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# MADRAS RECORD OFFICE.

## Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1266 Press Mis.
636-638

Dated 27-6- 1864.

*Not to be folded or roughly handled*

*Proceedings of the Madras Government, Public Works Department, 27th April 1864.*

No. 636. Read the following letter from Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Madras, 23rd January 1864, No. 4,672:—

SIR,

1. The Statement referred to in paragraphs 1 and 2 of G. O. No. 2,708, dated 18th September 1863, was only received by me on the 14th instant in G. O. No. 104, dated 12th January 1864. It will take a long time to check, and report on each item brought forward by the Collector. A list of a few such works was however handed to me sometime ago by the Collector, and it is being looked into. I apprehend however, that eventually when each case has been sifted, I shall have no difficulty in proving to Government that *the money allotted for repairs* during the year 1862-63 was laid out to the best advantage, and that I shall be able satisfactorily to account for no practical notice "being taken of requisitions to repair certain works represented to be in a dilapidated condition," for the apparently "insufficient attention paid to the minor irrigation works," for the "want of repair to the Dasabandam tanks," for what the Board term the apparent "sad neglect of the irrigation repairs," and to show that, *so far as we had the means afforded to us*, the Ryots were "fairly dealt with."

2. The Kallakatúr and Kottapalli tank sluices, adverted to in paragraph 3, it is my intention to visit ere long, when, if there is any thing further to note than the subjoined information, which has been furnished by the Range Officer, I will duly report it. The Collector, I observe, adduces the Kallakatúr sluice as an instance of a work "estimated and reported to have been executed by the Department Public Works, while it is in the same state in which it previously was, if not worse," but it will be seen in the sequel, that this does not at all apply to the sluice in question.

Paragraph 9. * * * * * I shall refer to one case here for the Board's information. An Estimate Rupees 340 was sanctioned for the construction of a sluice to the Kallakatúr tank in Palamanaur Táluq. In the Progress Report for February last, the work is stated to have been commenced, while in the report of the following month a remark is made to this effect, viz., "will be completed in April," on referring to the Progress Report for April, however, I find that the work is exhibited as commenced.

3. The case as put by the Collector in the latter clause of paragraph 9 of his letter No. 134, dated 14th July 1863, certainly sounds oddly, but admits of an easy explanation, and one which Mr. Fraser might have satisfied himself of in a few minutes if he had sent over to the Range Officer whose head quarters are at the same station as his own. The fact is that the work was being carried out in March, and was very nearly completed in April, when Sub-Engineer Chedambara Moodelly, then in charge of the Range, on visiting it, discovered that the Contractor had given only half a foot depth of foundation instead of 1½ as it ought to have been; this and other defects which he noticed, including the badness of the materials induced him to order the removal of the whole of the work done, and to re-commence it on another site where the ground was hard, making use of the few good materials he could find on the first sluice. The work was begun again in April, and was therefore entered in the Progress Report as "commenced." It would have been no doubt more satisfactory had the work "*re*-commenced" been entered, or if some explanation had been given in the column of Remarks in the Progress Report to the above purport.

3. The new sluice was finally completed in September 1863 at a cost of Rupees 125-12-5. Enquiries will be made as to who the Contractor was, and whether the work was visited, before Chedambara Moodelly saw it, by any of the Range Subordinates.

4. As regards the Kotapalli sluice the Collector is quite right, *and so is the Progress Report.* The fact is, that after the work was sanctioned, Mr. Dopping ordered the work to be constructed of flat stones in lieu of brick; he also reduced greatly the length of the sluice, and rocky soil was found to build upon. These circumstances all tended to reduce the expenditure, the total of which in fact was only Rupees 39-1-0, and yet the work was really completed! I do not say that the framer of the Estimate ought not to have found all this out beforehand, but at any rate it was better late than never, and a saving of 136 Rupees was the result.

Printed [illegible]

5. My report on the Trepaty and Calastry road, called for in paragraph 3 of the Proceedings of Government under notice, will be found in a separate communication, No. 4 673 of this day's date.

6. As regards paragraph 4, I would only observe that I cannot gather from Mr. Fraser's letter what works he alludes to at the beginning of paragraph 12 of his letter, the Estimates of which had not been sent to him, but I believe it will be found that they were details of large projects which had already received the countersignature of one Collector.

From Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Madras, 23rd January 1864, No. 4,673:—

SIR,

1. In continuation of my letter No. 467[1], dated 23rd January 1864, I have the honor, with reference to the latter clause of paragraph 3 of the Proceedings of Government No. 2,708, dated 18th September 1863, and paragraph 14 of Mr. Fraser's letter No. 134, dated 14th July 1863, marginally quoted, to make the following observations on the road from Tripati to Calastry.

