(1) பக்கங்களின் எண்ணிக்கை 44

(2) புதுக்கித் திருப்பிய நாள் 2/90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

(91)

P.W.D துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 2695

அச்சகம்
பலவகை

நாள் : 26—9—1989 A.D.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

22. Sheets

ஆவண. கா-1—18,006—15-6-87.

2695

From the General Superintendent
I.W. Stores Tea, to the Supy Engr
Periyar Project Works, Dated Madras
18th May 1889 No 1618

With reference to your letter No 810/12
dated 14th May 1889, I beg to state
that as the Railway here could not
take the launch and it had to
be sent to its destination I
considered it best to ship it to
Tuticorin and thus lessen the
distance for removal by road to
Ammayanayakanoor a distance
of 123 3/4 miles-

2 It is just possible however
that the pieces of the launch might
be packed in the Railway wagons
at Tuticorin on their sides, and if
properly secured might be conveyed
to their destination, but I could
not risk sending them in this
way

1 Vide Store Section - 12-6 x 9-1 x 5-6 = 577 Cft
1 " Middle " 20-9 x 9-1 x 5-6 = 1143 Cft
1 " Stern " 13-1 x 5-1 x 5-6 = 645 Cft

way from Kalka a distance of
319½ miles.
3. If the Railway are unable to
remove the Launch at the above
named I would suggest that she
conveyed by road to Kumaydugaon
and if you require a lorry I will
send one to Subathu to any person
you may name.

[True Copy]

Capt. & Adjt. 26th Bn.

Superintg Engr Simla Circle

26.7.98

No I

Enclosure No 1 to 1294 P
26-7-83

2695

Letter from Colonel J Pennycuick RE,
Superintending Engineer Periyar Project
to the Guntoor Superintendent
P. W. Stores dated Kodaikanal
23 May 1889 No 860 P R

In acknowledging the receipt
of your two letters of 18 instant,
I regret to be obliged to say that
I entirely fail to see the force of
the arguments which have led
you to send the launch in question
to Tuticorin instead of sending
it direct to Ammayanayakanoor
by road or railway.

2. It seems impossible that the
saving of the 196 miles of road
could make up for the cost of
shipping at Madras, conveyance
to Tuticorin and landing there,
while if it were possible to send
the launch by rail over the 124 miles
from Tuticorin to Ammayanayakanoor

it

should equally be found unable to send
to over 320 miles from Madras
to the same place.

3. In any case whether it were to
be sent by road or rail it would
have been much better to despatch
it from Madras where the proper
packing or cart or railway wagon
could have been attended to than
to send it to Tuticorin where
we have no establishment where
the facilities for landing are bad
and where there is no one to see
to its being properly packed for
despatch by road or rail.

4. I have telegraphed requesting
you to send the launch by
road from Madras if it has
not been already shipped to
Tuticorin; if it has been I request
you to let me know by what
steamer and on what date it was
despatched, as I shall have to

send

2695

send an officer to Tuticorin to see
to its despatch from there.

—

[Press Copy]

J. B. Carnegy

Col. R.E.

Supdg. Engr. Periyar Project

26.7.89

[illegible]

4

No II

Enclosure in No 1249 PR
26-7-99.

269

Statement I

773

Charges incurred in sending two sections of the launch by steamer to Tuticorin

Particulars of charges	Amount		Remark.
Harbour dues for 2 parts of launch shipped per S.S. Umbatta on 13.5.99	24	67	
Boat hire for ditto	8	140	
Coolies	11	89	
Freight to Tuticorin	782	40	X
Landing charges at ditto	17	80	
Railway Charge to Ammayanayakanur	52	60	
Total	844	154	

Statement II

Charges incurred by sending one section direct by rail to Ammayanayakanur

Particulars of charge	Amount		Remarks
Coolies	4	110	✓
Cart hire from Work Shop to South Indian Railway Station	14	03	
Railway fare to Ammayanayakanur *	182	50	
Total	201	03	

* N.B. This includes the cost of a four wheeled trolly as well as that of the launch. This section is about equal, both in bulk & weight, to the other two put together.

