Public Works (1897) Department.

G.O., No. 476 W

DATED 18 February 1897

[Despatch Abstract.]

Bridge. Pro: Local dept. passing orders on the subject of the construction of a — over the Palar at Vaniyambadi, recorded.

T.C. 18/2/97

[P.W. 25. 5,000–30–11–96.]

Indexed. 9/2/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works (1897) Department.

CURRENT No. 1424

B/

Order No. 476 W of 18.2.97

Recorded.

CHBB 15.2.97.

16/2/97

I

B

From The Local & Municipal Department

No. 165

Dated 5-2.97

Received 9.2.97

Enclosures one plan

Spare copies

SUBJECT.

Suspension bridge over the Palar.

Disapproving with remark the proposal of the Municipal Council, Vaniyambadi to levy a special toll on the bridge traffic over the Palar; and requesting the Mul. Coul. to submit an estimate of the toll revenue at the bridge, if it is proposed to alter the Mul limits so as to bring the bridge on the municipal border; & passing orders on the explanation offered by the C. Engineer for the omission to notice certain defects in the original design & estimate for the suspension bridge.

BACK PAPERS.

G.O.	No.	Department.	Date.
	4459 C.	P. W.	26.11.96
	1437 D.	"	29.9.96.
	1911 R.	"	1.7.96
	1209 R.	"	8.6.96
	373 C.	"	22.1.96
	166 C.	"	10.1.96.
	3357 C.	"	8.11.95
	2821 C.	"	26.9.95
	2529 C.	"	16.8.95
	2370 C.	"	24.7.95

FURTHER PAPERS.

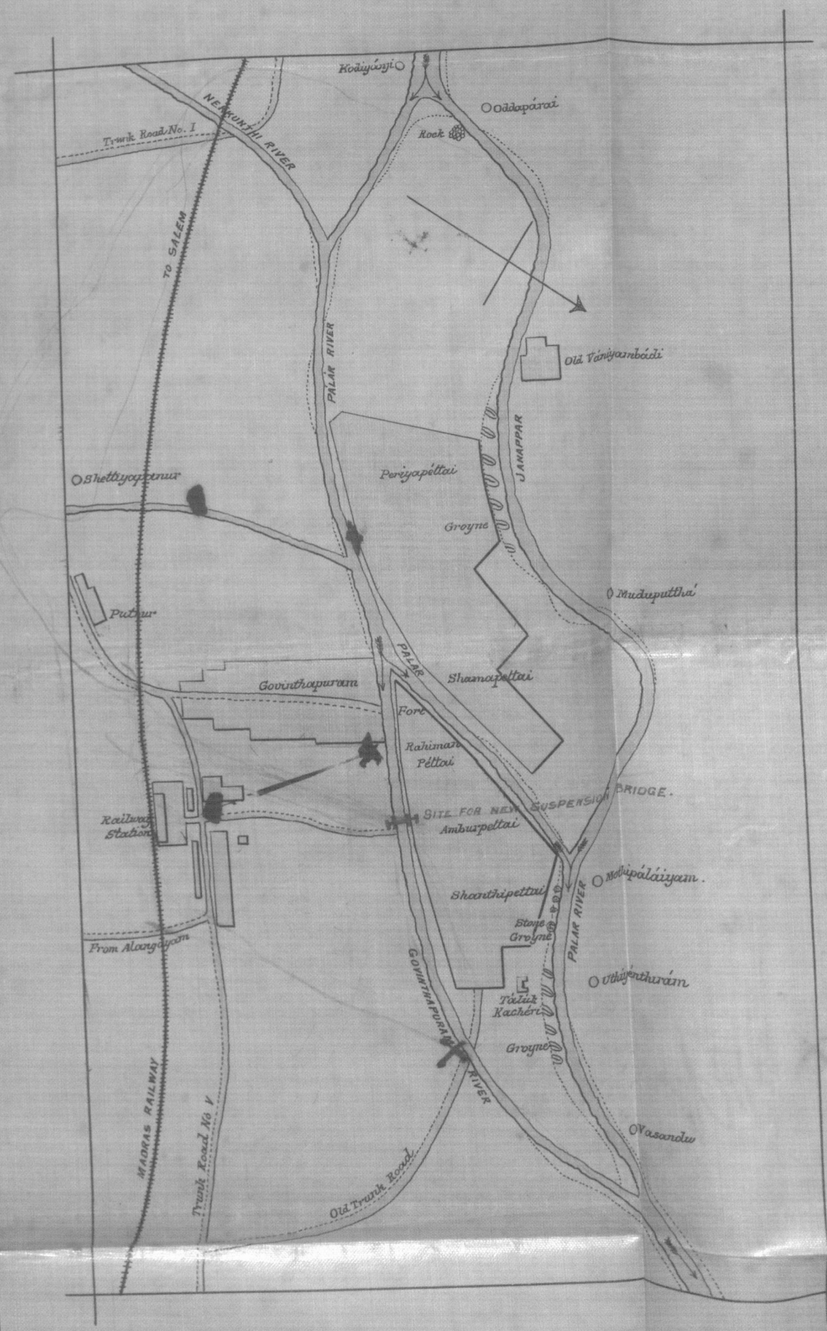
G.O.	No.	Department.	Date.

