the same route the average speed to be $7\frac{1}{2}$ knots an hour.

Line No. 9 shall be a weekly direct communication between Tuticorin and Colombo and back the average speed to be $7\frac{1}{2}$ knots an hour.

Second—That the ports (or as near thereto as the said Company's vessels can with safety approach) to be called at by and the times of departure of the said vessels on their several voyages in the said lines of communication respectively and the times within which the runs in the said voyages shall be made from place to place and the periods of time they shall be detained and stay at the said ports and places shall be those which are particularly defined and specified in the schedule hereto which said ports of call times and periods shall be observed by and shall be obligatory on the said Company subject nevertheless to the several provisions in the within-written indenture contained for the alteration of the times of departure and the detention of the vessels of the said Company.

Third—And this indenture further witnesseth that in consideration of the premises and of the due and faithful performance by the said Company of the services hereby contracted to be performed by them the said Secretary of State for himself his successors in office and assigns doth hereby covenant that there shall be paid to the said Company their successors and assigns as long as they perform the said services in the manner and with such vessels as by the within-written indenture provided the annual subsidy of Rs. 15,000 such subsidy to be payable for each month or other period or fraction thereof on the fifteenth day of each succeeding month on production of certificates from the Post Masters of the several ports signifying the due carriage and delivery of the mails according to this contract during the preceding month or other period.

GOVERNMENT OF MADRAS.

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First—The said Company shall and will in addition to the seven lines of communication provided for by the within-written indenture establish and maintain by the vessels of the said Company and at the rate of speed specified in the schedule hereto the lines of communication between the several ports and places hereinafter mentioned that is to say—

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Second—That the ports (or as near thereto as the said Company's vessels can with safety approach) to be called at by and the times of departure of the said vessels on their several voyages in the said lines of communication respectively and the times within which the runs in the said voyages shall be made from place to place and the periods of time they shall be detained and stay at the said ports and places shall be those which are particularly defined and specified in the schedule hereto which said ports of call times and periods shall be observed by and shall be obligatory on the said Company subject nevertheless to the several provisions in the within-written indenture contained for the alteration of the times of departure and the detention of the vessels of the said Company.

Third—And this indenture further witnesseth that in consideration of the premises and of the due and faithful performance by the said Company of the services hereby contracted to be performed by them the said Secretary of State for himself his successors in office and assigns doth hereby covenant that there shall be paid to the said Company their successors and assigns as long as they perform the said services in the manner and with such vessels as by the within-written indenture provided the annual subsidy of Rs. 15,000 such subsidy to be payable for each month or other period or fraction thereof on the fifteenth day of each succeeding month on production of certificates from the Post Masters of the several ports signifying the due carriage and delivery of the mails according to this contract during the preceding month or other period.

Fourth—This contract shall commence on the sixth day of May 1886 or such subsequent date as the Government of India may fix and shall continue in force up to the 30th day of April 1894 when the same shall be terminated in the manner provided in clause 24 of the within-written indenture.

Fifth—And it is hereby lastly agreed and declared by and between the said parties hereto that all the provisions of the within-written indenture shall so far as may be and circumstances will permit be expressly applicable to the lines of communication hereby agreed to be established and maintained and that this indenture shall in all respects be considered as supplementary to the within-written indenture and shall be read and construed as if it had been included in and formed part of the said indenture. Provided always that the penalty for failure on the part of the said Company to provide a steamer to leave a terminal port mentioned in clause 13 of the within-written indenture shall not exceed Rs. 250 in the case of line No. 8 and shall not exceed Rs. 100 in the case of line No. 9. In witness whereof the said British India Steam Navigation Company Limited have hereunto affixed their seal and one of the Secretaries to Government in the Financial Department by order of the Right Honorable the Viceroy and Governor-General of India in Council acting for and on behalf of the said Secretary of State in Council has hereunto set his hand and seal the day and year first above written.

Signed sealed and delivered by the British India Steam Navigation Company Limited by their Attorneys EDWARD DALTON WYLIE and JAMES LYLE MACKAY in the presence of—
(Signed) J. A. APCAR,
Art. Clerk to
H. A. ADKIN,
Solicitor, Calcutta.

