

U. P. Reports.

1. Separation of the Judicial and the Executive, 1929.
2. Public Works Committee, 1928.

I. Report of the Committee on the Separation of the Judiciary
and the Executive in the United Provinces. 1922

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II Report of the U. P. Public Works Committee 1922

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PART VIII.

OFFICIAL PAPERS.

GOVT., UNITED PROVINCES.
EDUCATION DEPARTMENT.

The following is published in the Gazette for general information:—

A meeting of the Provincial Maktab Committee was held at Benares on the 7th August, 1921. The chief resolutions passed were to the following effect and are being considered by Government.

- (1) That a Muhammadan Sub-Deputy Inspector of schools be appointed in every district and made responsible for Muhammadan schools.
- (2) That a special Muslim supervisor be appointed in the districts in which the number of maktabs be 25 or more to inspect maktabs regularly and to guide the maulvis in the matter of administration, etc., of these maktabs.
- (3) That the Divisional Deputy Inspectors of Muhammadan schools be designated as Personal Assistants to the Divisional Inspectors of schools.
- (4) That a conference of all the Musalman Inspectors, Deputy Inspectors, and Sub-Deputy Inspectors of schools in these Provinces be convened by the Provincial Maktab committee annually.
- (5) That a separate clerk be set apart in the educational branch of the district board office to keep the records of Islamia schools and maktabs.
- (6) That the name of the Provincial Maktab committee be changed to the Provincial Muhammadan Educational committee.
- (7) That tents be provided for the use of the Deputy Inspectors of Muhammadan schools.
- (8) That 50 per cent. of the Muslim boys in all the Islamia schools be exempted from the payment of fees.

By order,
JAGDISH PRASAD,
Secretary to Government, United Provinces.

APPENDIX A.

The following proposals are put forward by the Committee to show the lines on which we consider that the transfer of roads can suitably be made. There are other possible distributions and the Committee does not claim finality for the scheme set out.

In this statement the contribution payable to district boards is provisionally taken as being 10 per cent. of the allotment for the maintenance of provincial roads as shown in the 1922-23 budget. The road allotments for this year being below the normal, the resulting figure must be regarded as a minimum and may have to be increased.

2. We propose to transfer all provincial roads in the Gonda, Sitapur and Jhansi divisions.

District.	Mileage.	Contribution. Rs.
Gonda	31	1,780
Bahraich	4	654
Basti	62	2,681
Gorakhpur	53	3,540
Sitapur	86	3,855
Hardoi
Kheri
Jhansi	164	5,183
Hamirpur	69	3,279
Jalaun	59	5,106
Banda	45	1,635
Total	573	27,713

The staff at present maintained in these three divisions costs Rs. 1,89,216. If the Public Works department agency were retained an executive staff of six assistant engineers and nine subordinates would be required, costing half a lakh without offices.

3. In the Bareilly division we propose to retain the provincial roads of the Bareilly, Budaun and Shahjahanpur districts, but to transfer the roads in Moradabad and Bijnor.

We assume that there will be an Executive Engineer with assistant engineers at Bareilly: there is new road and bridge construction either in progress or contemplated on the sections of road which we propose to retain: it is both necessary and economical to reserve these roads, for whereas their retention requires the special appointment of only two subordinates costing Rs. 3,000, a contribution of Rs. 13,866 for establishment would have to be paid to the district boards if they were transferred.

District.	Mileage.	Contribution. Rs.
(a) To be retained—		
Bareilly	88	7,218
Shahjahanpur	85	4,534
Budaun	33	2,114
Total	206	13,866
(b) To be transferred—		
Moradabad	53	3,484
Bijnor	6	906
Total	59	4,390

The roads in the two latter districts are not easily reached from either Bareilly or Meerut, and their retention would entail special arrangements for inspection.

4. In order to save the necessity of establishing Public Works divisional headquarters at Fyzabad or Benares we propose to transfer the outlying provincial roads in those divisions.

We retain the roads in the districts of Benares, Mirzapur and Partabgarh. The Grand Trunk road through Benares and the road from Allahabad to Lucknow are among the chief roads in the province. There are important bridges. New construction is contemplated. The Stone Mahal roads in Mirzapur are a road charge of special nature and particularly concern Government interests.