[1] Letter dated 16th November 1863, with Statement.

14. I beg to refer to the state of the road from Tripati to Calastry. An Estimate for this road, amounting to Rupees 15,660, was sanctioned in May 1861 by Government. The amount of the Estimate has been spent and 5,000 more, and yet Mr. Dopping in his letter marginally noted, states that it is in disgraceful order, positively unsafe in fact. The road is not more than 30 miles long, so that I feel sure there must have been a great waste of money here. I have declined to expend Local Funds on this and other purely Zemindary roads. It would not be just to the Road Fund paying community in other parts of the District to do so.

No. 2,457, dated 3rd March 1863.

2. The Acting Collector is so far right in saying that much of the road is in very bad order, and I freely admit that through the ignorance of Sub-Engineer Chedumbra Moodelly, who formed several miles of the line of loose shingle laid over with a thin coating of gravel, much of the money has been really wasted, and I think that it should be severely visited upon the Sub-Engineer by heavy fine or otherwise.

3. The argument, however, used by Mr. Fraser is not I think a just one. There was waste, it is true, but had the sum been well applied, had 20,000 Rupees been laid out by the best road-maker in the world, it would not have sufficed to make even only 23½ (not 30 as he says) miles of road on loamy soil like that between Tripati and Calastry. At the end it must still have been said there were parts in bad order, and the conditions being the same, Mr. Fraser would still have said "there must have been a great waste of money."

4. The first grant for this road appears to have been made in 1860-61 when 1,000 Rupees was laid out in opening it up and clearing it, from a sum of 5,000 Rupees allotted out of Local Funds for the whole distance from Naidopett to Kirkambádi, of which 3,000 Rupees was spent between Naidopett and Calastry, and 2,000 between Calastry and Kirkambádi, half of which went towards clearing the line between Secteerámpett and Kirkambádi, and only the other half, as above stated, on the road now under report.

5. The Estimate Rupees 15,660 was based, as so many Estimates are, upon that wrong system of being made as low as possible with the hope of getting sanction; and for 18 miles out of the 24 *no provision whatever was made for metalling.* No wonder that in heavy rains they become impassable! The late District Engineer (Mr. Dopping, I believe,) then visited the line and ordered the worst parts to be repaired for which and other improvements an Estimate of Rupees 22,200 was submitted, but I do not find that it was ever sanctioned. Meanwhile, the Sub-Engineer got on with the metalling of 1½ miles between Tripati and Tripati Station, and about 3 miles between the latter and Calastry, expending for the purpose 5,127 Rupees out of the 1 per cent. Income Tax Fund issued to him by the District Engineer. The works were then stopped, that is early in 1863, and from that time to this nothing has been done. Thus there would appear to have been expended on the road altogether Rupees 22,087.

| | Rs. |
|---|---|
| | 1,000 |
| | 15,660 |
| | 5,127 |
| Total ... | 22,087 |



6. Subjoined is the state of the road as I found it when riding over it on the 12th and 13th instant.

1st Mile. Fair dry weather road. Metalled into the town of Tripati. Several drains built.

2nd Mile. Bad order. No metalling.

3rd Mile. Very bad order. 400 yards gravelled.

4th Mile. Road generally in bad order. Soil loamy and treacherous. In the middle of this mile 6 inches shingle have been laid capped with 3 inches gravel for 160 yards. In part much cut up. Shingle of course rising to surface.

5th Mile. 275 yards metalled, this portion having been re-made at side of old road. Rest of road of loam and mud, in very bad condition.

6th Mile. At east end, near Railway Station, metalled or said to be, that is, shingle laid with gravel over it. Shingle of course working up to surface.

7th Mile. Gravelled and in good order up to large stream. Eastward not gravelled, but much shingle collected; fortunately not thrown on some gravel brought.

8th Mile. No metalling, no gravelling, good fair weather road. Loam foundation and so infamous in wet weather. Sandy, however, in eastern portion. Shingle collected.

9th Mile. As before. Much sand in east part. Shingle collected. Crossed a large stream, the Rilla Vunka, which would cost an enormous sum to bridge, but over which perhaps by and bye a cause-way may be laid.

10th Mile. About 1,100 yards raised half a yard through paddy fields. A few drains built. Gravel collected. Material brought from a long distance.

11th Mile. Merely side drains cut, but no gravel, &c., collected. Soil loam and sand. Road in bad order.

12th Mile. No gravel, but some round stones collected. Soil better than before. Laterite being mixed with it. Good fair weather bandy track.

