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**MADRAS RECORD OFFICE.****Government of Madras.***Public Works* **DEPARTMENT.**

|              |                 |
|--------------|-----------------|
| G.O. No. 178 | Press           |
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| Dated 16-1-  | 1866.           |

**Not to be folded or roughly handled**

Read the following papers :—

No. 366. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Cannanore, 5th December 1865, No. 200.

1. I have the honor to resume the subject of my letter No. 185 of 23rd November, in connection with paragraphs 7 and 8 of Government Order No. 3,471, of 17th November.

2. *Tambracherry Ghát and road below.*—The Collector states that “A good deal “of work has been done at the bottom of the ghát,” meaning that portion of the road below, included in Captain Kennedy’s estimate. And he should have added, (what he must have been told,) that but for an unusually bad season of fever and cholera it was the firm expectation of Mr. Sub-Engineer Bailey and his Overseer Vedamoothoo (the working capacities of both of whom are well known to Mr. Ballard) that they would have completed both bridge-work and earth-work up to the foot of the ghát before last monsoon.

3. On the ghát, contrary to my opinion, but in deference to that of the Collector and of the planting community, all the Sapper labor was taken off the head of the ghát and concentrated on the lower portion, in the attempt (which proved futile) to open it for carts in time for last year’s Coffee crop. I maintained then, and maintain now, that the effect of such procedure is to delay the opening of the entire ghát to cart traffic by a whole season. Sapper labor was supplied for Tambracherry ghát so extensively, chiefly on account of the unprecedented difficulties to be overcome on the upper two miles. The remainder of the ghát is of a nature to be readily dealt with by the ordinary labor available in Malabar, and which is of an excellent description. I regret exceedingly that I gave up my opinion last year, and did not order Captain Kennedy, as I have done this year, to confine the operations of the Sappers to the upper ghát. There is rather too much of interference from all quarters, officials or private, with the details of our work in Wynad; and it is not always easy for me to resist the pressure so put on, and to carry out what I know to be the right policy.

4. That progress on the lower ghát was not commensurate with expectation cannot be denied; and the fact can only be accounted for by the change of the relation in which Captain Kennedy stood towards the Sappers. Formerly he was their immediate Commanding Officer, with direct authority over them; and his removal from the Sappers, however necessary it may have been on Military grounds, was most detrimental to the interest of the work. For I do not know an Officer, even of my own corps, so eminently calculated for charge of Sappers, by his long service with them, and knowledge of their work, in which he takes the greatest interest. It could not but follow, therefore, that the loss of his direct control over the men was detrimental to progress. And I am further of opinion that the employment of the Sappers so low down the ghát was injurious to their health, which suffered more severely last season than in any former one. The lower they went the worse was the climate they had to work in, and the greater and more exhausting the ascent to their camp; to which they would return in the chill of the evening, overheated and fatigued.

5. *Road from Sultan's Battery to Manantoddy.*—The orders of His Excellency the Governor on his last visit to Wynad with respect to this road were explicit, and they have been implicitly carried out; nothing but the maintenance allowance having been spent upon it, and that greatly in attempts at improved traces to supersede the hopelessly bad portions of the old line. See Minute of the Honorable the President in Council (latter parts of paragraphs 3, 5, and 8), printed with G. O. No. 2,996 of 18th October 1864. The Collector seems to have forgotten that no funds were allotted for carrying on this road last year; and if he had only looked over the Budget list of 1865-66 he would hardly have said (as he has in his 11th paragraph) that "my final approval and orders alone were wanting for the prosecution" of works between Manantoddy and Panamaram. I shall, however, presume on the attention now drawn to what Mr. Nordmann and myself have been quietly attempting in the way of superseding an old line, which is under water for miles in the monsoon, to submit proposals relating to our new project, when certain papers shall be ready.

6. *Road from head of Kurkoor Ghât to Tippakadoo.*—Paragraph 6 of the Minute above referred to specified the completion of certain bridges as the work for last season; and I personally pledged myself to His Excellency the Governor that the Biddrahulla, Goodaloor, and Seeputty bridges should be *permanently* bridged before last monsoon. Instructions to that effect were personally communicated to Mr. O'Shaughnessy, and it has been in direct contravention of such instructions that he permanently constructed the minor culverts from Tippakadoo westwards, leaving the larger bridges with only temporary superstructures, if any. I see, however, by paragraph 4 of the Collector's Memorandum, that he is of opinion that nothing could be better than Mr. O'Shaughnessy's *modus operandi*. I have no doubt but that what that Executive Officer has done he has done well, but it was not what he was ordered to do. He found a narrow dry weather road cut to his hand, though blocked up for want of care during the monsoon when I permitted him to defer taking up his charge; and in my opinion, as it appears to have been that of His Excellency the Governor, what he should have done was to devote himself to the permanent completion of the three larger bridges.