District.	Mileage.	Contribution. Rs.
(a) To be transferred—		
Fyzabad	50	3,185
Sultanpur	30	883
Bara Banki	47	1,822
Azamgarh	85	3,583
Jaunpur	66	2,268
Ghazipur	22	1,063
Ballia	6	889
Total	306	13,693
(b) To be retained—		
Benares	72	...
Mirzapur	129	...
Total	201	...

Of the reserved roads, those in Benares and Mirzapur districts would form a special charge, the Benares sub-division. The 73 miles of provincial road in Partabgarh would be controlled from Allahabad.

The present cost of these Public Works divisions is Rs. 1,38,288. If the roads are not transferred the cost of the staff of engineers and subordinates alone would be Rs. 70,000. The cost on these proposals will be Rs. 13,693 contribution, and approximately Rs. 17,000 for both engineering and office staff in the Benares sub-division, with a share of the cost of the Allahabad and Lucknow divisions.

5. Lastly we propose the transfer of all provincial roads in Etawah, and also the Fatehpur-Banda road in Fatehpur. The Etawah roads are not easily accessible from either Cawnpore or Agra. The Fatehpur road is of little more than local interest.

We propose however to retain the Grand Trunk road in Fatehpur district, dividing it between the Allahabad and Cawnpore divisions.

District.	Mileage.	Contribution. Rs.
Etawah	83	7,838
Fatehpur	23	866
Total	106	8,754

6. We have recommended that the present Public Works system in Dehra Dun should remain unchanged. The Assistant Engineer in charge of the Dehra Dun sub-division will therefore retain control of all local roads in this district as well as of provincial roads. The contribution payable by the district board (Rs. 3,800) will continue to be

paid to Government. The 112 miles of provincial road in Saharanpur district should be controlled from this sub-division.

7. We contemplate that the remaining provincial roads will be organized in the following charges :—

	District.	Mileage.
(1) Meerut division	Muzaffarnagar	47
	Meerut	83
	Bulandshahr	30
	Total	160
(2) Aligarh sub-division	Bulandshahr	23
	Aligarh	118
	Etah	40
	Muttra	14
Total	195	
(3) Agra division	Muttra	67
	Agra	122
	Mainpuri	27
	Total	216
(4) Farrukhabad sub-division	Mainpuri	70
	Etah	15
	Farrukhabad	108
	Total	193
(5) Cawnpore division	Cawnpore	151
	Unao	30
	Fatehpur	28
	Total	209
(6) Allahabad division	Fatehpur	28
	Allahabad	126
	Partabgarh	73
	Rae Bareli	30
	Total	257

	District.	Mileage.
(7) Lucknow division	Rae Bareli	24
	Lucknow	80
Total		118

None of these charges are too large or too inconvenient for inspection. In order to make control as easy as possible we divide the roads in the Bulandshahr, Muttra, Etah, Mainpuri, Fatehpur and Rae Bareli districts between different Public Works department units.

8. The retention of these provincial roads means that in our figures of total staff has to be included a staff of five assistant engineers and 23 subordinates, otherwise than for Dehra Dun. Including offices and travelling allowance and additional staff for leave we estimate that the special cost of staff for these roads is one lakh, whereas the minimum contribution which would have to be paid, were they transferred to the boards, would be Rs. 1,38,000.

9. At this present stage, therefore, we contemplate the transfer to district boards of 1,044 miles of provincial roads, at a minimum contribution, for establishment, of Rs. 54,550. The Public Works department will remain responsible for all roads in Kumaun and Dehra Dun, and for 1,862 miles of provincial roads in other districts.

APPENDIX B.

In calculating the savings which can be effected in and the consequent permanent establishment of the Public Works department on the Committee's scheme we have taken throughout the figures in the Budget for 1922-23.

I.—DIRECTION.

1. We propose to eliminate the items (a) Temporary establishment in office of Chief Engineer, Rs. 17,808 and (b) Special establishment of Consulting Architect for preparation of projects, Rs. 39,520. These savings were the outcome of a suggestion to the Committee by the Joint Chief Engineer.