13th Mile. Good fair weather bandy track. Road raised. Shingle collected one. Drain built.

14th Mile. Made with laterite gravel. Part in the village of Yairpett in excellent order, other parts much rutted. Shingle placed under gravel cropped up. Road evidently not tamped and watered. There are only three or four months in a year in these parts where water is easily procurable. This is the proper season for road-making here as there is much water in the tanks.

15th Mile. In excellent condition. Laterite jelly as substratum and laterite gravel above. Quarry in the bed of tank.

16th Mile. In fair order. Gravel collected. Round stones in part cropping up.

17th Mile. In bad order. Soil loamy. Loose stones risen to surface.

18th Mile. Not quite so bad as last mile, but stony and much cut up.

19th Mile. Western half as before. Eastern half in fair order under Cheroorsullopully tank. Laterite collected two-thirds of this mile metalled.

20th Mile. Partly unmetalled. Laterite collected. Rest laterite gravel laid on. In good order.

21st Mile. Road embanked. Part covered with shingle and originally slightly covered with gravel, but all washed off and shingle now on surface. The whole dreadfully cut up. A vile bit of road. East part merely of earth. Laterite heaps collected. At this point the carts take a short cut to the town while the road makes for the north part of town en route to Naidopett.

22nd Mile. Plain embankment on earth. No gravel or metal. Shingle collected.

23rd Mile. Part covered with shingle. The other part is a good fair weather road.

7. A more critical analysis of the road will be found in the accompanying statement drawn out by Captain Chrystie, Executive Engineer, who inspected the road at my request. That Officer's report is also enclosed. He gives credit for 19,000 Rupees worth of work done,

No.—dated 16th November 1863.

against 22,000 said to be expended; but considering that his measurements were taken more than two years after much of the work was done, I would not press, as he suggests, the Sub-Engineer to account for the remaining 3,000 Rupees.

8. Captain Chrystie sums up his opinion of the road in the following words: "I am of "opinion that out of the twenty-three miles of road only one mile (the 14th) is even in fair "order, and that several of the others are nearly impassable. This is undoubtedly in a great "measure due to the road never having been completed, and also to the completed portions "having been left uncared for during the past six months, although it is well known that newly "constructed roads (especially where embanked) require much careful attention for the first two "or three years, but it is also due to the circumstance already mentioned that shingle instead of "broken jelly has been used for the lower part of the metalling. This shingle consists of "water-worn sand-stone pebbles, on an average 3" cube, but many much larger, and is alto-"gether a description of material which ought never to be used for road-making, when other "materials are, as on this road, procurable within moderate distances."

9. The approximate Estimate, Rupees 40,850, which has been sent in by the Sub-Engineer for completing the road, has been returned to him for revision, and will be submitted for sanction, when again received, out of Imperial Funds, as the line in question is a Railway feeder.

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No. 637. From Colonel A. J. M. BOILEAU, R. E., Superintending Engineer, 4th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Madras, 6th April 1864, No. 6,086:—

1 Letter from Captain Prendergast, dated 23rd September 1863.
1 Do. do. Mr. Dopping, dated 1st October 1863.
1 Do. do. Captain Rogers, „ 9th „ „
1 Memorandum from Captain Vertue. „ „
1 Letter from Executive Agent Chittoor, dated 12th March 1864.
1 List.

SIR,

1. Paragraph 3 of the Proceedings of Government No. 2,708, dated 18th September 1863, was replied to in my letters Nos. 4,672 4,702, dated the 23rd January 1864. It remains for me to make a few observations on the points adverted to in paragraphs 1 and 2, and on the Acting Collector's letter No. 134, dated 14th July 1863, embodied in the Proceedings, and with reference also to the Order of Government No. 104, dated 12th January 1864.

Paragraph 4 NEW IRRIGATION WORKS.—Of Rupees 90,050 expended during the year on new works of irrigation, Rupees 18,628-8-4 were spent on the Mahindravadi Channel, Rupees 8,918 on the Palar Anicut bridge and head sluice, and Rupees 5,153-10-11 on the parapet walls, &c., to Mahindravadi, Kavaripak and Doosy head sluice. The remainder was expended on Anicut projects of Poini and other works.

2. In paragraph 4 of his letter No. 134 the Acting Collector very summarily disposes of the large sum allotted for new works of irrigation; here, had there been the disposition to do so, there was an excellent opportunity for Mr. Fraser to dilate upon the gradual, successful working out of the Anicut schemes, and of his showing how much energy was being concentrated upon them, and that hence other parts of the District could not receive that full attention which under other circumstances they would have obtained.

