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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Secy. 7.7.57

G.O. No. 1282 Press Mis.

14-15

Dated 2-7- 1857

Not to be folded or roughly handled

No. 14. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 19th June 1857, No. 1357.

SIR,

1. I have the honor to forward for the consideration of Government copy of a letter No. 29, dated the 29th Ultimo* from Lieutenant Haig, in reply to Extract Minutes of Consultation, No. 673, dated 9th April last.

* Received 15th Instant.

2. Lieutenant Haig in para. 2 of his letter admits that he was aware of the prohibition against spending on one work, the money sanctioned for another, and also against the execution of unsanctioned works, except in cases of emergency, but submits that he considers the circumstances under which he commenced the construction of the Locks at the Central Barrier, in anticipation of the orders of the Government of India, were sufficiently pressing to justify the proceeding.

3. In para. 3, Lieutenant Haig refers to Extract Minutes of Consultation, No. 2275, dated 8th December 1856, in which Government recommended for immediate execution the works comprised in his estimate of Rupees 35,000, for the temporary improvement of the Godavery Navigation, and solicited the earliest orders of the Government of India, respecting them, in order that they might be commenced under Lieutenant Haig's personal Superintendence before going to Europe. Subsequently Rupees 6,000, having been sanctioned for the purchase of iron and timber for the tram-roads, led Lieutenant Haig to suppose, that Government confidently expected a favorable reply to their recommendation to the Government of India, and being strongly influenced by that consideration he decided on anticipating the order and there seems much force in his alleged conclusion of so long a silence to so earnest an appeal on so weighty a matter, betokening any thing rather than final express prohibition.

4. The circumstances under which the submersible Locks were commenced in lieu of the tram-road, on the expressed opinion of Colonel A. Cotton in favor of the former are explained in paras. 4, 5, and 6, and tho' Lieutenant Haig expresses himself unadvisedly as to the course he thought proper to pursue under orders which he considered admitted of a doubt, and that he will of course be strictly guided by them in future.

5. Lieutenant Haig in para. 7, with reference to para. 5 of the order of Government of 9th April, remarking on the inconsistency of his recommending works, against which he had in a former report recorded his opinion, observes that, that opinion had reference solely to submersible Locks as a *permanent* means of improving the Navigation, and that he was far from condemning such works as temporary expedients, and under certain circumstances, as noticed in paras. 279 to 281, of his report dated 11th March 1856*.

* Submitted to Government, 7th July 1856, No. 4708.

6. In para. 8, Lieutenant Haig states, that he is still proceeding with the construction of the Locks, observing that the order of Government of the 9th April did not reach him till the 19th May, thus still setting at nought the prohibitory order as conveyed to him in my demi official communication of the 11th April, Lieutenant Haig's explanation of his conduct in this particular, which has been called for, has not yet been received, nor does he even allude to the demand having been made upon him, perhaps because the introduction of the subject would have marred the symmetry of his representation as now drawn up.

7. That Lieutenant Haig should now request the orders of Government, as to continuing works probably completed by this time (the 15th Instant being given as the probable date of completion) is superfluous, and it therefore remains for Government to determine, whether or not that Officer is to be personally responsible for the money which has been expended.

8. Under the explanation given, though conveyed in a spirit of mistaken independence, and in terms which must be considered highly objectionable and contumacious, I would solicit the indulgence of Government to Lieutenant Haig being relieved from the pecuniary responsibility he has incurred, attributing the course he has pursued solely to his anxious desire to forward the interests of Government, and the community without reflecting sufficiently on the impropriety and guilt of a disobedience of orders.

Fort Saint George, Public Works Consultation of 7th July 1857.

No. 15. ORDER THEREON, No. 1282; dated 2nd July 1857.

The Chief Engineer submits a letter from Lieutenant Haig, replying to the observations of Government recorded in Extract Minutes Consultation 9th April 1857, in respect to that Officer's proceedings in having, upon his own responsibility, and without any authority from Government, expended in the construction of two submersible Locks in the bed of the Godavery river, the sum of Rupees 6,000 allowed on the 29th December 1856, for the preparation of materials for Tram roads, which formed part of the scheme recommended to the Government of India, for the removal of the difficulties to navigation in certain parts of that river.