Penjan
26th July 99

Kl

Col RE
Supg Engr Penjan Project

Circ 8261

2695 W

Dw

2695

This case should now apparently be submitted for the orders of Govt.

If approved, a "For Orders" note will be drawn up, if it be intimated what portion of the cost should be debited to the P.W. Stores, & how the explanation of the Govt Supt. should be characterised.

The case might perhaps be submitted to W with an expression of your views.

Ch
10-9-89

I have just up a note, upon which a "For orders" can be drafted. Henry
11.9.89

Mr Gray is responsible

2695

P. W. Department.

Read the following:—

No. 1299 PR of 26 July 1889

P.S. No. 32 Ew of 3 August 1889.

No. 3623 of 30 August 1889.

No. 1294 of 9 September 1889

ORDERS.

There was certainly great mismanagement in the P. W. Stores in the matter of the despatch of the Launch for the Pengos Project. The tins and pieces contained 576 + 645 = 221 Cft. or 24 tons by measurement, and at the contract rate, this would make the freight 25 x 24 = 600 Rs. As a matter of fact the B. I. Company charged Rs. 720 and there is no appeal against this, as pointed out by the Agent for Govt. consignment.

It is difficult to understand how the P. W. Stores could imagine that the cost of freight by steamer

8

would

2695

2695

Fr

There was certainly great mismanagement in the P.W. Stores in the matter of the despatch of the Launch.

The two said pieces contained 676 + 645 = 1221 C feet or 24 Tons by measurement, and at the contract rate this would make the freight 25 × 24 = 600 Rs. As a matter of fact the B.J. Comp.ᵉ charged 720 Rs. and there is no appeal against this; as pointed out by the Agent for the Company.

It is difficult to understand how the P.W. Stores could imagine that the cost of freight by steamer, would be less than the rail charges, and a little consideration would have shown that the cases of fruit on them, like would be put on by a truck.

It can scarcely be held that Mr Gray is responsible

I

(Mr Young is the State keeper) for
Colonel Clarke was sent
relieve of the responsibility
connected with the P.W.D.
& Railways, when he was
allowed 6 Calc privilege
leave - I think therefore
that Colonel Clarke should
not put the blame for
the matters upon the
Store keeper; vide the
last para of his explanatory
letter No 505 S.

As regards the incidence of
charge I think the Engineer
Works should only be
debited with the administra-
tive cost of the carriage of the
launch by rail from
Mettupalayam & Annamanayakan
including the cost of
trolley & incidental expenses
between the Railways &
the Bgmore P.W. Station -

Recd
11.9.89

Recd
12.9.89

2695

P. W. DEPARTMENT.

READ the following:—

From the Supdg. Engr. Periyar Project. No. 1299 RR dt 26 July 1889

Endorsement thereon by the Chief Engr. for S. No. 32 Ew dt 3 August 1889.

From the Supdg. Engr. Erode - No. 3623 dt 30 August 1889.

Office note from the Exr. P. W. D. No. 1294 dt 9 September 1889

FOR ORDERS.



There was certainly great mismanagement in the P. W. Stores in the matter of the despatch of the launch for the Periyar Project. The tins and trucks contained 576 + 645 = 1221 Cft. or 24 tons by measurement, and at the contract rate, this would make the freight 25 x 24 = 600 Rs. As a matter of fact the B. I. Company Charged Rs. 720 and there is no appeal against this, as pointed out by the Agent for Govt. consignment

It is difficult to understand how the P. W. Stores could imagine that the cost of freight by steamer would

8

The blame does not lie with
this stupid Overseer, but I would
not impose pecuniary responsibility
in the case, on Mr. Clarke.

As to the incidence of the charge
see no reason at all why a portion
of it should go to Provincial Funds or
Plant, or why the project should be
relieved of this small sum. Certainly
it is possible that Mr. Bennycuick
or any of the other officers employed
on the project could make a mistake
it could not be said that the cost
of remedying it should fall not

would be less than the paid charges, and a little consideration would have shown that the cases if put on their sides could be got on to a truck.