SKETCH SURVEY

of

Pálár, Janapár & Govinthapurám Rivers.

SCALE ABOUT 2½ INCHES TO THE MILE = 1/25344.



SUPERINTENDING ENGINEER,
4TH CIRCLE.

Local and Municipal Department,

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ ~~the following paper~~ —

Again G.O.No.1899 M.Mis.,dated 10th November 1896.

From the Chairman,Municipal Council,Vaniyambadi,Ref.on No.1121/Eng.,dated 23rd November 1896, submitting for the reconsideration of Government the resolution of the Municipal Council that a bridge should be constructed for the Palar river at any cost.

From the Public Works Department,No.4459 C.,dated 26th November 1896,transferring to the Local and Municipal Department note by the Chief Engineer dated 24th November 1896 regarding the construction of a bridge over the Palar at Vaniyambadi.

ORDER No.165 M.Mis.,dated 5th February 1897.

The proposal of the Municipal Council to levy a special toll on the bridge traffic cannot be approved,as the bridge will not be on the municipal boundary.

2. Before,however,passing final orders on the Chairman's letter read above,the Government desires to be informed whether there is any objection to altering the municipal limits in some such way as shown in the accompanying sketch so as to bring the proposed bridge on the municipal border and thus legalize the levy of tolls thereat. If there is no objection to this course, the Chairman is requested to submit an estimate of the toll revenue which may be expected at the bridge.

3. With regard to the explanation offered by the Chief Engineer in his note No.4459 C.,dated the 26th November 1896, the Government observes that when a superior officer forwards without comment the proceedings,remarks or proposals of a subordinate,regarding a departmental subject he must be held thereby to adopt them as his own and to make himself responsible for them. In the present case the Public Works Department was called on for a design and estimate which were forwarded

by

y the Chief Engineer without a word of explanation or comment. t was therefore naturally concluded that the design & estimate had the approval of the head of the Department. The Government trusts that the Chief Engineer will for the future make such arrangements as may prevent the recurrence of the unfortunate misconception into which the Government was led on this occasion.

(True Extract)

Secretary to Government.

To

The Chairman, Municipal Council, Vaniyambadi,
thro' the Collector of Salem with a sketch.
,, Public Works Department (with a plan returned).

Government {1897} of Madras.

LOCAL AND MUNICIPAL.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 86 L., 16th January 1897.

S. 481 & 19 February 1897

JANUARY.

Local Fund Engineering Establishments.

Passing orders in regard to the reorganization of the —.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again the following paper :—

G.O., No. 2464 L., dated 21st December 1895.

ABSTRACT.—Forwarding to the Public Works Department, for the opinion of the Chief Engineer, certain memorials on the subject of the consolidation of the Local Fund Engineering department, and calling for a report from the Presidents of District Boards on the matter before 15th February 1896.