Paragraph 9. The Inams belonging to certain Dasabandam tanks, which have been neglected by the Inamdars, were in due form attached, and the Engineer was requested to provide for their repair. These are likewise unattended to. Some Tahsildars brought to my notice that certain works estimated and reported to have been executed by Department Public Works are in the same state in which they previously were, if not worse. I shall refer to one case here for the Board's information. An Estimate amounting to Rupees 340 was sanctioned for the construction of a sluice to the Kallekatúr tank, in Palmanair Táluq. In the Progress Report for February last, the work is stated to have been commenced, while in the report of the following month a remark is made to this effect, viz., "will be completed in April." On referring to the Progress Report for April, however, I find that the work is exhibited as commenced.

3. Of 57,000 Rupees spent, and well spent too, on the Anicut projects he has only to observe that the "sum was expended," but when in paragraphs 9 and 10 he comes to deal with two insignificant sluices, he dives into Progress Reports, of consecutive months, he traces the works throughout, gives two whole paragraphs to them, and after all is shown to have misconceived the whole matter, as pointed out in my letter above referred to.



Paragraph 10. An Estimate of Rupees 175 for constructing a sluice to Kottapalli tank in Palmanair Táluq was sanctioned. Up to April last only Rupees 39-1-10 are spent, and yet the work is reported as completed.

No. 4,673, dated 23rd January 1864.

Paragraph 5. REPAIR OF IRRIGATION WORKS.—The increase of Rupees 18,122 incurred under this head calls for no remarks.

4. In paragraph 5 Mr. Fraser observes that the increase of Rupees 18,122 under the head of Repairs to Irrigation Works calls for "no remarks." I differ from him entirely. I think it was due to Government to acknowledge the benefit of the further grant, and to this Department to say that in the main the funds had been disbursed to the best advantage, and in almost every instance in immediate concert with the Revenue Department; and on these grounds to press for annual increased allowances.

5. The fact is that the increase of expenditure on repairs in 1862-63 over that of the previous year amounted to nearly one-half of the entire outlay for repairs in 1861-62. That on new works was nearly four-fifths of the entire outlay on that class of works in the previous year. The increase of expenditure on irrigation (new and old) is more than the total on new works alone in 1861-62, and the disbursements on new works alone in 1862-63 is about the same as that for new and repairs together in the previous year. It will thus be seen that while the expenditure on new works had nearly doubled, the outlay on repairs had increased by nearly one-half.

Paragraph 6. I may here remark that of 1,49,702 Rupees expended on Irrigation Works more than half the sum, viz., Rupees 82,637, was spent on the Wallajah Range, while there was no outlay in the Chendragherry Range.

6. The 6th paragraph of the Acting Collector's letter calls for a few remarks, and I cannot do better than quote from a letter of Captain H. L. Prendergast (late District Engineer) on the subject.

"The great outlay in the Wallajah Range is attributable to its being the Nunja Táluq "of the District, and it naturally requires much more than others (except the Arcot Táluq "which is of the same nature though not so much attended to). The Tahsildar of Wallajah "Táluq is a most energetic man in the way of representing the wants of irrigation repairs. "The Collector (Mr. Robinson) and I have more than once discussed this point of the Wallajah "Range having so much money expended upon it, and the question came to this: Is it not as "well to take up a rich Táluq and put its tanks into good order generally, in fact to *maintain* "a good revenue, rather than disburse the money over *all* the Táluqs with comparatively little "benefit to any *one*? The Chendragherry Range does not require outlay on irrigation repairs "over a great part of it; there are hardly any tanks, the crops are raised by channels, and the "country is dotted all over with wells. Almost all the old large bunds were breached years "ago. I visited several with Mr. Robinson; but to put them in repair would involve expen-"sive projects. The channels from the river Soornamooku get much choked with the sand, "but the clearance of them is considerad the duty of the village people themselves."

7. On the same point Mr. Dopping writes (for I considered it advisable to ascertain what all the recent District Engineers had to say in reply to the Acting Collector): "Mr. Fraser should have mentioned that more than one-half of the Chendragherry Range is Zemindari, and the remainder by no means an irrigation Táluq." Captain Vertue brings forward the fact that in the year under consideration, Government laid great stress on the pushing forward of the Anicut projects, and that the District Engineer was obliged to concentrate on them all the forces he could assemble; labor and superintendence were accordingly drawn from all parts of the District, and the Officer of the Chendragherry Range was withdrawn from his post to survey the Karakal (a part of the Poiney) project. So that under all these circumstances, with which Mr. Fraser might have easily acquainted himself, there appears to have been good reason for Chendragherry not having received its share of attention in the year in question, and the matter should not have been, in justice, adduced as a reflection on the local Officers of the Public Works Department.