2. The explanations given by Lieutenant Haig in this letter, and recapitulated in the Chief Engineer's communication, have not altered the view taken by Government of his proceeding recorded in the resolution of the 9th April 1857. Lieutenant Haig admits that he was aware of the order prohibiting the application of money to objects other than those for which it may have been sanctioned; as well as of the order against the commencement of unsanctioned works, except in cases of emergency; and yet he attempts to shew cause for departing from them, by a reference to circumstances which had already received consideration. The Government cannot concur with the Chief Engineer that Lieutenant Haig was justified in anticipating the orders of the Government of India, under the circumstances mentioned by him; nor can they agree with Colonel Faber, in thinking that there is much force in Lieutenant Haig's conclusion, that the silence of the Government of India to the application of this Government for the partial removal of the obstacles to the navigation of the Godavery, was indicative of their favorable reception of the scheme.

Para. 2.

Para. 4.

3. The circumstance of the order of Government of the 9th April, directing the stoppage of all unsanctioned works on the Godavery, not having reached Lieutenant Haig, until the 19th May, is not explained. Colonel Faber states indeed that a demi-official communication to the effect of the order of Government was addressed by him to Lieutenant Haig, but that this officer has not only disregarded the communication, but does not even acknowledge its receipt. From the delay however in the official communication of the Government order, Lieutenant Haig was, it would seem, induced to proceed with the works, but since its receipt he has been carrying them on to completion on his own responsibility, holding the responsibility he thus incurs to be trifling in comparison with the interests at stake, and considering the risk of incurring the censure of Government, as of less consequence than the loss of another valuable year in the improvement of the river.

Para. 6.

4. The Right Honorable the Governor in Council considers the tone of Lieutenant Haig's letter to be highly improper. His letter would indeed seem to indicate, that he is not only prepared to disobey the orders of Government, but also, to defend his disobedience by unbecoming language. His Lordship in Council is far from wishing to discourage spirit or enterprize on the part of Officers in behalf of the Government interests; but he is of opinion that it would be useless to attempt the maintenance of order or regularity in the Department Public Works, if every Officer were to take upon himself, as Lieutenant Haig has done in the present case, to incur any expense which he might happen to regard as the most advisable for the interests of Government, notwithstanding their standing orders to the contrary. As Lieutenant Haig has thus chosen to undertake the responsibility with a full knowledge of all circumstances, the Governor in Council must leave him to take the consequence, and hold him responsible for the expense he has incurred without authority, at least, until the success of the work has been ascertained.

5. The Governor in Council considers the failure of the Chief Engineer to arrest, immediately on the circumstance coming to his knowledge, the progress of the work proposed in Lieutenant Haig's letter of the 13th March, and the delay afterwards in officially communicating to that Officer the orders of Government of the 9th April following, to be most culpable; this has no doubt tended in a great measure to encourage Lieutenant Haig in his proceeding, and the defence of that Officer's conduct by the Chief Engineer, under such circumstances, is not the first instance of that failure to support the Government of which they have had cause to complain.

(Signed) H. FORBES,
Acting Secretary to Government.

Central Office of P.W.
Fort St. George 9th June 1857.

No. 1357.

"Public" Navigable River.

From
The Chief Engineer
To
The Secretary to Government
P.W. Department.

Sir,

1.— I have the honor to forward for the consideration of Government copy of a letter No. 29, dated the 29th Ultimo from Lieutenant Haig, in reply to Extract Minutes of Consultation No. 673, dated 9th April last.

x received 15 Instant

2.— Lieutenant Haig in para 2 of his letter admits that he was aware of the prohibition against spending on one work the money sanctioned for another, and also against the execution of unsanctioned works, except in cases of emergency, but submits that he considers the circumstances under which he commenced the construction of the Locks at the Central Barrier in anticipation of the orders of the Government of India, were sufficiently pressing to justify the proceeding.