READ—also the following papers :—

From the Honorary Secretary, Local Fund Engineers' Association, dated 6th February 1896.

ABSTRACT.—Submitting, for information of Government, six copies of an appendix to the memorandum on the proposed consolidation scheme of Local Fund Engineering department.

From the Public Works Department, No. 1035-C, dated 22nd February 1896.

ABSTRACT.—Transferring note by the Chief Engineer, Public Works Department, regarding the consolidation of the Local Fund Engineering department.

File of replies to G.O., No. 2464 L., dated 21st December 1895, from the Presidents of District Boards.

From the Secretary to the Government of Bengal, No. 479-L.S.G, dated 6th February 1896.

From the Secretary to the Government of North-Western Provinces and Oudh, No. 159—IX-57, dated 7th February 1896.

From the Secretary to the Government of Bombay, No. 825, dated 19th February 1896.

From the Secretary to the Government of Punjab, Public Works Department, No. 1292, dated 28th February 1896.

From the Under Secretary to Government, North-Western Provinces and Oudh, Public Works Department, No. 4291, dated 2nd June 1896.

From the Public Works Department, No. 1113-D, dated 19th August 1896.

Read—also minute by the Hon'ble Mr. Bliss, C.I.E., dated 7th January 1897.

ORDER—No. 86 L., dated 16th January 1897.

In the proceedings read above, a memorial with the accompanying memorandum, received from the District Board Engineers on the question of reorganizing the Local Fund Engineering establishments, was referred to the Chief Engineer, Public Works Department, and to all district boards for remarks, and information was called for

from the Governments of Bombay, Bengal, the North-Western Provinces and the Punjab as to the organization, working and control of the corresponding establishments in those provinces. The papers read above are the replies received.

2. The proposals made in the memorandum, as modified by the appendix to it subsequently transmitted, are—

(1) the consolidation of the present staff of District Board Engineers into one department for the whole presidency, the pay being graded and the rates of salary being increased;
(2) the reform and improvement of the subordinate staff;
(3) the establishment of a Pension fund for the whole department; and
(4) the abolition of the present agency for the inspection of Local Fund accounts and the transfer of the work to the Examiner of Public Works Accounts.

A deputation from the Local Fund Engineers' Association subsequently waited on His Excellency the Governor and made the following additional or modified requests :—

(5) the grading of the pay of District Board Engineers on the unified list according to districts so as to fix it with reference to the importance of the work to be done;
(6) the formal application of the Uncovenanted Civil Service Leave rules to District Board Engineers and Assistant Engineers;
(7) the grant of exchange compensation allowance; and
(8) the grant of travelling allowance at the rate of Rs. 5 a day.

3. These proposals and the replies received from the several officers and district boards consulted on the subject have now been fully and carefully considered by His Excellency the Governor in Council. Before, however, proceeding to pass orders in detail on these proposals, the Government would make the following general observations with reference to the main features of the scheme and the arguments which in a greater or less degree underlie it both in its original and in its modified form.

The control of local boards over their engineering establishments is based upon the fundamental principles of local self-government. It is in accordance with these principles that district boards should fix the pay of their servants, appoint them and dispense with their services; and any interference by Government in these directions must diminish the extent to which the boards are entrusted with the management of their own affairs. In the case of the administration of some portions of local expenditure, such as the educational and medical grants, the intermediate supervision of Government officers may still be required, but in the case of the class of public works which are in the care of the district boards such supervision, beyond the assistance already afforded under the rules by the Public Works Department in advising upon the projection of large works, is not called for, and therefore in the opinion of Government no primary necessity exists for constituting the executive staff employed by the boards as a Government department and depriving the boards of an important part of their control. The general opinion of the district boards is strong on the subject, and it is evident that the few who have agreed to a "unified, consolidated and graded department" have not grasped the fact that when their servants are sent to them, taken from them and dismissed by outside authority, they will retain very little control over them. The scheme would in substance be a reversion to the old arrangement by which the officers of the Public Works Department discharged executive duties for the boards—an arrangement which proved extremely unsatisfactory, although the engineers then available were, generally speaking, much superior in training and skill to the engineers procurable by district boards.