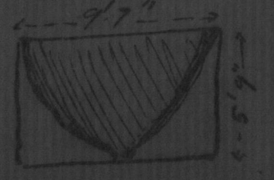
It can scarcely be held that Mr. Gray is responsible, for Col. Clarke was relieved of the responsibility connected with the P.W. Stores and Workshops, when he was allowed to take a privilege leave. I think therefore that Col. Clarke should not put the blame for the mistake upon the Store Keeper - vide the last para of his explanatory letter No. 585 S.

As regards the remarks of charge I think the Periyar works should only be debited with the estimated cost of the carriage of the launch by rail from Ellerdale to Amayanayakanur, including the cost of trolley hire and incidental expenses between the Workshops and the Egmore Railway Station.

Powell
16-9-89

For orders

* there might be risk of damage if the launch by placing the cases on their sides, but this does not seem the reason for sending by rail. (Mr. Gray is the Store Keeper)



The launch was particularly packed & shown above, & the objection is planning the cases on its starboard side, would be that the weight of the launch would be equally distributed on the keel, but would be brought on to the ribs & planking of one side.

The project had no provincial funds because Col. C's claim on supplies from the provincial establishment. The cost of carriage should be borne by the P.W. Dept. as it is in every different

Below & C.O. 80
No 2693 W dt 26-9-89

* or request Rail to Periyar dt 7/9/89 Shall charge

Office of the Supg. Engineer,
No 1299. P.R. Periyar Project Works,
Periyar 26th July 1889.
DJ 26/7

From
Colonel J. Pennycuick R.E.,
Superintending Engineer,
Periyar Project Works.

773

To
The Chief Engineer,
P. W. Department,
through the Chief Engineer for Irrigation.

Encls: 3.
1. copy of letter from the Lt. Supt. P.W. Stores. No 161 S of 18th May 1889.
1. copy of letter from the Supt. Engineer No 860 PR dt 23/5/89
1. Statement.

Sir,

I have the honor to forward for your consideration and for such action as you may think desirable, a statement received from the Executive Engineer to I Periyar Division showing the cost of carriage from Madras to Ammayanayakanoor of the three portions of the steam launch for this project.

2. The history of the case is somewhat interesting and deserves I think to be recorded in full -

3. On the 15th April last the General Supt.

J. W. Pennycuick

P. W. stone wrote to inform me that the launch had been despatched from England and to request instructions as to its disposal on arrival. I replied at once asking that it might be forwarded to Ammayanayakanoor immediately on arrival.

4. On the 9th May the Superintendent wrote to say that the launch could not be sent by railway owing to the size of the cases containing the hull and that he had applied to the agent for Government Consignments to provide freight for it to Tuticorin that the machinery had been sent by rail to Ammayanayakanoor.

5. In reply to this letter I asked how it was proposed to send the launch from Tuticorin to Ammayanayakanoor, and pointed out that if it could not be sent by rail from Madras it presumably could not be sent from Tuticorin either, and that it was not clear what was gained by the journey from Madras to Tuticorin

6 Copies

6 Copies of the Superintendent's reply (No 1615 of 13th May) and of my next letter (No 860 Pk of 20th May) are enclosed as it does not seem desirable to attempt an abstract of them. When despatching the latter letter I telegraphed at the same time asking that if the cases had not already been shipped they might be sent by road from Madras.

7. Up to this point I had been obliged to accept the Superintendent's statement that the cases could not be sent by rail, though from the dimensions given in his letter last mentioned I had very strong doubts as to there being any real difficulty in the matter.

8. The Superintendent telegraphed in reply to my telegram, that the end portions had been despatched by S.S. Tumballa to Tuticorin, but that the central portion would be sent by road as desired.