7. *Road from Tambracherry Ghât by Sultan's Battery to the Mysore frontier.*—I am unable to account for Mr. O'Shaughnessy's neglect to lay out any portion of the Rupees 10,000 sanctioned for this road in G. O. No. 3,264 of 15th November 1864; it has been in fact as great a disappointment as I have ever experienced in official matters, that he failed to act up to his engagements made when I took him carefully over the road in October 1864. I am not aware that he ever went over the line again, even to measure for plans and estimates from that date till a twelve months' later, when at the call of Messrs. Beaumont and Minchin he left his own works (this line as well as the Goodaloor Ghât having been taken out of his charge), and placed his services at their disposal, to do for private individuals what he did not attempt for Government. Aware of his usefulness and wishing to retain his services under any circumstances for the Karkoor line, I have never complained of Mr. O'Shaughnessy until forced to do so, and should not have done so now, but in answer to a direct call of Government.

8. The Terriote road will be the subject of a separate report.

No. 367. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Cannanore, 5th December 1865, No. 201.

Enclosures 7.  
\* No. 73, dated 25th November 1865.

1. I have the honor to submit, for the consideration of Government, a detailed Report\* by the Supervisor in

Executive charge of North Wynad, prepared with reference to paragraphs 7 and 8 of G. O. No. 3,471 of 17th November.

2. Having made a much more deliberate inspection of the line than the Collector can be expected to have made, I am convinced that he has greatly underrated the amount of work that has been done, and has not made due allowance for the difficulties that Mr. Nordmann has had to contend with. It is where he has fallen back on the assistance of a Planter that the Supervisor has failed, and though I have no doubt that he acted for the best according to his judgment, I cannot but blame Mr. Nordmann in continuing to make to any Contractor such large advances as he has done, when he should have seen the improbability of getting much value for the same. And he has acted without reference to the Rules of the Department, which prescribe that such contracts shall be approved by the Superintending Engineer, whereas I was never consulted by him on the subject. Indeed, he has gone directly against the 2nd condition of the Contract itself, which prescribes monthly payments for work executed, and recoveries of advances; so that had his Contract received my approval, his action on it would have nullified any benefit derivable from my supervision. I have warned him strongly against such procedure, and am sure that he will never involve himself again in so heavy a responsibility. All papers connected with Mr. Carter's Contract are herewith forwarded for legal scrutiny, with a request that permission may be accorded to sue in a Civil Court for the amount due thereon.

3. My own carts used the road from Manantoddy to Terriote without difficulty, and there would be no difficulty in making the rest passable by carts for this season's crop if it were worth while. But so long as the ghâts are not opened bullocks will continue to be employed. So that while coinciding with the Collector in being dissatisfied with the existing state of things on this road, I am of opinion that such state is steadily improving, in proportion to its relative importance, and to the progress made on the Tambracherry and Periah Ghâts, with which it is connected.

4. I must here point out a misconception under which the Government appear to labor as to the value of this road as a *through* line. It is talked of as one and the same communication with the road from Bawally to Manantoddy, and as connecting the latter place with Calicut by the Tambracherry Ghât. Now, all the Government orders that may be written will not send one pound of North Wynad coffee, grown by European Planters, down to Calicut, by the Tambracherry Ghât. Coffee grown on Estates near the Cootiaddy Ghât, and a good deal of native coffee, avails itself of the water communication from Cootiaddy to Calicut. But North Wynad interests are bound up with Tellicherry as a shipping port, and the Periah Ghât as a means of reaching it. Even the Estates at Terriote send their coffee to Tellicherry via Manantoddy and the Periah Ghât; those between Terriote and Vythery only making use of the Tambracherry Ghât to go to Calicut.

5. It is, therefore, with no slight indignation that North Wynad will see itself despoiled of its share of the Rupees 60,000 per annum allotted to the Wynad plateau, by diversion of the grants for Periah Ghát and the road above it, to South and South-east Wynad, already more highly favored than it is. And it will be apt to impute this policy to its own connection with Bombay, and want of influence at Madras; especially since the formation of that large Company in South Wynad which has an almost exclusively Madras proprietary. The result will be a repetition of the same out-cry against the local Government, which was raised so strongly against it in North Canara, and ended in the annexation of that Province to Bombay.