2. Under the head Superintending Engineers we propose to retain only (a) pay of one officer who will be the Deputy Chief Engineer, (b) two computers on Rs. 210 a month, (c) four draftsmen on Rs. 110, 90 and 70, (d) travelling allowance Rs. 3,000, (e) carriage of tents and records, Rs. 500. The cost of the above Rs. 38,660 will be added to the charges for the office of Chief Engineer and Secretary. The savings would be Rs. 1,42,082: three Superintending Engineers and 37 clerks, etc., would remain as surplus.

3. Under the head Chief Engineer's establishment we propose to reduce the number of office sections by one, which would probably be effected by the amalgamation of the Communications and Miscellaneous sections. The savings would be Rs. 27,866 (including a reduction of Rs. 1,000 in contingencies and two peons on Rs. 12 and Rs. 10½). The surplus staff would be one Superintendent (Rs. 580), three clerks (Rs. 270), six clerks (Rs. 138).

4. The total savings on Direction, excluding the Public Health and Electric branches, would be Rs. 2,27,296. The cost of Direction would be reduced from Rs. 5,45,207 to Rs. 3,17,911. We contemplate also a saving of Rs. 66,000 on the loans budget provision for the Joint Chief Engineer and his personal assistant.

5. These calculations do not provide for the alternative proposals of adding a Secretary or a second Deputy Chief Engineer.

II.—ENGINEERS.

The budget provides for 23 Executive Engineers, 20 assistant executive engineers, 33 assistant engineers in the United Provinces engineering service, and two temporary engineers. This excludes the personal assistants.

Apart from one personal assistant, we have to provide for seven posts which will be filled by Executive Engineers.

We assume an average number of 25 works exceeding Rs. 50,000 under construction; we provide 12 assistant engineers mainly for their charge. We add six assistant

engineers for other major works, and five other assistant engineers for those centres from which provincial roads will be maintained. These assistant engineers will be available for the inspection of minor works. Four of their number will be in Kumaun. Nineteen assistants will be left for the other six divisions. As leave reserve for eight Executive Engineers, including the personal assistant, and 23 assistant engineers we must provide seven assistant engineers.

It may be assumed that of the 30 assistant engineers, 10 will be assistant executive engineers and 20 will be in the United Provinces engineering service. From the budget figures the average annual pay of the three classes of engineers may be taken to be Rs. 13,700, Rs. 7,700 and Rs. 6,200. The cost of the proposed executive staff will therefore be Rs. 2,97,000. The present cost of the engineer establishment is Rs. 6,71,249 and the savings would therefore be Rs. 3,74,249.

Two temporary engineers can be discharged. There will be a surplus of 16 Executive Engineers, 10 assistant executive engineers and 13 assistant engineers in the United Provinces engineering service, in addition to certain officers on deputation.

III.—SUBORDINATES.

The budget provides for 214 subordinates of whom 82 are temporary. There are 27 upper subordinates and 105 lower subordinates in permanent service.

We require 27 subordinates for work in the hills, 23 for the 2,000 miles of provincial roads retained in the charge of the department, and may estimate that other works will require 43 subordinates. In this we follow the Joint Chief Engineer whose requirements are 70 subordinates for the hill districts and for all works other than the provincial roads in the plains.

A leave reserve of 10 subordinates should be provided. This is the rate assumed by the Joint Chief Engineer, and is suitable for leave under the old rules. With the extended facilities for taking leave on average pay, it is possible that this rate may have to be increased to 12 per cent.

The whole of the temporary subordinate establishment, costing Rs. 81,480, can be removed. The permanent staff will consist of 27 upper subordinates and 76 lower subordinates. Taking the budget average cost of the latter at Rs. 880 there would be a further saving of Rs. 25,520.

Twenty-nine lower subordinates will be surplus.

IV.—OFFICE ESTABLISHMENT.

1. There will be seven divisional offices and eight sub-divisional offices, two in Naini Tal and one each in Almora, Garhwal, Dehra Dun, Benares, Aligarh and Farrukhabad.

2. Each divisional office will require one accountant, one head clerk and one computer.

Four assistant computers may be provided for Lucknow, Allahabad, Cawnpore and Naini Tal.

Twenty-five draftsmen will be required, two as at present for Naini Tal, five each for Lucknow and Allahabad from which centres the work in the eastern districts will be controlled, four in Cawnpore, and three each in the other three divisional offices.

Eight clerks may be allowed for each divisional office, other than Naini Tal.

