(1) பக்கங்களின் எண்ணிக்கை 4

(2) புதுக்கித் திருப்பிய நாள் 10/91

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PW துறை

அரசாணை எண். —
மு. கோப்புத் தாள் எண். 2309

அச்சகம்
பலவகை

நாள் : 8.9.1993

98.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

DV

ஆவண. கா-1—18,006—15-6-87.

2309/1

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

Proceedings of the Government of India, Finance and Commerce Department, dated Simla, 28th July 1893, No. 3263-S.R.

Read—the following despatch from the Right Honorable Lord KIMBERLEY, Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 29th June 1893, No. 129, Financial :—

I have considered in Council your letter, dated the 8th of February 1893, No. 57, and the returns of expenditure in India on stores for the year 1891–92.

2. The increase in the use of stores manufactured in India is a satisfactory feature, and the rate of increase would have been much higher but for the arrangement under which corps in some parts of India purchase malt liquor direct instead of obtaining it through the Commissariat Department.

3. The purchases of imported stores also show an increase and require careful watching; but I do not think it necessary to issue any further orders on this subject until the returns for 1892–93 have been received, with reports of the local authorities to which the sixth paragraph of your letter refers.

4. Reports by the Director-General of Stores and the Consulting Engineer for Railways are forwarded for your information and for such steps as you may deem desirable.

Dated 27th May and 26th April 1893.

ENCLOSURES.

COPY Report by Director-General of Stores, dated 27th May 1893.

With reference to the accompanying India Finance and Commerce letter, No. 57, of 8th February 1893, forwarding returns showing the expenditure on stores for the year 1891–92, I observe that an increase in the value of imported stores purchased in India is again shown. This increase, however, is proportionately less than in the other modes of purchase, and as the purchases are in most cases explained on the ground of urgency or greater economy, it appears, on the whole, not unsatisfactory.

A large and satisfactory increase is also shown in the value of the stores manufactured in India and substituted for imported stores.

Turning to the abstract the principal items which appear to call for remark are—

Cordage and Rope.—A very large increase is shown in the value of imported supplies purchased in India, while the value of supplies manufactured in India is less than two-thirds of what it was in 1889–90.

Hardware and Cutlery.—A large and growing increase is shown in the value of imported supplies purchased in India.

With regard to the returns themselves the following points appear worthy of remark :—

No. 6, *Bengal.*—Considerable local purchase of imported stores, especially nainsook, are shown, but no explanation of any kind is afforded and the estimated cost, if obtained through this office, is mostly omitted.

No. 7, *Madras.*—Imported machinery has been purchased, but no explanation is given. An estimated loss of Rs. 12,101 is shown on the purchase of printing paper made in India. It would appear worthy of consideration whether this description of paper should not be obtained through this office in future.

No. 8, *Bombay.*—Considerable local purchases of imported stores have been made, but no explanation is given nor any prices to enable the effect to be ascertained.

Nos. 23 *to* 37, *Military and Marine Departments.*—Will be dealt with separately as usual.

No. 40, *Port Blair.*—Local purchases (at a loss) of imported nails, iron and lead are shown but no explanation is afforded.

No. 60, *Lucknow-Rae-Bareilly Railway.*—With this return is forwarded a drawing, &c., of some iron tanks made in India of raw imported materials in order that the probable cost, if obtained from England might be ascertained. A copy of a report, dated 26th April 1893, by the Consulting Engineer, is annexed, from which it will be seen that he is of opinion that the cost of the supply from this country would have been considerably less.

No. 76, *East Coast Railway.*—No reason is given for several purchases (at a loss) of imported machinery and tools; it appears, however, from a letter from the Secretary to the Government of India, Public Works Department, No. 457 R.S., of 12th December 1892, attached to return No. 75, that an explanation may be coming.

No. 77, *North-Western Railway.*—Attached to this return is a letter from the Manager stating that, under an arrangement with the Hall Line of steamers, this railway is supplied with coke at the actual cost f.o b. *plus* freight and that the freight (now reduced to 25*s.* 9*d.*) was for 1891–92 at the rate of 30*s.* per ton. It is stated in the return that this arrangement has resulted in a loss of Rs. 6,000. It is considered, however, that a greater loss has really accrued. The return gives the estimated value of the coke, if obtained from this country, as Rs. 13,800 and the incidental charges (which for purposes of comparison with the arrangements with the Hall Line would include freight only) as Rs. 29,200. Freight of coke from this country to Karachi, however, only ranges from about 15 to 20 shillings per ton and the freight in question would, therefore, even at 20 shillings, probably not have exceeded Rs. 20,000.

The cases in which information is furnished with regard to the local purchase of iron and steel work are not sufficiently numerous or important to lead to any judgment as to the effect of the recent relaxation of restrictions. No doubt, however, fuller materials for forming an opinion will be afforded next year.

COPY Report by Consulting Engineer, dated 26th April 1893.

We are not told where this tank was made. But its price appears to have been Rs. 1,235 "loaded in trucks."

In what form it was loaded in trucks we are not told. It was too large to go in one piece, and it is to be presumed that it was made in Calcutta.

Assuming it to have been sent up in plates from Calcutta, its cost there is to be compared with the cost of English work delivered into trucks in Calcutta.

Now taking the character of the work into account, its cost, if made here and sent out, would not have been delivered in Calcutta, more than £16 a ton or at Rs. 16 to the £1, say, Rs. 260, which, for 2 tons 11 cwt.—its weight—would be in all Rs. 663, instead of Rs. 1,235, the price paid in India.

But if we had sent out the tank, we should have sent out a square one, and its cost delivered in Calcutta would not have exceeded Rs. 580.

I fail to see what was gained by the form of construction and the work put upon it adopted in India. Both form and work were most unfavorable to Indian production, which requires for a satisfactory result the simplest design and workmanship.

Ordered, that copy of the despatch and of its enclosures be forwarded to the Governments of Madras, Bombay and Bengal, and to the Public Works Department.

(Signed) J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

2309/2

ORDER—dated 11th August 1893, No. 763, Financial.

Communicated to the Departments of the Secretariat, to the Superintendent of Stationery, and to the Accountant-General.

(True Extract.)

Whitehead
Under Secy to the Govt
Chief Secretary.

To the Departments of Secretariat.
" Superintendent of Stationery.
" Accountant-General.

Erd. A. Raitt.

P. W. CURRENT No. 7370

Govt. of {1893} Madras.

FINANCIAL.

Issued 10 SC

Recd. 28-8-93 Encl.

G.O., 11th August 1893, No. 763.

AUGUST.

Stores.

Communicating to the Departments of the Secretariat, the Superintendent of Stationery and the Accountant-General, endorsement of the Government of India forwarding copy of the Secretary of State's despatch on the returns of expenditure in India on — for the year 1891-92.

J. C. 11.14

2988 e g 2.9.86 4°5239e g 23.11.91
- 2540.1w g 28.9.86 - 5519 e g 8.12.91
- 2485.6w g 15.8.88 - 3412.2w g 17.12.31
- 2186-7w g 12.8.87 - 609w g 25.2.92
- 2300-1w g 25.8.90 - 2845.6w g 18.10.92
- 8822 e g 20-9.90 - 75w g 16.1.93
- 4506 e g 3.11.90
- 4773 e g 20.4.90
- 330 e g 20.1.91
- 430 e g 26.1.91
- 522.3 w g 23.2.91
- 570w g 2.7.91.
- 4676 e g 24.10.91

No 2309 W d/8 September 1893

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