With regard to the grading of all the Local Fund Engineers on a consolidated list, this could not be done without making transfers of officers frequent. The boards ought to have servants devoted to them and be able to count on having those servants as long as they choose to pay them and can retain their services. But under the scheme they would be largely deprived of this most important advantage. Nor,

even if the measure were otherwise expedient, could the existing staff be graded without the greatest difficulty and innumerable complaints. The poorer districts, whose engineers would be at the bottom of the unified list, would also suffer continuously.

His Excellency the Governor in Council is accordingly of opinion that no case has been made out for reconstituting, unifying and grading the officers concerned as commended in the scheme submitted to it. This decision disposes of proposals 1 and 5, which are therefore rejected.

4. The present discussion has, however, led the Government to consider whether the existing system of recruiting and paying Local Board Engineers is the most suitable to meet the requirements of the case; and His Excellency the Governor in Council has arrived at the conclusion that, having regard to the class of works entrusted to the execution of these officers, the entertainment of a body of highly-paid engineers imported from Europe is not demanded. The great bulk of the operations consists in the maintenance of roads, the upkeep of culverts and bridges and the construction and repair of buildings requiring no great professional skill, while in respect of new projects of importance the plans and estimates are subject to the technical scrutiny of the Public Works Department. Moreover, from the financial point of view very few of the local boards are in a position to incur increased expenditure on establishments. All the money that can be spared is wanted for "communications" which are now generally in an unsatisfactory condition in every district. The additional allotments required for this purpose can be procured only by the exercise of the most rigid economy. In these circumstances, the Government considers that local boards will have their wants fully and efficiently met by employing engineers locally born and trained or locally trained and that for the future they should recruit their staff from that source.

5. The following scale of establishment, regulated as to pay with reference to the wealth and importance of the districts, will, accordingly, be strongly recommended for adoption by district boards, and the Government will for the future disallow proposals not made in accordance therewith:—

Local Board Engineers.

	Districts.
Five, 1st class, on Rs. 500 each	Gódávari. Kistna. Madura. Malabar. Tanjore.
Six, 2nd class, on Rs. 400 each	North Arcot. South Arcot. Coimbatore. Nellore. Salem. Tinnevelly.
Ten, 3rd class, on Rs. 300 each	Anantapur. Bellary. South Canara. Chingleput. Cuddapah. Ganjám. Kurnool. Nilgiris. Trichinopoly. Vizagapatam.

Assistant Local Board Engineers.

Two, 1st class, on Rs. 200 each	Gódávari. Malabar.
Thirteen, 2nd class on Rs. 150 each.	

With regard to the number assigned for the 2nd class of Assistant Engineers, this has been provisionally fixed by including with the eight Assistant Engineers now employed by the boards of the marginally noted districts * five supervisors in independent charge who are drawing Rs. 150 in the districts noted in the margin†.

* North Arcot. South Arcot. Gódávari. Kistna.	Madura. Malabar. Tinnevelly (2).
† Coimbatore. Ganjám.	Tanjore. Kistna (2).

The Engineers and Assistant Engineers in the present employ of the boards may retain their existing rates of pay, but should be allowed to place themselves under the new scheme if they so prefer, those who join it being placed in the class carrying the rate of pay next above that which they now receive, but without an immediate increase of salary. In order to bring into this body of officers some degree of continuity of service and prospect of advancement, Presidents of District Boards will be informed that, as a rule, the Government will decline to approve a nomination to a vacancy among the Local Board Engineers, except from among the persons of approved service already holding that office or that of Assistant Local Board Engineer. For filling up vacancies in the staff of Assistant Local Board Engineers, the Chief Engineer, Public Works Department, will be requested to maintain a list of persons who are eligible for, and willing to take up, the appointment, so that the Presidents of District Boards may be able to make a choice from this list.