3.— In para 3, Lieutenant Haig refers to Extract Minutes of Consultation No. 2275, dated 8th December 1856 in which Government recommended for immediate execution the works comprised in his Estimate of Rupees 35,000 for

for the temporary improvement of the Godavery Navigation, and solicited the earliest orders of the Government of India respecting them, in order that they might be commenced under Lieutenant Haig's personal superintendence before going to Europe.- Subsequently Rupees 6000- having been sanctioned for the purchase of iron and timber for the tram-roads, led us Lieutenant Haig to suppose, that Govt. confidently expected a favorable reply to their recommendation to the Government of India, and being strongly influenced by that consideration, he decided on anticipating the order, and there seems much force in his alleged conclusion of so long a silence to so earnest an appeal on so weighty a matter, betokening any thing rather than final express prohibition.-

5.- The circumstances under which the submersible Locks were commenced in lieu of the tram-road, on the expressed opinion of Colonel A. Cotton in favor of the former, are explained in paras 4, 5, & 6. and tho' Lieutenant Haig expresses himself unadvisedly as to the course he thought proper to pursue under orders, which he considered admitted of a doubt, and that he will of course be strictly guided by them in future.-

Lieut.

5.- Lieutenant Haig in para 7, with reference to para 5 of the order of Government of 9 April, remarking on the inconsistency of his recommending works, against which he had in a former report recorded his opinion, observes, that that opinion had reference solely to submersible Locks as a permanent means of improving the navigation, and that he was far from condemning such works as temporary expedients, and under certain circumstances, as noticed in paras 279 to 281, of his report dated 11th March 1856.+

+ Submitted to Govt 7th July 1856 No 4708.

6.- In para 8, Lieutenant Haig states, that he is still proceeding with the construction of the Locks, observing that the order of Government of the 9 April did not reach him till the 19 May, thus so still setting at nought the prohibitory order as conveyed to him in my demi-official communication of the 11 April.- Lieut. Haig's explanation of his conduct in this particular, which has been called for, has not yet been received, nor does he even allude to the demand having been made upon him, perhaps because the introduction of the subject would have marred the symmetry of his representation as now drawn up.-

7.- That Lieutenant Haig should

now

now request the orders of Government, as to continuing works probably completed by this time (the 15 Instant being given as the probable date of completion) is superfluous, and it therefore remains for Government to determine, whether or not, that Officer is to be personally responsible for the money which has been expended..

8.. Under the explanation given, this conveyed in a spirit of mistaken independence, and in terms which must be considered highly objectionable, and contumacious. I would solicit the indulgence of Government to Lieutenant Haig being relieved from the pecuniary responsibility he has incurred, attributing the course he has pursued solely to his anxious desire to forward the interests of Government, and the community, without reflecting sufficiently on the impropriety and guilt of a disobedience of orders.

I have the honor to be
Sir
Your most Obed.t Servant

Central Office of Pol.
Fort Monroe
19th June 1837.

W.m Lieut. Colonel
Chief Engineer

W.m Mps. Engr. U.C.

2 Sd

No 29.

From Lieutenant Col. Hay

To The Chief Engineer Upper Gadaway Div.

Sir

I have the honor to acknowledge the receipt of Extract Minute Commutation No 653. of date the 9th April 1857. The concern which the Govt. has been pleased to take therein upon my recent proceedings at this place, calls for a few remarks which I now beg to offer.—

2. I have incurred the displeasure of Govt. for acting on anticipation of their Order, and for expending one lakh more than the money Mr. Hand for another Lakh, considered that the Circumstances were strongly enough to justify my commencing upon the Contract Road of the Locks at the Barrier, pending the receipt of Order from the Government of India. I was aware of the prohibition against the execution of unsanctioned works, except in cases of Emergency, but while the nature and degree of such Emergency was clearly enough defined in the case of the Ordinary Districts, it seemed at least an open question whether this strictly related interpretation of the rule would apply to my own case, which it will be seen has admitted no exception

Dr. Cons. 21 April 57 Nos. 38-39
" — 9 Dec. 56 — 55-56.

Copy sent as Enclosure to Govt. Dept. Nov. 1857 No 18

Pub: Works 1837 Dept.
Nos. 6 to 8 inclusive 7 July
No. 1240

From The Chief Engineer
To The Secretary to Government
Rly. Department

Dated 19th June 1857.
Read 20th "
One Enclo:

No. 1282. 2nd July 1857

Forwards copy of a letter from Lieut. Hay in reply to Govt. Cons. No. 673 dated 9th April last: comments on the course he has undertaken & pursued, but under the explanation offered solicits the indulgence of Govt. of his being relieved from all pecuniary responsibility in connection with the Locks at the Central Barrier.—

No 14.

Dr. 22nd June No 26

c 22 June 1858 Mannu

3.