9. I then directed Mr Mackenzie to

10

to proceed to Tuticorin to arrange for the despatch of the cases from that port to Ammayanayakanur; detailed instructions were given to him, the substance of which was that he should despatch the cases by rail if possible, but that if that was not possible to send them by road, using his own discretion after consulting with the Postoffices whether to telegraph to Madras for a trolly or to make up one on the spot with local materials, and also whether to remain at Tuticorin till they were actually dispatched or to leave the matter in the hands of the Postoffices

10 Ten days after his arrival at Tuticorin Mr Mackenzie wrote to report that he had seen the cases and had packed one of them on an ordinary railway truck, that he had employed ten coolies, two crow bars and a piece of rope and there was not the smallest difficulty" - That the second case had not

not been loaded because there was not a truck ready, but that the Port officer said there was not the smallest difficulty in the matter and no occasion for him to remain at Tuticorin

11. The second case was loaded by the Postoffices the next day and two days later the two cases arrived at Ammayanayakanur where I saw them on the day of their arrival -

12. On the 11 June (nine days after the receipt of my telegram asking that the central portion might be sent by road) the Superintendent wrote to say that his supplier of carriage demanded four annas per mile for the journey and two annas per mile for return, in all six annas per mile for each pair of bullocks and that five or six pairs of bullocks would be required, the case weighing nearly three tons, so that the cost would be about

Rs

Rs 700 which he requested me to be prepared to sanction as there would appear to be no other less expensive plan of delivering it at the site of the work.

13. I replied that the price demanded appeared preposterous, and that I was surprised that the Superintendent should have entertained it seriously; that the cost per pair of bullocks had nothing to do with the number of pairs required, and that 1½ to 2 annas per mile for each pair would be a reasonable charge, and that I should be prepared to pay 12 annas per mile all told, which appeared a liberal allowance. At the same time I added that looking to the ease with which the rail portions had been despatched by rail from Tuticorin, there seemed no reason whatever why the earthen portion

portion should not be pushed the same ways and asked that another attempt might be made to get this done.

14. On the 22nd June the Superintendent wrote to say the case had been despatched by rail. That is to say that after a delay of six weeks, and endless correspondence he had done what might have been and ought to have been done in the first instance.

15. It will be seen from the enclosed statement that the cost of freight by rail of the two end portions from Tuticorin to Ammayanayakanoor was Rs 52-6-0. The distance is 124 miles while that from Madras to Ammayanayakanoor is 320. The cost of freight between the two latter stations would therefore have been about Rs 135, or perhaps a little less as the rates probably include terminal charges which are independent of

of the distance, adding twenty
rupees for cart and cooly hire, the
total cost of these ten parcels had
been sent by rail in the first instance
would have been about Rs 155, it
will be seen that the actual cost
was Rs 845.

16 As a matter of fact there never
was, and now could have been
the least difficulty as to the despatch
of all these cases by rail; the
Superintendent appears to have
accepted the statement of the
railway officials that they could
not be taken just as he accepted
the statement of the carriage
contractor that six annas per
mile was a proper charge for a
pair of bullocks.

17. A charge of one per cent on the
value of the stores dealt with is
made by the P.W. Stores for
receiving and despatching, apart
from

from all actual expenses. This is a
very substantial charge and we
return we have a right to expect
at least as much common sense
and discretion as would be required
from a private agency firm.

18. Under the circumstances I
have the honor to suggest that
the excess expenditure of Rs 690
incurred by the action of the P.W.
stores be debited to that establish-
ment instead of to this Project
which appears to be properly
chargeable only with the Rs 155
which the carriage of the cases
would have cost if they had been
sent by rail.

19. It appears worthwhile to draw
attention to the enormous charge made
for freight from Madras to Tuticorin.
Freights by steamer are not usually
heavier than those by railway, but
the

the charge by the latter for the two cases in question amounted as above, have been about Rs 180 to Rs 190 for the whole distance from Madras to Tuticorin, or just about one fourth of the charge by steamer, exclusive of harbour dues boat hire and landing charges.

I have the honor to be

Sir,

your most obdt Servt

[illegible] Col R.E.

Supg Engr Punjab Irrigt.

R.B

2695

P. W. Dept.
To be returned with reply.

Rcd 28.8.89

No. 3681C dt 15th Augt. 1889

Referred to the Supdg. Engineer V circle in view to the General Supd. P. W. Stores being called upon to submit full explanation of his action in this matter.

2. Inquiry should also be made of the Agent for Government Consignments regarding the heavy charge for freight from Madras to Tuticorin.