The British India Steam Navigation Company Limited by their Attorneys.

(Signed) E. D. WYLIE.

Seal.

(„) JAS. L. MACKAY.

Signed sealed and delivered by DAVID BARBOUR Secretary to the Government in the Financial Department acting for and on behalf of the Governor-General of India in Council acting for and on behalf of the Secretary of State for India in Council in the presence of—
(Signed) J. F. FINLAY, B.C.S.

(Signed) D. BARBOUR.

Seal.

The Schedule above referred to.

LINE No. 8.

Once a fortnight, starting from Madras and Bimlipatam on fixed days.

[This line will be worked in conjunction with line No. 4.]

Ports.	Distance from port to port.	Time allowed for the runs from port to port at 7½ knots an hour.	Minimum or period of stay at ports.	Remarks.
	KNOTS.	HOURS.		
Madras				The Government may also direct the Company's steamers to call at Calingapatam, Burwah and Gopálpur, the minimum stay at each port being hours of daylight, and in the event of such ports being called at, the time allowed for the voyage from Madras to Bimlipatam or <i>vice versa</i> shall be extended proportionately. The Company shall also have the option of calling at these ports if inducement offers.
Másulipatam	200	26½		
Cocanada	100	13½		
Vizagapatam	74	9½		
Bimlipatam	47	2½		
<i>And back by the same route.</i>				In the monsoon, i.e., during the period May to September of each year, the speed would be calculated on the combined up and down journey. In case of railway extension on the Coromandel Coast, the contract, as regards this line, shall be liable to revision during its currency on a mutual agreement between Government and the Company.

LINE No. 9.

Fifty-two runs per annum each way, starting from Colombo and Tuticorin, but not on fixed days.

Ports.	Distance from port to port.	Time allowed for the runs from port to port at 7½ knots an hour.	Remarks.
	KNOTS.	HOURS.	
Colombo	..	..	In the monsoon the speed would be calculated on the combined up and down journey.
Tuticorin	149	19½	
And back.			

ORDER—dated 1st May 1886, No. 221, Marine.

Communicated to the officers concerned for information and guidance.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" Collectors of East Coast Districts.
" Board of Revenue.
" Revenue Department.
" Military do.
" Public Works do.
" Accountant-General.

Exd. A. Raitt.

Govt. of {1886} Madras.

MARINE.

1st May 1886, No. 221, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

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ENCLOSURES.

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First—The said Company shall and will in addition to the seven lines of communication provided for by the within-written indenture establish and maintain by the vessels of the said Company and at the rate of speed specified in the schedule hereto the lines of communication between the several ports and places hereinafter mentioned that is to say—

Line No. 8 shall be a fortnightly communication between Madras Masulipatam Cocanada Vizagapatam and Bimlipatam and back by the same route the average speed to be $7\frac{1}{2}$ knots an hour.

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Second—That the ports (or as near thereto as the said Company's vessels can with safety approach) to be called at by and the times of departure of the said vessels on their several voyages in the said lines of communication respectively and the times within which the runs in the said voyages shall be made from place to place and the periods of time they shall be detained and stay at the said ports and places shall be those which are particularly defined and specified in the schedule hereto which said ports of call times and periods shall be observed by and shall be obligatory on the said Company subject nevertheless to the several provisions in the within-written indenture contained for the alteration of the times of departure and the detention of the vessels of the said Company.

Third—And this indenture further witnesseth that in consideration of the premises and of the due and faithful performance by the said Company of the services hereby contracted to be performed by them the said Secretary of State for himself his successors in office and assigns doth hereby covenant that there shall be paid to the said Company their successors and assigns as long as they perform the said services in the manner and with such vessels as by the within-written indenture provided the annual subsidy of Rs. 15,000 such subsidy to be payable for each month or other period or fraction thereof on the fifteenth day of each succeeding month on production of certificates from the Post Masters of the several ports signifying the due carriage and delivery of the mails according to this contract during the preceding month or other period.