In Extract Minutes Consultation, No. 2275 of the 8th December 1856, Government resolved to recommend to the Government of India for immediate execution of the works embraced in my Estimate of Rupees 35,000 for the temporary improvement of the Godavery Navigation. Soliciting at the same time their earliest Orders on the subject, in order that Lieutenant Haig, may be able to superintend the commencement of the works in person before going to Europe" and I was sent here to conduct the Survey of the Canal between Dommagoodem and Dowlaiswaram, after the completion of which, I was directed to await the result of the reference to the Supreme Government respecting the navigation works. Subsequently an advance of 6,000 Rupees was sanctioned, for the express purpose of making the necessary preparations for these works, by purchasing iron, and timber, for the tramroads. I may have been mistaken, but I certainly regarded this sanction as indicating a very confident expectation on the part of this Government of a favorable reply to their recommendation to the Govt of India, and was strongly influenced by this consideration in deciding on anticipating their orders.—

4. In the beginning of March I found myself in this position. The Survey of the line of Canal was almost completed, and I had to decide whether I would send back my Assistant Mr Leggatt, and the rest of the Establishment to Rajahmundry, and myself await Orders from Madras, or whether I should make an attempt to do something for the improvement of the Navigation before the favorable season should have passed away. The result of my enquiries about timber left no doubt on my mind, that I should not be

11

be able to secure a sufficient supply of it for the construction of either of the tramroads, and that therefore even if orders should be sent me to proceed with those works, some very considerable modification of the Original plan would be requisite to secure completion before the flood season. A fresh examination of the Barrier led me to think, that submersible locks might be substituted for the tramroads, and their completion before the rise of the River, seemed evidently within the limits of practicability if an immediate Commencement were made. In this opinion I was strongly confirmed by Colonel Cotton who happened to be staying here at the time, and who without in any way advising me as to the course I should pursue, and simply dealing with the abstract questions of the comparative advantages of locks, or tramroads, as a means of passing the Barrier, pronounced decidedly in favor of the former.—

5. It seemed highly probable, that for a sum not Exceeding that sanctioned as an advance for the tramroads, two locks sufficient to render the Barrier passable for boats might be constructed. I had an assistant at hand. The requisite supply of Artificers and work people could still be procured, and I had timber sufficient for the lock gates. Only immediate action was required. There was no longer time for a reference to Government. But two and a half months remained of the working season.—

6. Under these circumstances, I preferred acting in a way which I believed to be in accordance with the general intention of the Government respecting the works Committed to my Charge, to sacrificing the

the interests of the Government, and the people, to an adherence to the letter of a rule of doubtful application - The personal responsibility involved was trifling, while the interests at stake were great and manifest - The risk of incurring the censure of Govern^{t} was of less consequence than the loss of another valuable year in the improvement of the Godavery - If an expenditure of only 6000 Rupees would open another 80 Miles of the River, and a great Extent of Country to commerce, duty seemed to require that I should not shrink from the responsibility of the undertaking, merely because of a doubt as to whether it were in strict accordance with the ordinary rules of the Department - I thought that I might at least reckon on some latitude being allowed in the interpretation of a rule, which if strictly and literally enforced, would render equally devoid of responsibility the man who lets slips an opportunity of affording relief to a whole Province, and him who delays for 6 Months the opening of a new Thasildars Cutcherry - I commenced the work, and do not now see that, as then informed - I should have done right in acting otherwise - The orders of Government now circulated however leave no doubt as to their intentions in such cases, and I shall of course be guided strictly by them in future. —

7. With regard to the remarks in para 5 of the Minute Consultation under notice, on the inconsistency of my now recommending for immediate construction works against which I have already in a former report recorded my opinion. I would explain that that opinion as expressed in the report alluded

alluded to, had reference solely to submersible locks as a permanent means of improving the Navigation - I was far from condemning such works as temporary expedients, and under certain Circumstances - This is plain from paras 279 to 281. of the same report - I then distinctly stated, that it was doubtful whether the objections which I there conceived to apply to such works were wholly real, and that possibly they might not exist at all with locks placed in certain situations; and again, in para 281, I distinctly Contemplated and suggested their use as temporary expedients - I therefore fail to perceive the inconsistency of my recommending them in this Character for the Central Barrier — In the entire absence of any positive Experience as to the efficiency of such works it would have been unwise to reject them without a trial, for them many advantages are undeniable, while their disadvantages are as yet problematical - 6000 Rupees will have been not too much to pay for an Experiment of this kinds here. -