Paragraph 7. The District Engineer was requested to estimate for the repair of certain works in it, reported to be in a dilapidated condition, but I regret to find no notice has been taken of this requisition.

8. I cannot answer paragraph 7 better than to give an extract of the dates of the Collector's and Acting Collectors' requisitions, and of those of the orders sent out on them by

the District Engineers. What particular requisition Mr. Fraser refers to, I cannot tell. The reason for the apparent neglect of Chendragherry has already been shown, but at any rate by the accompanying list it will be seen that the Officers of the District, ordinarily took immediate action on hearing from the Collector of the wants of it and all the other Ranges.

"The Estimates of some of the important works were not sent to me for countersignature."

9. The only Estimates so far as I can ascertain which were not sent to the Collector for countersignature were details of the Palar and Poiney general projects, which had been signed to by Mr. Whittingham, and two of the late District Engineers report that this course of procedure, as regards such Estimates, was authorized by the Chief Engineer.

10. If some Estimates were not sent to the Acting Collector, I find that most were, and by a letter from Mr. Dopping, No. 329, dated 9th June 1862, to Mr. Fraser, it would appear that many were detained by him and Mr. Robinson for an inordinate period: "Fifty Estimates," he writes "sent for countersignature between 17th December 1860 and the 29th April 1862 had never "been returned!"

11. The detention of Estimates thus long did not argue much care for the early execution of the works.

12. The Acting Collector might, had he so willed, have ascertained by the Progress Reports, what works were proceeding without his concurrence, and have checked such at once, and this I think would have been a preferable course to reserving such matters to bring up as a complaint against the Department in his Annual Report.

13. I do not wish to justify any *discourteous* inattention to requisitions, but I believe that nothing of the kind can be shown. It is certain that requisitions were attended to, and Estimates were framed up *to the full limit* Rupees 58,752 sanctioned for Irrigation Repairs during the year, and, practically, I cannot see what more was needed.

Paragraph 8. Upon the whole I consider that the minor irrigation works, viz., tanks and spring channels of this District are not sufficiently attended to.

14. As regards paragraph 8 what more I ask, could the Department do than spend the whole of the funds placed at their disposal for the year on such items as were brought to their notice, the expenditure in 99 cases out of 100 being made in concert with the Collector?

15. Had Mr. Fraser said "the minor new works in bad repair are so numerous (embra-"cing nearly 800 distinct items), that the sum Rupees 58,752 meted out to the Department Public "Works for expenditure is obviously insufficient to meet them all, but the Department endeavours "to lay it out to the best advantage," he would have spoken fairly; but no, it is remarkable that throughout this report the Acting Collector never once makes allusion to the fact that the Department was working with limited means, he would seem to assume that our funds were boundless, and that a Ryot had only to point out that his tank needed repair, and it must be at once attended to, and if not, the implication of neglect is allowed to fall on this Department.

16. I find that the District Engineers laid themselves out to ascertain the requirements of the people, and to meet them as far as possible. Captain Prendergast writers: "In 1860 (I think) "general attention was called to the irrigation works out of repair, and Tahsildars were desired "to furnish a list of such in their Táluqs; preliminary lists were sent to me in the first instance "of a few works in each, and Estimates were made, but a great number were never taken up. "There are such a number of small tanks about the District which have not been repaired for "many years (some in the golden rule of the Collectors!) that the funds given for repairs are "altogether inadequate for a general putting-in-order." In the same strain wrote Mr. Dopping to the Acting Collector, No. 416, 20th June 1862, requesting him "to direct all Monigars to report to the Range Officers the state of repair of their "tanks, &c., and to intimate that they had done so if they found no Estimate made *within one month*," and if, after all, every requirement was not at one time considered, it was not, I say, attributable to lack of attention to the needs of the people, but simply that straitened means necessitated



22. Paragraph 16 admits that only 791 out of 3,817 tanks, &c., are out of repair. That, if correct, looks hopeful. Suppose we take 80 up in a year, we shall have them all in order in 10 years, but meanwhile we shall have the same

Paragraph 16. The number of Government tanks and annels out of repair is nearly a fourth of the aggregate mber of the whole District.

y of 'unfairness' arising from those who are not of the annual elect 80. I asked the Collector a w days ago if he would give me a receipt for the 3,026 tanks stated by Mr. Fraser to be in pair, but he did not seem to see the matter quite on the same light as I did, and declined!

