

Revenue (1897) Department.

PRESS SERIES.

G.O., No. 717

DATED 25th August 1897

[Despatch Abstract.]

Hammie Tools, &c.

Requesting the Consulting Engineer for Railways to make the enquiries proposed by him with the regard to stone-breaking hammers and baskets and to communicate the result to the Chief Engineer, Public Works Department, referring to the latter officer the suggestions of the Consulting Engineer with regard to handles, stating that correspondence with the Madras Railway Company in view to pushing forward arrangements for the doubling of the railway is undesirable, and considering it undesirable to authorize District officers to enter into direct communication with the agents of the various railways regarding ballast collection.

and allow it to be done by famine -
 coolies paying to Govt the value of -
 the work turned out at normal rates. -
 It now appears from the memorandum that,
 as the line may have to be taken over -
 ten years hence, it would be impolitic
 to undertake the work as for the Com-
 pany, and that, if at all, the doub-
 ling should be done on account of Govt
 provided the Company agrees to the ar-
 rangement. For orders as to whether any
 overtures are to be made with this object.

(c) licensing of the S.I.Ry.

It is not clear what this means.
 The only works referred to in connection
 with the S.I.Ry are ballast collection -
 all along the line (vide para 16 of the
 C.R.'s note printed at page 7 of G.O. 604
 of 21.7.97.) and doubling the line from
 Vaoras to Chingleput (vide para 8 of the
 joint report printed in G.O. 529 of 3.7.97.)

(a) The District officers may
 be requested to place themselves in direct
 communication with the Company.

1. The Note referred to in the last
 para of the Memo has not yet been received.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
I don't know if we can do it	29	PP 2.9.97	

Revenue Department L.O. No 604.
 dated 21st July 1897.

Note by the offg. Jt. Secretary to Government
 P.W. Department, Railway Bk.

Action is being taken in this Depart-
 ment upon paras 1 and 5 of the L.O.
 Meanwhile a few suggestions of mine may
 perhaps be found useful to the Revenue
 Department.

(a) Stone breaking hammers. There are
 sometimes very large quantities of these in
 the stores of the various railways. There used
 to be a lot on the Southern Mahabatta Ry
 at Nandedjab. If Revenue Department
 wish, I will make the necessary enquiries
 from all likely sources.

(b) Baskets. Over large areas of India a
 very excellent light sheet iron basket is
 used by earthwork people. It is made in
 two or three sizes, and is simply stamped,
 no rivetting. It is imported from Europe,
 but large stocks are usually kept in the
 Calcutta and Bombay markets. There are
 sometimes to be found large stocks of
 second-hand ones in the stores of the
 various railways. If Revenue Department
 wish

RS
 (15-5-97)

1/13/97

Yes. These inquiries are
 being made.
 No. Dept. I think.

1/14/97

20/8/97

23.5.97

CP

wish, I will make enquiries.

(c) Handles. It is important, especially if large stocks of hammers are to be kept, that there should be an agreed size of hole for the handle, in order that District officers who set the forest and jungle people to make handles in large numbers should be able to feel sure that they will nearly fit. I suggest that for the three sizes of hammers ordered there should be three standard sizes of hole for the handle (perhaps $3/4$ ", $7/8$ " and 1", but that must of course be decided on an inspection of a lot of the usual size of hammers). Then, when the length also of the handle is decided, on the District officers can confidently order that handles of the standard sizes shall be made. The hammer end of each handle ought to be $1/8$ " or larger than the standard hole, so that it may be driven in with some force. Then a lot of taper nails (not wire nails) should be kept in stock for driving into the middle of the end of the handle as it emerges through the hammer. Make bamboo is the best for handles, but there are usually many sorts of forest wood that the jungle tribes know of. If large stocks of handles have

have to be laid by for many years they might be kyamised or preserved by one or other of the usual methods.

2. These details seem very petty, but in dealing with things by the million, and when absence of effective tools means waste of relief money, they assume a special importance.

Frank H. Spring
Offg. Secy.

Madras
13 August 1917

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 13 August 1897.

Had Revenue Department No. 604, dated 21st July 1897, been sent in full to this Department instead of the

The order & the memorandum
bodies were long, and
could not have been
sent in full in M.S. to
all the addresses without
much inconvenience
& waste of time. Each
addressed therefore got
in M.S. only the portion
in which the names inter-
ested. Full printed copies
were sent to all.

brief extracts communicated to this Department on that date,
my memorandum No. 3481 C, dated 10 August 1897, would not have
been written. That memorandum is hereby cancelled, and in lieu

C. No. 6927.

of it I substitute the following remarks.

Enclosure (a) Famine works. I have to-day written a separate Memo-
randum on this subject to the Revenue Department.

(b) Doubling parts of Madras Railway. It is possible that this
may offer itself as a seemingly desirable famine work.
There are serious difficulties however, for at present the
works of that railway are the actual property of the old
Guaranteed Company, and Government have no right of
entry for such a purpose as doubling their bank. There even
if the Company desired that this bank should be doubled
at the cost of their own capital, it would only be with a view
to getting a largely enhanced price for that capital 10 years
hence, and with a view to getting 5 per cent for their money mean-
while. In making the proposal for the acceptance of the
Company

of course, not

Company it would be necessary to put things very clearly to them.