8. I must now add, that I am proceeding with the construction of these works - The order of Government enjoining their immediate abandonment was dated the 9th April, but did not reach me till the 19th May - From the advanced state of progress of the locks on that date, I felt myself again called upon to choose between a literal obedience to the Orders of Government and the loss of all that had already been accomplished, or continuing the works to completion, on my own responsibility, and of Course at my own expense - I decided on the latter course, and hope to have both locks ready for traffic by the 15th June.

That

That in the lower Barrier is nearly finished; that at the mouth of the Doommagoodeem Junka Channel is more behind hand. The masonry will however I hope be all finished before the date mentioned, — though the gates may not be ready for hanging; — before them upto the 19th the date of receipt of the Orders of Government — we had spent in all about 4050 Rupees and I then reckoned that another 1,500 Rupees would be required — This I shall spending instruction from Government provide out of my own funds. I prefer doing so to stopping the work and allowing all that has hitherto been built to be torn to peices and swept away by the river: and I think I consult the best interests of Government in so doing. —

9. We have thus a satisfactory prospect of making this Barrier traceable for boats of 16 feet to 90 feet at a cost of 6000 Rupees — as the total lift of the two locks is 15 × 9 = 24 feet and a single temporary lock of a lift of 5 feet, Costs in the Delta about 5000 Rs, we have every reason to be satisfied with the Cheapness of the works. And if these locks do indeed prove efficient means of overcoming the fall at this point of the river, we may I think congratulate Ourselves on the general result of the seasons operations, albeit of questionable orthodoxy in some of their details. —

Camp at Doommagoodeem
May 29th 1857 —

I have &c
(Signed) F. J. Hair Lieut.
Civil Engr. Upper God. &c

[True Copy]

W. E. Baker Colonel
Chief Engineer

For Orders.

Public Works Department Nos 1227 & 1240-
From the Chief Engineer dated 15th June 1857-
From do — — — — dated 19th June — —

The impropriety of time of
Lt Hays letter shows that
he is not only prepared
to decide by the words of Govt
- but to defend his decision
by the principles -
If it should be thought to

Colln. with Lr. No. 1240 of 19th June 1857.

1857 Sept 28th

Enclosed under cover of Letter from the Chief Engr. to Govt. for the Meerut Division Lahore Sept 19th

Dated 19th June 1857
Rec'd

No. 1240/57

Copy of a letter from Lieut. Hays Bridge Engr. to Major Edwardes. Offering some remarks regarding the order of Government No 9 of 1857 and stating that he is proceeding with the Construction of the Locks as per Central Barrier with such amendments.

attempt any orders in his Dept - if any Capt Upton is to take upon himself to mine any Expense - which he may think advisable.

Lt Stacy shd be absence between the sick of the Expedn which he has trimmed - when Capt U expended therein - if he

work himself -

The delay which occurred in landing the cattle of Capt U in entirely Capt Upton's culpable choice like to whatever -

The last thing I said with Capt U to discourage Expedn Enterprise - but when direct insubordination is caused dependent, happening help in

GWD

№ 1282

Extract from the Minutes of Government
Under date the 2d July 1857.

Read the following
letter from the Chief
Engineer.

Have entered 15th June 1857
№ 1359

The Chief Engi-
neer submits a letter from
Lieutenant Hay, replying
to the observations of Govt
recorded in Pt. Mins Cons
9th April 1857, in respect
to the Officers proceed-
ings in leaving, upon his
own responsibility, and
without any authority
from Govt, expended on
the Construction of two
submersible

Lt

Lt

the Chief Engr. Office at Tuticorin
when last on going northward
of instructions to the Depart. I think
by mistake - I shall upon
this report to Govt, and retaining this Officer
Lieut Hay shall be suspended - until
he reaches Madras.