3. This strength would absorb seven accountants on Rs. 270 (2), Rs. 240, Rs. 230, Rs. 200 (3), and would leave only two of the computers (on Rs. 100 and Rs. 95) unemployed.

4. Naini Tal would have its two present draftsmen on Rs. 90 and Rs. 40. For the other six divisional offices there would be, in all, three draftsmen on Rs. 110, three on Rs. 100, six on Rs. 90 and six on Rs. 40. Lucknow and Allahabad would each have two extra draftsmen on Rs. 80 and Rs. 60 and Cawnpore an extra draftsman on Rs. 60.

The two Naini Tal sub-divisions and Dehra Dun would appear to require each two draftsmen, on Rs. 70 and Rs. 40: the other five sub-divisions would need one draftsman on Rs. 50.

The total strength of draftsmen would be 36 (3×110, 3×100, 7×90, 2×80, 3×70, 3×60, 5×50, 10×40), leaving 49 surplus posts (1×100, 5×80, 8×70, 8×60, 14×50, 13×40).

5. The budget shows 28 permanent clerks in the offices of the Superintending Engineers, and 198 in divisional and sub-divisional offices. We cannot state with certain accuracy the actual numbers and rates of pay: there appear to be 38 clerks on a pay of Rs. 80 or upwards, 48 on Rs. 75, 24 on Rs. 65 or Rs. 60, 48 on Rs. 45, 52 on Rs. 40 and 16 on Rs. 35.

Of these clerks the Naini Tal division, and the four Kumaun sub-divisions and Dehra Dun take 30 clerks costing Rs. 21,360. For the remaining six divisional offices there should be three head clerks on Rs. 150 and three on Rs. 120. Each divisional office would have two clerks on Rs. 75, two on Rs. 65, three on Rs. 45 and one on Rs. 40. The three other sub-divisional offices would each have one clerk on Rs. 75 and two clerks on Rs. 45. The cost of these nine offices would therefore be Rs. 48,420. A surplus would remain which may be stated approximately at a total of 127 clerks (27 on Rs. 80 or upwards, 29 on Rs. 75, 15 on Rs. 65, 17 on Rs. 45, 32 on Rs. 40 and 13 on Rs. 35).

6. The provision of daftris, peons and chaukidars for the 15 offices should follow established proportions. One daftri, four

peons and one chaukidar should suffice for each divisional office, three peons and one chaukidar for each sub-divisional office.

The cost would be Rs. 9,264.

7. The resulting cost would be—

	Rs.
Accountants	20,000
Clerks	69,780
Computers	16,200
Draftsmen	29,520
Daftris, etc.	9,264
Allowances	2,279
Total	1,47,228

All temporary establishment would be reduced and the present total cost Rs. 3,56,767 diminished by Rs. 2,09,544.

V.—TRAVELLING ALLOWANCE AND CONTINGENCIES.

We adopt the suggestion of the Joint Chief Engineer that on the average a monthly allotment of Rs. 200 must be made to cover the travelling allowance of each engineer and of Rs. 50 for each executive subordinate.

On the proposed staff the total would be Rs. 1,27,800. We are safe therefore in taking a possible saving of Rs. 1,20,000, the present grant being Rs. 2,51,030.

The amount by which the contingent grant can be reduced in consequence of the abolition of so many offices is a matter of detailed inquiry into which we are unable to enter. We take the very moderate figure of Rs. 20,000.

VI.—TOTAL SAVINGS.

The total savings we contemplate would be ultimately as follows:—

	Rs.
Direction	2,27,296
Direction loans budget	66,000
Engineers	3,74,249
Subordinates	1,07,000
Offices	2,09,544
Travelling allowance, etc.	1,40,000
Total	11,24,089

To arrive at an estimate of the net savings we have to deduct the district board's contributions amounting to Rs. 4.25 lakhs and the establishment charge for transferred provincial roads amounting to Rs. 54,000. Fees for the design of minor works are not likely to be less than Rs. 50,000.

The possible net savings are therefore Rs. 6 lakhs.

VII.—SURPLUS OF PERMANENT STAFF.

The approximate surplus of permanent staff would be—

- 42 engineers.
- 29 subordinates.
- 60 computers and draftsmen.
- 148 clerks.
- 186 daftris, peons and chaukidars.