They should be told that Government does not see any immediate possibility of the doubling being demanded in the interest of the working of this railway; but that the proposed doubling would serve as a useful test work for relief purposes, and Government would be glad to hear whether the Company would have any objection to the work being done on the distinct understanding that its cost is to be kept entirely clear of the Capital account of the Madras Railway Company, and will be paid for by Government.

I confess that I see great difficulties and delays and I should not advise this being touched.

(c) Widening South Indian Railway. This is a very much simpler case. The South Indian Railway is absolutely the property of the State, and Government can step in and do anything of this sort, with the friendly consent of course of the lessee Company provided that the cost of the famine work is kept entirely out of the Capital accounts which concern the Government and Company, as lessor and lessee.

(d) Ballast collection. It would save a great deal of red tape and circumlocution if the District authorities could enter into direct communication on this subject with the Agents of the various Railways. It is very probable that all Agents would gladly agree to take over all ballast from time to time, provided that they were only expected to afford credit for it when actually taken over.

(e) Hammers. The Madras Railway Company have been asked to make the hammers referred to in para 1 of G.O. N^o 684 of 25.

28th July 1897.

The undersigned is preparing a Note on the Subject of Railways on which a grant from the Imperial Famine Insurance Fund might advantageously be spent. This may be of use to the Revenue Department.

H. H. Spring
Offg. Joint Secretary.

To.

The Revenue Department.

with a Note by the Jt. Secy to Govt
Mrd Ry. Bd.

Revenue (189) Department.

The Hon. Mr. Currie C.S.I.

CURRENT No.

Shi has

By the Consulting Engineer
12/17-1897

From The P.O. Sect. Ry. Branch

Cancelled

Order has

of this has been recorded

11/4/97

No. 3481C

Dated 10th August

Received

Registered

Enclosures

Spare copies

It has also go to Famine Comm. & the Comm. of districts in the rail

Copy to the Board of Rev. Sect.
Nil Famine Comm.
11/4/97
Salem & Coimbatore

SUBJECT.

stating that the doubling of the Madras Railway line is not available for famine relief work this year.

There is a statement made in the Famine Committee that the doubling of the Madras Railway line is not available for famine relief work this year.

11/4/97

14/8 11/4/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

R. Form No. 11.

No. 3487C

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 10th August 1897.

With reference to Proceedings of the Revenue Department No. 604, dated 21st July 1897, the undersigned has the honour to state that the doubling of the Madras Railway line therein referred to is not available for famine relief work this year.

As far as this office is aware the proposal is now made for the first time, before preparations for the work could be pushed forward, correspondence between the Agent of the Railway, the Board of Directors, Madras Government, the Government of India, and the Secretary of State, would have to take place.

Under these circumstances the undersigned considers that the work is not likely to be available for the purpose in the near future.

[Signature]

Under Secretary.

To.
The Revenue Department.

Concluding sentence of para 5

C. No 7032.

G.O. (P.W.D.) No 717 of 25th Aug. 1897.

Presd. Insp. Genl.
12/8/97

The C. & P.W.D. for Railways
will be requested to make the
enquiries referred to in paras
(a) and (b) of his ^{note} and communicate
the result to the C. & P.W.D. Para
1(c) of the note will be referred
to the latter officer for remarks.
The Govt is of opinion that
the view of the circumstances
set forth in para 1(c) of the
memorandum, ~~any~~ correspon-
dence with the R. Ry Co in view
to pushing forward arrangements
for the doubling of the Ry is
undesirable. With reference
to para 1(d) of the memorandum
the Govt does not consider
it desirable to authorize district
officers to enter into direct
communication with the Agent

(List from orders)

12/8/97

The Com: Insp. Rys
The C. & P.W.D.
The Finance Commr

Recd
30/8/97
70/5
12/8/97

RS

24-8-97

Government { 1897 } of Madras.
REVENUE.

Recd.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 717, 25th August 1897.

AUGUST.

Famine Tools, &c.

Requesting the Consulting Engineer for Railways to make the enquiries proposed by him with regard to stone-breaking hammers and baskets and to communicate the result to the Chief Engineer, Public Works Department; referring to the latter officer the suggestions of the Consulting Engineer with regard to handles; stating that correspondence with the Madras Railway Company in view to pushing forward arrangements for the doubling of the railway is undesirable; and considering it undesirable to authorize District officers to enter into direct communication with the agents of the various railways regarding ballast collection.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following memorandum from the Officiating Joint Secretary to Government, Public Works Department, Railway Branch, dated 13th August 1897, No. 3500 C:—

Had Revenue Department No. 604, dated 21st July 1897, been sent in full to this department instead of the brief extracts communicated to this department on that date, my memorandum No. 3481 C., dated 10th August 1897, would not have been written. That memorandum is hereby cancelled, and in lieu of it I substitute the following remarks:—

(a) *Famine Tools*.—I have to-day written a separate memorandum on this subject to the Revenue Department.