23. As paragraph 13 refers to roads I notice it here out of its proper place. It is the only thing in the report that I concur with Mr. Fraser in.

Paragraph 13. I think the metal used in repairing the unk Roads is not broken sufficiently small. In many cases broken stone of small size is used, but it does not pack well. he surface of these roads is frequently so rough from pointed ones projecting above the general surface that they are unsafe r a horse to trot over. They stand traffic well, but should smoother.

My experience of many of the roads in the District leads me to admit that great ignorance revails as regards the principle on which a road should be made.

The observations of the Acting Collector on this head are perfectly just. I could point out ore errors that are committed than he has done, and I could also add that many of the roads o *not* "stand traffic well."

I am doing my best to establish correct principles of road-making.

24. Paragraph 14 was replied to in my letter No. 4,673, dated 23rd January 1864. The Sub-Engineer therein recommended for a fine is since deceased.

tate of Tripaty and Colastry Road.

25. I conclude by entering herein the independent expressions of opinion given by the fficers lately connected with the North Arcot District on reading the Acting Collector's report.

Captain Prendergast writes: "I think the report is altogether very unfair; the Acting Collector shows no signs of having co-operated with the District Engineer, and finds fault without making any allowances for explanations."

Mr. Dopping says: "I do hope that the enquiry now set on foot by Government will be 'thoroughly carried out, as I am sure it will result in showing that there was on the whole a 'much more satisfactory state of progress than that implied by Mr. Fraser, and as I am confident 'that full value was received for the expenditure during my time."

Captain Vertue notes as follows; "I have in vain looked in Mr. Fraser's report for a 'word of praise or commendation or notice of the difficulties and disadvantages with which we 'had to contend, I am free to confess that I have never found a Collector more ready to co-'operate with and render us every assistance than Mr. Fraser, I am therefore the more sur-'prized at the tone of depreciation that characterizes his report throughout."

Captain Rogers writes; "One point in the Collector's report is however sufficiently 'manifest, that only those works which were open to animadversion have at all been commented 'on," and again, "A document which purports to be a general report on the Public Works, and 'which is so palpably one sided can hardly be looked upon as giving a fair view of the subject."

26. With the explanation above set forth before them, I feel confident that Government will not allow themselves to be misled as to the real state of progress of Public Works in North Arcot by the document under consideration, for they cannot but observe that the report marks a prejudice, and that the desire to find fault is manifest throughout. Any real good done (and it is quite impossible to believe that with the large expenditure some such, perhaps by chance, *was* effected) is studiously kept back, while any comparatively trifling matter supposed to tell against the Department is brought prominently forward!

27. I am sorry to see such a production emanating from the Collector of a District, for I am confident it will do no good; far from it, I believe it will tend to engender the same fault-finding tone in the subordinate members of the Department, and lead to a spirit of animosity, never very difficult to kindle, between the two Departments.

We could have borne to have had our failings fairly exposed, had they been set side by side with our successes, and had all been exhibited in a temperate and unprejudiced manner, but it is far otherwise with the report under notice.

that priority should be given to some projects over others, and on this, I think, Mr. Fraser instead of being silent, should have laid some stress. The spring channels I would observe, in passing, are as a rule, I believe, cleared by the people for themselves.

Paragraph 8. (Continued). During the recent Jamabandi I had on several cases to remit Nunjah waste, no repairs having been for many years executed to the tanks which failed to hold the little water that was available in a bad season like the past.

17. The remissions for Nunjah waste are a necessary consequence resulting from the state of things I have dwelt upon above. In paragraph 8, marginally quoted, the Acting Collector unhesitatingly places these deficiencies upon the shoulders of the Public Works Department, but when pressed on the point he condemns himself, while he confesses in paragraph 4 of his letter No. 241, dated 28th November 1863, that he "had no means of ascertaining what was due to absence of repairs and what to badness of season!" that "no care was taken to note the loss under each cause separately!" "there was no necessity to make the distinction, as the Ryots were entitled to indulgence in any case!" "*Many* of the tanks," he adds, "were utterly incapable of retaining anything like an adequate supply," and that appears to have sufficed with Mr. Fraser to lay the state of *all* upon the Public Works Department! Is this just?

18. It is satisfactory, however, to observe that the Acting Collector in his Statement A (enclosed in his letter No. 241, dated 28th November 1863) forwarded in illustration of his former report, adduces remissions to the amount of only 2,400 Rupees, as having been made in four important Táluqs, and altogether it is true that he says it embraces only *some* of the tanks and channels, yet it is presumed that they must be the principal ones. On analysing that sum of 2,400 Rupees, I find it distributed amongst forty works, among which fourteen have remissions under ten Rupees, three above 10 and under 20 Rupees, seventeen are above 20 and under 60 Rupees, and the remaining six are 75, 108, 143, 214, 246 and 860 Rupees, but the revenue not being stated, I cannot say what proportion the remission bears to it.