6. I would, therefore, take the liberty, most respectfully, of deprecating any alienation of the grant for the Periah Ghát and drains above. Indeed, as Rupees 3,780 out of Rupees 7,000 were expended on the ghát works up to 31st October, which sum will probably have exceeded Rupees 5,000 by this time (whereof accurate report will follow), it is too late to attempt a diversion of its funds. I found 100 Coast Coolies and five Wudder gangs actively engaged on it when I passed down the new trace on 28th November; and I could not, in common fairness, turn them all adrift and break their contracts without notice. In a very few days more I hope to have the pleasure of submitting to Government the survey and estimate of the new ghát; in anticipation whereof I have the satisfaction to state that I have never been better pleased with any of the many similar works with which I have been connected, than with the manner in which this ghát has worked out. Government and the Planting community will never have cause to regret the decision of G. O. No. 3,264 of 15th November 1864, which sanctioned the undertaking. And I must give Mr. Nordmann the highest credit for the intelligence with which he has carried out my instructions given on the spot, and in successive notes on the Weekly Reports he used to send me of his progress with the trace.

7. Mr. Ballard was not wrong in asserting that carts might be going up and down the new Periah Ghát long before the Tambracherry Ghát could be opened. For three miles at the top the new ghát crosses the line of old one, and in these three miles four zig-zags and all the difficulties, and these not great, occur. Then a clear sweep of five miles leads to the new terminus, through ground of such easy soil and moderate cross section as I have never met with elsewhere. So that I am emboldened to offer an amendment on the proposal of Government; which is to divert the Imperial allotment of Rupees 6,000 for the drains on the road above (Government Order No. 2,352 of 14th August 1865) to the ghát itself, reserving the Income Tax allotment of Rupees 1,280 (Government Order No. 2,903 of 2nd October), whereof Rupees 580 were spent up to 31st October for the collection of materials already in hand. I have no doubt but that such action on the part of Government will meet with the entire approval of the Planters of North Wynad, as an alternative of the total loss of funds with which they were threatened. And if I am allowed to make arrangements for obtaining the necessary advances from private quarters (not exceeding from Rupees 5,000 to Rupees 10,000, re-payable in May from the Budget of 1866-67,) I will pledge myself, if the season continue to tolerably healthy, to have the line open for cart traffic to a minimum width of 12 feet before next monsoon. The restoration of through communication for carts between Cannanore and

Mysore via Manantoddy which this one link will effect, will have a more immediate effect on the prosperity of Wynad than any other work that can be carried out in the same space of time.

From the Supervisor in charge of North Wynad Range, to the Superintending Engineer, 7th Division, dated Manantoddy, 25th November 1865, No. 73.

1. I have the honor, with reference to Government Order No. 3,471, of the 17th November 1865, paragraphs 7 and 8, to report as follows, on the amount of work done to the Terriote road, since the promulgation of Government Order No. 2,996, dated 18th October 1864.

2. I took charge of the North Wynad Range on the 30th November 1864, and found a small gang of about twenty Canarese coolies employed in throwing up approaches to minor bridges between Manantoddy and Terriote. Nothing else was going on along the line, nor indeed in the Range. The valuable months of September, October, and November had been wasted for me by my

This statement is corroborated by paragraphs 10 and 11 of the Sub-Engineer's Memorandum printed with Government Order No. 3,446 of 20th December 1864.  
(Initialed) G. W. W.

predecessors, without any arrangements having been made for the work of the season, arrangements which must in this monsoonish country be inevitably made to prepare for the works to

be taken in hand, and failing which the work is simply thrown back by at least half a season, and besides thwarted in its smooth progress. I must mention that besides the gang of twenty, above referred to, I found no permanent gangs of laborers on the works, nor any arrangements made for procuring more coolies. I found no timber cut, sawn or even contracted for, no bricks or laterite stones, either ready or in course of preparation, no artisans at hand, and no chunam on the plateau. There was no petty establishment employed, and the only permanent Overseer, Mr. Potter, was new to the place and resourceless; and under these circumstances I found myself, a new comer, with a full year's work before me, and the feverish season close at hand.