Rud. Buchanan
Lt. Col. R.E.
Ag. Chief Engr. Gen. B&S & Rs Branch.

10.8.89

14

Pol. 62/8. dt 13/8

1/10/8

CHIEF ENGINEER FOR IRRIGATION. 30 JUL. 89 No. 6780

No: 1299. P.R

From:

The Supt. Engineer
Periyar Project

To. The Chief Engineer
P. W. D.

Dated 26: July 1889.

Memo: 3.

Steam Launch for the Periyar Project.

Forwarded for consideration and necessary action a Statement showing the cost of carriage from Madras to Ammyanayar. Rates of the three portions of the — tin forms that the history of the case is somewhat interesting & deserves to be recorded in full

No 1041. 2695 Office of Agent for Govt Consignments.

Madras 22nd August 1889.

From H. D. Baddeley Esqre
Agent for Govt Consignments.

773

To The Superintending Engineer
5th Circle

Sir,

In reply to your No 3352 dated 20th August 1889. I have the honor to state as follows.

1. The Ordinary rate of freight to Tuticorin is Rs 25 per ton.

2. The B. I. S. N. Co reserve to themselves the right to charge special rates for packages exceeding 3 Cwt each.

3. They also reserve the right to charge by weight or measurement.

4. There being no contract rate of freight and the Government having agreed to send all packages by the Company's Vessels the rate of freight

to

is intended they may choose to change from time to time.

I have &c

W. D. Baddeley

Agent for Government

Contingencies.

[illegible]

Lowestoft Lieut RE.

Safety Engineer 5th Circle

No 5855/1

2695

Public Works Store Department

Madras 23d August 1889.

From Lieutenant Colonel L. C. Clarke R.E.

General Superintendent.

Public Works Stores &c.

To

The Superintending Engineer

5th Circle

Sir,

With reference to your No 3357 dated 22d August 1889, I have the honor to offer the following explanation regarding the subject matter of the Superintending Engineer's letter No 1299 P.W. addressed to the Chief Engineer.

Cents 4. 3 Letter 1 Statement.

2. This Department applied to the South Indian Railway Traffic Department at Nagapatam to make arrangements for transporting the Steam Launch, on its reaching Madras, but a reply was subsequently received from the Assistant Traffic Manager at Egmore, that there were no trucks large enough to convey the several (Fore and Aft and Central) portions of the Launch.

17

3. It was then thought advisable by the Chief Storekeeper, who was in charge of the Office, during my absence on leave, to despatch the Iron and Steel portions by Steamer to Julianehaab, being under the impression that the Cost and Freightage as far as that Port, would be less than the Railway charges for the said Loads. On my return from leave early in June, on finding that the central portion of the Launch was still standing in the Yard I made an effort to persuade the Natives Canoes, who generally supply Casks for the P.W. Stores to convey the same to the Site of the Pegyar Works, but they all refused to accept the Supply Engineer's (P.W.) rate per Mile, alleging that they could not undertake to send their Bullocks some 200 Miles distant, without demanding a somewhat higher rate, than the usual Tariff. I had no power to compel any one of them to undertake the Job, and I can see no reason why the Supy. Engineer should assume, that I sought to have forced them to lower their charges. 2195

4. On Learning from the Supy. Engineer that he objected to pay so much for the conveyance of the Central piece of Launch by Road, I determined on making a final appeal to the Railway Authorities at Egmore, to undertake to load up the Bulky Article on one or two of the open Trucks, as well as they could and instructed the Chief Store Keeper to see personally that every effort was made to place it in such a position, as to prevent it being damaged on route.

5. This order was finally carried out, and I only regret that the Chief Storekeeper in my absence, did not think of setting the Load upon its side, thus reducing its breadth, but I may conclude by stating, that

the

773

2695

the Chief Secretary thought he was doing the best he could for the Government in sending the Annual packet by Dawk, and I trust that the Government may under the Circumstances excuse his unfortunate mistake.

I have &c

Sd/ A. G. Colonel R.E.

Guard Superintending Store.