While the engineering staff should be recruited for the future on the above lines, His Excellency in Council recognizes that the officers now in the service of the local boards are mostly Europeans, and that they, or some of them, suffer under disabilities which have engendered a feeling of discontent. The only special concession, however, which Government can see its way to recommending in their behalf to the favourable consideration of the boards is the payment of an exchange compensation as explained below—*vide* proposal 7 *infra*.

6. The remaining proposals embodied in the memorial will now be considered in order.

Proposal 2.—The Government agrees that the subordinate engineering staff requires strengthening and that the pay and prospects should be improved so as to obtain the services of a better class of men than those now employed. The Government believes the boards will be more likely to secure such men by introducing the scale of pay allowed to overseers and sub-overseers in the Public Works Department. This will therefore be recommended for adoption by district boards:—

Overseers.

	Salary. Rs.
First grade	100
Second grade	80
Third grade	60

Sub-Overseers.

First grade	50—10*—70
Second grade	35— 5*—45
Third grade	25— 5*—35

* Quinquennial increments.

Subordinates in independent charge now drawing over Rs. 100 and less than Rs. 150 may retain the difference as a special charge allowance until they can be absorbed in the regular grades as now proposed.

Proposal 3.—As regards the establishment of a *Pension Fund*, the Government sees no reason to reconsider the orders already passed on the subject to the effect that local boards cannot undertake the responsibility of granting pensions to their servants. The calculations in the memorandum submitted with the memorial are evidently untrustworthy and the provision of pensions would subject the boards to heavy

liabilities which cannot be foreseen. All district boards, however, will be recommended to adopt the system of Provident Funds working under the same rules, it being arranged that the claims possessed by a local fund servant on the Provident Fund of one district shall subsist when he is transferred to another district. A set of draft rules for the establishment of funds on the lines indicated will be prepared in the Government office and published for criticism in due course.

Proposal 4.—As regards the agency for the inspection of Local Fund accounts, the Government is disposed to think that the difficulties complained of as caused by the present system are exaggerated. The Government will, however, be prepared to receive from the Local Board Engineers through the proper channels any definite suggestions they may wish to offer on the subject.

Proposal 6.—As to the extension of the Uncovenanted Civil Service leave rules, it is observed that under No. 76 of the Local Fund rules published under G.O., No. 918 L., dated 25th April 1889, the provisions of the Civil Service Regulations are already applicable to Local Fund servants, including Engineers. No further action therefore appears to be necessary in this matter. As regards the complaint that the service of District Board Engineers is temporary and that they are liable to dismissal on three months' notice, it is remarked that under paragraph 2 of G.O., No. 2304 L., dated 8th October 1889, communicated with G.O., No. 1502 L., dated 16th June 1890, they can be removed only on proof of definite charges of misconduct or inefficiency, such charges being reduced to writing and the defence of the incriminated officer recorded on each; and there remains an appeal to Government.

Proposal 7.—With regard to the grant of exchange compensation allowance, His Excellency the Governor in Council is pleased, as indicated in paragraph 5 *supra*, to express his willingness to sanction the payment of this allowance to such of the District Board Engineers already employed as would be eligible for it if in the service of Government. Applications should be submitted to Government for sanction, with particulars of the amount of compensation admissible and with a clear statement of the applicant's title to be considered eligible for the grant.

Proposal 8.—The request that the Engineers should be granted travelling allowance at the rate of Rs. 5 a day is inadmissible. The present rate of Rs. 4 is, in the opinion of Government, ample, except in specially dear localities. The argument as to the area to be covered and rapid travelling is not convincing, for, if an officer is compelled to travel rapidly he is entitled to mileage under the rules, and it is not usually advisable that a Local Board Engineer should travel rapidly.

(True Extract.)

G. S. FORBES,
Secretary to Government.

To all Presidents of District Boards.
„ the Public Works Department.
„ the Accountant-General.

Exd. A. Raitt.