I think Mr Hay's conduct is
mainly caused by the right
to forward to him the orders of Govt. - Doubtless actuated by a feeling of zeal & honour
reprehensible his conduct - I shall regret under such
circumstances to have him suspended. The refusal to relieve
him fr. pecuniary responsibility will be a
heavy punishment & sufficiently mark the displea-
sure of Govt. I think Mc

Lt

submersible locks in the bed of the Godavery river, the sum of Rs. 6,000 allowed on the 29th Dec. 56 for the preparation of materials for Trunk roads, which formed part of the scheme recommended to the Govt. of India for the removal of the difficulties to navigation in certain parts of that river.

2. The explanation given by Lt. Hay in this letter, and recapitulated in the Chief Engineers' communication, have not altered the view taken by Govt of his proceeding recorded in the resolution of the 9th April 1857. Lt. Hay admits that he was aware of the order prohibiting the application of money to objects

other

other than those for which it may have been sanctioned; as well as of the order against the commencement of unsanctioned works, except in cases of emergency; and yet he attempts to shew cause for departing from them, by a reference to circumstances which had already received consideration. The Government cannot concur with the Chief Engineer that Lieutenant Hay was justified in anticipating the orders of the Government of India, under the

para 2

circumstances

circumstances mentioned by him; nor can they agree with Colonel Faber, in thinking that there is much force in Lieutenant Haig's conclusion, that the silence of the Government of India to the application of this Government for the partial removal of the obstacles to the navigation of the Godavery, was indicative of their favorable reception of the scheme.

para 4.

v.

3. The circumstance of the order of Govt. of the 9th April, directing the stoppage of all unsanctioned works on the Godavery, not having reached Lieutenant Haig, until the 19th May, is not explained. Col. Faber states indeed that a demi-official communication to the effect of the order of Govt. was addressed by him to Lieutt Haig, but that this Officer has not only disregarded the communication, but does not even acknowledge its receipt. From the delay

para 6.

delay however in the official communication of the Government orders, Lieutt Haig was, it would seem, induced to proceed with the works, but since its receipt he has been carrying them on to completion on his own responsibility, holding this responsibility Re[illegible] their minors to be trifling in comparison with [illegible] the interests at stake, and considering the risk of incurring the censure of Government, or of loss consequence from the loss of another valuable gear in the improvement of the pier.

4 The Right Honorable the Governor in Council considers the tone of Lieutenant Haigs letter to be highly improper. His letter would indeed seem to indicate, that he is not only prepared to disobey the orders of Government, but also, to defend his disobedience by unbecoming language. His Lordship in Council is far from wishing to discourage

discouraging spirit or enterprize on the part of Officers in behalf of the Government interests; but he is of opinion that it would be useless to attempt the maintenance of order or regularity in the Dept. Public works, if every Officer were to take upon himself, as Lieutenant Haig has done in the present case, to incur any expenses which he might happen to regard as the most advisable for the interests of Government, notwithstanding their

standing orders to the contrary. As Lieut. Haig has thus chosen to undertake the responsibility with a full knowledge of all circumstances, the Governor in Council must leave him to take the consequence, and hold him responsible for the expense he has incurred without authority, at least, until the success of the work has been ascertained. His Lordship in Council had it in view at first to suspend Lieut. Haig from Office, but the consideration, that the pecuniary responsibility which would devolve on him by these Orders, would sufficiently mark the displeasure of Government, has induced him to alter that resolution.

The

to question.

5 The Governor in Council considers the failure of the Chief Engr. to arrest immediately on the circumstance coming to his knowledge, the progress of the work proposed in Lieut. Troigs letter of the 13th March, and the delay afterwards in officially communicating to that Officer the Orders of Government of the 9th April following, to be most culpable; this has no doubt tended in a great measure to Encourage Lieut. Troig in his proceeding, and the defence of that Officers conduct by the Chief Engineer, under such circumstances, (appears to the Government to be much open to

is not the first instance of that Officers failure to support the Government. By which they have lost a Corps. caused complaints.

9 Copies to the Chief Engr.

29

Copy sent in a Letter to E.
of S. Nov.r 1857. No. 18

Public Works 1857 Dep.t
D.o to Cons.n 7.th July.

No 1282.

Extract Mins. of Cons.n
of 2 July 57.
From Chief Engr. 6.th July 57 to No
1075 in 6 Lts July

Passing orders on the letter
of Lieutenant Haig, replying to the
observations of Government in respect
to his having without any authority,
expended the sum of Rupees 6,000 in
the construction of two submersible
Locks in the bed of the Godavery.

No 14 & 15.