G.O., 1st May 1886, No. 221.

MAY.

British India Steam Navigation Company.

Communicating to officers concerned letter from the Government of India forwarding copies of the contract executed by the — for the performance of a fortnightly service between Madras and Bimlipatam and of a weekly service between Tuticorin and Colombo.

Fourth—This contract shall commence on the sixth day of May 1886 or such subsequent date as the Government of India may fix and shall continue in force up to the 30th day of April 1894 when the same shall be terminated in the manner provided in clause 24 of the within-written indenture.

Fifth—And it is hereby lastly agreed and declared by and between the said parties hereto that all the provisions of the within-written indenture shall so far as may be and circumstances will permit be expressly applicable to the lines of communication hereby agreed to be established and maintained and that this indenture shall in all respects be considered as supplementary to the within-written indenture and shall be read and construed as if it had been included in and formed part of the said indenture. Provided always that the penalty for failure on the part of the said Company to provide a steamer to leave a terminal port mentioned in clause 13 of the within-written indenture shall not exceed Rs. 250 in the case of line No. 8 and shall not exceed Rs. 100 in the case of line No. 9. In witness whereof the said British India Steam Navigation Company Limited have hereunto affixed their seal and one of the Secretaries to Government in the Financial Department by order of the Right Honorable the Viceroy and Governor-General of India in Council acting for and on behalf of the said Secretary of State in Council has hereunto set his hand and seal the day and year first above written.

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(Signed) E. D. WYLIE.

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Seal.

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(Signed) D. BARBOUR.

Seal.

The Schedule above referred to.

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Ports.	Distance from port to port.	Time allowed for the runs from port to port at $7\frac{1}{2}$ knots an hour.	Minimum or period of stay at ports.	Remarks.
	KNOTS.	HOURS.		
Madras	..	..	..	The Government may also direct the Company's steamers to call at Calingapatam, Burwah and Gopālpur, the minimum stay at each port being .. hours of daylight, and in the event of such ports being called at, the time allowed for the voyage from Madras to Bimlipatam or <i>vice versa</i> shall be extended proportionately. The Company shall also have the option of calling at these ports if inducement offers. In the monsoon, <i>i.e.</i> , during the period May to September of each year, the speed would be calculated on the combined up and down journey. In case of railway extension on the Coromandel Coast, the contract, as regards this line, shall be liable to revision during its currency on a mutual agreement between Government and the Company.
Masulipatam	200	$26\frac{2}{3}$		
Cocanada	100	$13\frac{1}{2}$		
Vizagapatam	74	$9\frac{1}{3}$		
Bimlipatam	17	$2\frac{1}{4}$		
<i>And back by the same route.</i>				

LINE No. 9.

Fifty-two runs per annum each way, starting from Colombo and Tuticorin, but not on fixed days.

Ports.	Distance from port to port.	Time allowed for the runs from port to port at 7½ knots an hour.	Remarks.
	KNOTS.	HOURS.	
Colombo	..	..	In the monsoon the speed would be calculated on the combined up and down journey.
Tuticorin	149	19½	
<i>And back.</i>			

ORDER—dated 1st May 1886, No. 221, Marine.

Communicated to the officers concerned for information and guidance.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
„ Collectors of East Coast Districts.
„ Board of Revenue.
„ Revenue Department.
„ Military do.
„ Public Works do.
„ Accountant-General.

18701

Govt. of {1886} Madras.

MARINE.

Recorded in continuation
of G. C. to 2042 W d / 2nd Sept
1885.

of Socy. Feb. 11.

Issued

Reed.

Encl.

G.O., 1st May 1886, No. 221.

MAY.

British India Steam Navigation
Company.

Communicating to officers concerned letter from the Government of India forwarding copies of the contract executed by the — for the performance of a fortnightly service between Madras and Bimlipatam and of a weekly service between Tuticorin and Colombo.

With tender

[illegible]

Press
Miscellaneous No. 1312, dated 25 5 1908
Routine

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
18 May	R.R. W. J. J.			JB	11 May	JB