No 3623 True Copy

Forwarded to the Chief Engineer P.W. Department with reference to his endorsement No. 3681 C dated 15th August 1859.

2. The explanation of the Agent for Government Consignments in regard to the heavy Charges for freight from Madras to Salem is also forwarded.

Bangalore 30th Sept 1859.

W. Barton Colonel
Secy Engineer & Cantt.

19

From

The Supt. Engineer
& Circle

To

The Chief Engineer
P.W. Deptt.

Dated 30th August 1889
Recd. 3rd August 1889

Enclosures.

No. 3623

Carriage of Steam Launch

Submitting further explanations from the General Supdt. & the Agent to Government consequent to regarding the heavy charge for the

---

2695 No. 3956 C.

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Madras, 4th September 1889.

OFFICE NOTE.

From

W.

To

C.

Please peruse the enclosed papers:-

Letter from the Supdtg. Engr. Penjia Project No. 1299 PR dt 26 July 1889

Letter from the Supdtg. Engr. & Circle No 3623 dt 30 August 1889.

Assuming that the Government decides not to debit the Penjia Project with the full cost of the transmission of the Steam launch from Chadras to Ammandyanayakanur, please favour me with your opinion as to which head of account in the P.W. Stores division the balance not payable by the

P

5

the Project can be debited.

pwd
3.9.89
D.W.

ENGINEER 773 6

C/C No 8461

Cir

No 1294 Dy 9th Sept 1889
Rec 6.

To W.

If the Government so desires, the balance of cost of carriage not debitable to Periyar Project may be charged off to provincial tools and plant, repairs and carriage in the P.W.Stores Division.

Sd/
5/9

C.

Ag 7/9

Dy 9/9

H.C. 21-9-89
H.M. 16-9-89

B/

2695 No 26956

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Sept 26, 1889.

READ the following

From the Supdg. Engr. & Project. A.G. No. 1299 P.R. dy 26 July 1889
Endorsement by the C.E. for Irrign. " No. 32 Eng dy 3 Augt 1889
From the Supdg. Engr. & Circle. " No. 3623 dy 30 Augt 1889
Officiate from the Engr. P.W.D. " No. 1294 dy 9 Sept. 1889

These papers relate to the despatch from the P.W.Stores, Madras, to the Periyar Project Works, of the Steam launch received from England for the project

Mds 23 Sep. 2. The hull of the launch was received at Madras in three cases, measuring respectively 576, 1143 and 645 cubic feet - On the supposition that the cases could not be conveyed by railway from Madras to Aminoyanoyakanur, the Sent: Superintendent P.W.Stores despatched the two

two smaller pieces by steamer
from Chadras to Tuticorin,
leaving them to be forwarded
from the latter place to Ammoya-
nayakanoor in any way
which might be found poss-
ible. These cases were hand-
ed, carried, without the
slightest difficulty by rail-
way from Tuticorin to
Ammoyanayakanoor, while
the Central piece, which was
nearly as large as the other
two together, was also eventually
carried by railway, from
Chadras to Ammoyanaya-
kanoor. The total cost of
the carriage of the two smaller
pieces from Chadras to
Ammoyanayakanoor
was Rs. 845, while the larger
piece cost under Rs. 201.

3. The history of this
transaction displays great
want of care and forethought
on the part of the authorities
of the P.W.Stores. The Suptg.
Engineer Periyar Project
Considers

2685

indeed that the P.W.Stores
should be charged with the
whole expense which was
incurred by dividing the
pieces by sea from
Chadras to Tuticorin,
this opinion is sup-
ported by the Chief Engineer
Irrigation - The result
would be that the additional
cost would fall on Provincial
instead of Imperial funds,
but the Government sees no
reason to admit such a
transfer of charge - The project
funds can only be relieved
of the extra cost by enforcing
pecuniary responsibility per-
sonally on the General Suptdt.
P.W.Stores, but the Government
is not disposed to do this.

4 With reference to the
concluding para of the letter
from the Suptg. Engineer
Periyar Project, the Govt.
observes that the B.I.S.N. Co.
practically has a monopoly

of