3. The approaches to seventeen minor bridges, which had before been accessible only by sloping bamboo mats supported on pegs, were filled up with earth to the roadway level of the bridges, and made passable for carts. Several small timber bridges that were rotten, were renewed. The steep approaches to the Kudrapaudy river were cut down so as to make them accessible to carts. The road surface, beginning from the fifth mile from Manantoddy, as far as Terriote, or a distance of nine miles, was cleared of jungle, formed, barrelled and provided with a drain on the upper side, as also with open cross drains to lead the water off. The first five miles had not much done to them, because here the line was to be altered. The numerous earth slips which had blocked up the road, were all removed. Several embankments across swamps and paddy flats were raised to a uniform height, in some instances more than a yard. The bridges and culverts, most urgently required, viz., Nos. 1 to 15, were given out on contract to three different contractors, and for some of the culverts, Nos. 16 to 21, bricks were made at and near Terriote, by departmental agency. Boats for the flying bridge across the Manantoddy river, were purchased. Timber, owing to the want of timely preparations, was so difficult to obtain that the platform for the boats could not be taken in hand at once.

4. Fever soon made its appearance in the country, and reigned with almost unprecedented force from February to July, Overseer Potter at Terriote was laid up with it, and of little use for two months; the contractors and their people, carpenters, maistries, and coolies all suffered severely, many men died, and the works were almost deserted about the close of the last official year. To increase the bad reputation, Terriote and the Terriote road then had, cholera made its appearance, and frightened away the remnant of the people who had remained near the place.

5. All the bridges that had been floated off their piles, when His Excellency the Governor rode over the line last year, had been re-placed by me, and well fastened to the piles before the monsoon; so that on the 30th June, during the height of the first burst, I rode easily over the entire line from Terriote to Luckady. But next day I was debarred from returning by the backwater from

*Proceedings of the Madras Government, Public Works Department,  
16th January 1866.*

A considerable length of road has been ordered to be opened on a new trace, in consequence.

(Initialed) G. W. W.

the Koonuth river standing more than ten feet deep on the road in some portions, and covering long reaches in others, with less depth. The ferry over the Koonuth river on the road to Ku'puty having been carried away by the flood, I was compelled to return from Luckady to Manantoddy, via Calicut, Tellicherry and the Periah Ghat. The bridges I had re-placed before the monsoon, between Terriote and Vythery, were carried away again during the high flood, the piles in some instances having been lifted out of the ground, by the force of the water acting against the platforms. As soon as the force of the first burst had a little abated, I re-placed the bridges a second time, on higher piles, and I hope that they will stand the coming monsoon.

6. The worst portion of the road, that from Terriote to Vythery, was taken in hand by me in April. It was very bad; in many places scarcely passable on horseback without danger to life and limb. It wanted every thing to be done to it. I disregarded, however, all minor defects, and attacked the worst places first. The result is that although the road is far from being perfect, there remains scarcely a formidable obstacle in the way, to prevent a bandy from getting along. The steep approaches to the three large rivers, Nos. 7, 9, and 12 are being taken in hand, and will shortly be accessible to carts. They had not been taken in hand before, because the bridges over these streams, according to the original plan of operations, were to have been commenced immediately. This section of the road, to an unpractised eye, has a most unfinished appearance, being covered nearly throughout by a fine crop of grass, which springs up in a very short time and hides from sight much of the work that has been done to the road surface. Along this grassy road winds a trodden foot-path, which very accurately represents the present wants of the locality with reference to this line of road. There is next to no traffic between Vythery and Terriote, along this line; consequently the grass overgrows the road, as soon as a working party is withdrawn.

7. The bridge and road contractors, above referred to, signally failed, owing to the feverish season, as well as to the scarcity of labor before last monsoon. Bridge No. 15 at Terriote has now been completed by me, after failure of the contractor; some timber was cut by the contractors for No. 14, for which also bricks were made, and for No. 7, which was ordered not to be taken in hand this year.

8. But the worst failure of all, and which contributed mostly to retard the work on the Terriote road, was that of Mr. Carter, a Coffee Planter at Vythery, who came forward, partly in his own interest, as he represented, to open for cart traffic the road from Terriote to Vythery, and to build several of the bridges and culverts required, viz., Nos. 1, 2, 3, 8, 9, 10, 11, and 12. This contractor received a large advance, on due security, and set to work in good earnest, engaging numerous gangs of coolies, sawyers, carpenters, bricklayers and maistries, to all of whom, according to the pernicious system of the country, he had to make large advances, before they commenced and while they were at work. Mr. Carter soon made a show on several miles of road, contracted for chunam, commenced to make bricks and sawed and scantled timber for the bridges. After, however, the feverish season had set in, his people began to fall sick and desert him, without having in many instances worked out their advances; he suffered himself from fever and other sickness, and when he recovered and realized the state of affairs, he seems to have lost heart; for his zeal and interest in his work seemed to flag, and he did not, according to general opinion, exert himself in such a manner as might have been calculated to retrieve his losses and carry on his work to satisfactory completion. I am sorry to say that for the last four months Mr. Carter has entirely neglected his work, and taken no apparent steps for its prosecution. According to the annexed statement, the advance received by this contractor exceeds the values of his work, as measured, by Rupees 2,936-2-0, and the stipulated contract time, as extended by mutual consent, elapsed on the 1st July 1865. I beg to enclose Mr. Carter's contract, specification, and the security bond, by which he has mortgaged his estate to Government, for the due fulfilment of his contract; and I beg respectfully to request that you will obtain the permission of Government to sue Mr. Carter, in a Court of law, (should he refuse to refund otherwise,) for recovery of the amount of advance paid to him in excess of the work done by him, and for the interest on that amount since the 1st July last.