19. Explanation has been called for each of these works, but only one has yet been received which is enclosed. I shall endeavour to see the principal works referred to by the Collector myself.

20. Paragraphs 9 and 10 of the letter under notice were replied to in my letter No. 4,673, dated 23rd January 1864. I would only here observe that the accusation being general, thus "certain Dasabandam tanks," "Engineer requested to provide," (dates not given), "*some* Tahsildars" (Táluq not stated), "*certain* works," (only one case adduced which has been already replied to by me), it is impossible for me to trace out the cases referred to by the Acting Collector.

Paragraph 9. The Ináms belonging to certain Dasabandam tanks which have been neglected by the Inamdars, were in due form attached, and the Engineer was requested to provide for their repair. These are likewise unattended to. Some Tahsildars brought to my notice that certain works estimated and reported to have been executed by Department Public Works are in the same state in which they previously were, if not worse.

21. The logic of Mr. Fraser's 11th paragraph, I confess, passes my comprehension: "Under these circumstances," viz., 1st, that the whole of the funds allotted by Government were laid out by the Revenue and Public Works local Officers in a manner that was conceived to be for the best advantage. 2ndly, that Rupees 91,000 were spent on new irrigation works against only Rupees 51,000, and 59,000 Rupees on repairs against 41,000 Rupees in the previous year. 3rdly, that for good reasons a concentration of that large expenditure took place in particular Táluqs whereby the Ryots of those Táluqs must have benefited exceedingly; the Ryots, says Mr. Fraser, have been unfairly dealt with. Unfairly by whom? No doubt the cry of Aniyáyam sounded loudly in the Collector's ears at the Jamabandi, and he has transferred it to his report, but I think he should say: *who* has dealt unfairly with the people? Is it the Government who allotted us our full share of the funds held at their disposal? Or is it the Local Revenue and Engineer Officers who, as a rule, disbursed the funds in concert in a manner they deemed most conducive to the interests of the people. If the money was sanctioned and (unless with good cause) not spent, or if available funds were badly laid out or wasted (will Mr. Fraser venture to assert this?) then there might be some ground for the assertion of want of fair dealing with the people, but as the matter stands in Mr. Fraser's Report, I must say I think the charge 'not proved.'

Paragraph 11. Under these circumstances it is clear that the Ryots have not been fairly dealt with. Of the complaints which they had to make to me during the Jamabandi a great portion related to the repair of tanks.



28. As respects paragaph 17 of Mr. Fraser's letter, I have to observe that the correct amount of expenditure under all heads in the North Arcot District during the year 1862-63 appears from the District amounts now in this Office to have been Rupees 2,10,351-2-3 instead of Rupees 2,10,336 as given by Mr. Fraser.

Paragraph 17. In conclusion, I beg to state that I cannot vouch for the accuracy of the figures given in the report showing the expenditure. They have been taken from the Progress Reports for April. The expenditure exhibited in the reports of each month under the head of "in this month" should when to tallied, be equal to the amount entered in the report for April in the column headed "up to this month." This is not the case however, as there is a difference of Rupees. 1,761-11-4.

I have not been able to ascertain in what manner the difference to which Mr. Fraser refers has arisen, the totals of the Range and District Monthly Progress Reports agree with the aggregate amount entered in the report for April 1863 and in the Annual Progress Report, and the only reason that I can give for the difference to which Mr. Fraser alludes is, that it is possible omissions may have been made to deduct "recoveries on expenditure" in the copies of Range Progress Reports sent to him from the District Engineer's Office.

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No. 638. ORDER THEREON, 27th April 1864, No. 1,206.

1. In these letters the Superintending Engineer, 4th Division, replies to certain observations made by the late Acting Collector of North Arcot, in his report upon the operations of the Public Works Department during the year 1862-63.

2. From the explanation furnished by Colonel Boileau, the Governor in Council is of opinion that the expenditure upon Public Works in North Arcot, during 1862-63 and previous years, was, upon the whole, judiciously incurred; and that the District Engineers evinced great anxiety that the funds at their disposal for the repair of irrigation works should be laid out to the best advantage.

3. In his letter* of the 6th instant, paragraphs 9 to 12, the Superintending Engineer explains why certain Estimates for irrigation works were not sent to the Collector for countersignature; but it should be clearly understood that all Estimates for works of this nature require the signature of the Collector. This is plainly laid down in Chapter XI, paragraph 12 of the Code. Upon the other hand, it seems that great delay was caused in many cases by the detention of Estimates in the Collector's Office for an inordinate period.