(b) *Doubling parts of Madras Railway*.—It is possible that this may offer itself as a seemingly desirable famine work. There are serious difficulties, however; for, at present, the works of that railway are the actual property of the old Guaranteed Company, and Government have no right of entry for such a purpose as doubling their bank. Then even, if the Company desired that this bank should be doubled at the cost of their own capital, it would only be with a view to getting a largely enhanced price for that capital ten years hence, and with a view of getting 5 per cent. for their money meanwhile. In making the proposal for the acceptance of the Company, it would be necessary to put things very clearly to them. They should be told that Government does not see any immediate possibility of the doubling being demanded in the interest of the working of this railway; but that the proposed doubling would serve as a useful test-work for relief purposes, and Government would be glad to learn whether the Company would have any objection to the work being done on the distinct understanding that its cost is to be kept entirely clear of the capital account of the Madras Railway Company and will be paid for by Government. I confess that I see great difficulties and delays and I would not advise this being touched.

(c) *Widening South Indian Railway*.—This is a very much simpler case. The South Indian Railway is absolutely the property of the State, and Government can step in and do anything of this sort, with the friendly consent, of course, of the lessee company, provided that the cost of the famine work is kept entirely out of the capital accounts which concern the Government and Company, as lessor and lessee.

(d) *Ballast Collection*.—It would save a great deal of red tape and circumlocution if the District authorities could enter into direct communication on this subject with the agents of the various railways. It is very probable that all agents would gladly agree to take over all ballast from time to time, provided that they were only expected to afford credit for it when actually taken over.

(e) *Hammers*.—The Madras Railway Company have been asked to make the hammers referred to in paragraph 1 of G.O., No. 604 of 21st July 1897.

The undersigned is preparing a note on the subject of Railways on which a grant from the Imperial Famine Charitable Fund might advantageously be spent. This may be of use to the Revenue Department.

READ—the following note by the Officiating Joint Secretary to Government, Public Works Department, Railway Branch, dated Madras, 13th August 1897:—

Action is being taken in this department upon paragraphs 1 and 5 of the Government Order. Meanwhile, a few suggestions of mine may, perhaps, be found useful to the Revenue Department:

(a) *Stone-breaking Hammers*.—There are sometimes very large quantities of these in the stores of the various railways. There used to be a lot on the Southern Mahratta Railway at Nandyal. If Revenue Department wish, I will make the necessary enquiries from all likely sources.

(b) *Baskets*.—Over large areas of India a very excellent light sheet iron basket is used by earthwork people. It is made in two or three sizes, and is simply stamped, no rivetting. It is imported from Europe, but large stocks are usually kept in the Calcutta and Bombay markets. There are sometimes to be found large stocks of second-hand ones in the stores of the various railways. If Revenue Department wish, I will make enquiries.

(c) *Handles*.—It is important, especially if large stocks of hammers are to be kept, that there should be an agreed size of hole for the handle, in order that District officers who set the forest and jungle people to make handles in large numbers should be able to feel sure that they will nearly fit. I suggest that for the three sizes of hammers ordered, there should be three standard sizes of hole for the handle (perhaps $\frac{3}{4}$ ", $\frac{7}{8}$ " and 1", but that must of course be decided on an inspection of a lot of the usual size of hammers). Then, when the length also of the handle is decided on, the District officers can confidently order that handles of the standard sizes shall be made. The hammer end of each handle ought to be $\frac{1}{8}$ " larger than the standard hole, so that it may be driven in with some force. Then a lot of taper nails (not wire nails) should be kept in stock for driving into the middle of the end of the handle as it emerges through the hammer. Male bamboo is the best for handles, but there are usually many sorts of forest wood that the jungle tribes know of. If large stocks of handles have to be laid by for many years, they might be "kyanised" or preserved by one or other of the usual methods.

2. These details seem very petty, but in dealing with things by the million, and when absence of effective tools means waste of relief money, they assume a special importance.

ORDER—No. 717, Revenue, dated 25th August 1897.

Miscellaneous.

The Consulting Engineer for Railways will be requested to make the enquiries referred to in paragraphs 1 (a) and 1 (b) of his note and communicate the result to the Chief Engineer, Public Works Department. Paragraph 1 (c) of the note will be referred to the latter officer for remarks.

2. The Government is of opinion that, in view of the circumstances set forth in paragraph 1 (b) of the memorandum, correspondence with the Madras Railway Company in view to pushing forward arrangements for the doubling of the railway is undesirable. With reference to paragraph 1 (d) of the memorandum, the Government does not consider it desirable to authorize District officers to enter into direct communication with the Agent.

(True Extract.)

(Signed) G. STOKES,
Ag. Secretary to Government.

To the Consulting Engineer for Railways.
" the Chief Engineer, Public Works Department.
" the Famine Commissioner.

Exd. T. K. Narayana Aiyangar.

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