* No. 6,080.

4. The report† upon the road between Trepaty and Calastry is unsatisfactory. The work seems to have been characterized by want of skill and by carelessness, and Colonel Boileau recommends that Sub-Engineer Chedumbra Moodeliar, under whom it was carried out, should be severely punished. However, since the report was written, he has died. The Government rely on the Superintending Engineer and his subordinate Officers using their best exertions to establish throughout the District sound principles of road-making.

† Letter from Superintending Engineer, No. 4,673, 23rd January 1864.

(True Extract.)

(Signed) CHARLES, A. ORR, Colonel, R. E.,
*Secretary to Government.*

To the Superintending Engineer, 4th Division.
" Revenue Department.
" Revenue Board.

Proceedings of the Madras Government dated the 4th April 64

Read the following Letters

from the Superintending Engineer 4th Division

Submits the report called for in G.O. No. 2708 3/18th Sept.r 63 on the condition of the Nalla Vattur and Kottapalle Tank Sluices. } H.E. dated 23d January 64 No. 467

From Do Do Do

Submits the report called for in G.O. No. 2708 3/18th Sept.r 63 on the condition of the road from Tripulty to Calastry & states that the approximate estimate Rs. 40850 will be submitted when received from the Executive Agent to whom it has been sent for remission. } H.E. 23d Do 467

From Do Do Do

Submits observations on the letter from the Dy Collector of N. Arcot respecting on the operations of the Public Works during 1862/63. } H.E. 6th April 64 No. 6886

These letters the Superintending Engineer 4th Division, offers certain observations made by the late Acting Collector of North Arcot, in his report upon the Operations of the Public Works Department during the Year 1862-63.

From the explanation furnished by Col. Boileau the Governor in Council is of Opinion that the Expenditure upon Public Works in North Arcot during 1862-63 and previous years was upon the whole judiciously incurred; and that the Dist. Engineer

Directed Executive Engineer

the funds at their disposal for the repair of Irrigation Works should be laid out to the best advantage.

In his letter of the 6th Sept., paras 4 to 12, the Supt. Engineer explains why certain estimates for irrigation works were not sent to the Collector for countersignature; but it should be clearly understood that all estimates for works of this nature require the signature of the Collector. This is plainly laid down in Chapter XI para 12 of the Code. Upon the X Report upon the Road between Tripatty and Calastry is unsatisfactory. The work seems to have been characterized by want of skill and carelessness and Colonel Boileau recommends that Sub-Engineer Chadambara Moodelian, under whom

2. 6086

X Letter from Supt. Engineer 4673 - 23 January 64

other hand, it seems great delay would in many cases be by detention of estimates the Collector's Office for indefinite periods

- I would call the Govt. attention to the last Para. of Col. Cotton's letter to Govt. dated 22nd Sept. 63 -
- It would be better to select a Civil Officer of experience for the duty of making these inspections, than to employ one of the working Engineers, who cannot be expected to devote much time to the duty, and who is certainly not well qualified for it.
- I would recommend that the Inspection be carried out annually, and that the Inspecting Officer be required to submit a report to Govt. by the 1st March each year.
- I would submit for consideration whether the Inspecting Officer should not be required to visit the Works in the Presidency Districts, as well as those in the Ceded Districts.

To The Supt. Engineers & Draftsmen
" Revenue Dept.
Rev. Board.

Desp. 28 April

should be severely punished. However, since the report was written, he has died. The Government rely on the Supt. Engineer, & his subordinate officers the Collectors & Sub-Collectors throughout the Districts to establish throughout the District sound principles of road-making.

The Governor in Council regrets to observe, through Mr. Fraser's report, a tendency of the Local Boards to censure the operations of the P.W. Department. Often the strictures are found upon inaccurate or imperfect information, & often the facts might have been readily ascertained by a reference to the Supt. Engineer or to the District Officers. Upon every ground this is to be regretted; for, while it deprives the Collector's report of much of its value, it tends to discourage the Subordinate Officers of the Public Works Dept., and to create a bad feeling between them and the Revenue Officials. G.O.

1864 Dispatch
Rec. of Govt. for
April
No. 1206.
Rec. of the Atty Genl
Dec 27 April 6/64

Rec Apl 3854/64

Replying to certain
observations made by the Collector
of North Carolina in his report
upon the operations of that
D. W. D. during 1862/63.—

1864
No. 636. @ 638