*Proceedings of the Madras Government, Public Works Department,  
16th January 1866.*

No. 368. Minute by the Honorable the President.  
(Here enter 12th December 1865.)

No. 369. Minute by the Honorable T. Pycroft.  
(Here enter 15th December 1865.)

No. 370. Minute by the Honorable H. D. Phillips.  
(Here enter 20th December 1865.)

No. 371. ORDER THEREON, 16th January 1866, No. 178.

CIVIL WORKS, No. 65A.

1. In these letters the Government have before them the reply of the Superintending Engineer of the 7th Division to the orders contained in Proceedings of Government of the 17th November 1865, No. 3,471, directing him to report on the amount of work performed upon those lines of road in Wynaad to which his attention was particularly directed in 1864.

2. On a careful perusal of the two letters in which this report is embodied, the Government regret to observe that the progress of the works generally in Wynaad has not been such as they were led to expect would have been made with them under the exceptionally large grants assigned to those works, and, moreover, that the instructions which were given to the Superintending Engineer to direct his operations to certain lines and portions of roads have been in a great measure ignored.

3. The Government are greatly disappointed with this result, and they are not at all satisfied with either the tone or the substance of Colonel Walker's explanations. It is perfectly evident that the road between Manantoddy and Luckady was altogether neglected during a large portion of the working season, and, making every allowance for the difficulties and embarrassments which Mr. Nordman had to contend with on taking charge of the Range, after the inefficient, if not worse management of his predecessors, they cannot exonerate Colonel Walker from all blame, for it was his business to see that his Subordinates were performing their duty, and a very simple form of monthly report, which he ought to have required them to submit, would have been sufficient to show him the actual state and progress of each separate work, especially when those works are concentrated as in North Wynaad. The Government cannot but hold Colonel Walker responsible for the slovenly state in which the work on the road in question was found by Mr. Nordman.

4. Again—as to the road from the Tambracherry Ghat, by Sultan's Battery, to the Mysore frontier—Colonel Walker expresses his inability to account for the neglect of his subordinates to lay out the money placed at their disposal for its improvement, and he describes Mr. O'Shaughnessy's failure to act up to the engagements, which he made when taken over the road by Colonel Walker, as having caused him the greatest disappointment. This is not an excuse which the Government can accept from an Officer in Colonel Walker's position for neglecting to adopt such measures as would have kept him fully acquainted with his Subordinate's proceedings.

*Proceedings of the Madras Government, Public Works Department,  
16th January 1866.*

It is his duty to know what the members of the Department under his orders are about, and whether they are all doing their respective duties or not, (not as he terms it acting up to their engagements with him), and the Government must repeat what they have had occasion to say to Colonel Walker before, that they cannot permit him to evade his own responsibilities by throwing them on his Subordinate's, who, if properly controlled, would probably be found efficient public servants.

5. Turning to the road from the Carcoor Ghât to Tippacadoo, the Government note that here again Colonel Walker follows the same course, and throws blame on Mr. O'Shaughnessy. The Government cannot accept this vicarious atonement. Colonel Walker is the Officer in charge, all others who are employed under him are bound to obey his orders, and if they refused or neglected to act up to the instructions given to them by him they would have been amenable to punishment; but, on the other hand, if he neglected to give those instructions or allowed his Subordinates to misapply or waste their time, or the monies placed at their disposal, without timely complaint or comment, he alone is the person to be blamed.

6. As regards the instructions which were given to Colonel Walker to direct his special attention to certain lines of communication, it is clear, from Colonel Walker's own admissions, that the three lines to which operations were directed to be in the first instance almost exclusively confined, have not received that share of his attention which, in consideration of the character of the orders which were issued to him in 1864, was due to them. In the second of the letters at the head of these Proceedings Colonel Walker alludes to what he conceives to be a misconception on the part of Government of the value of the road from Luckady by Terriote to Manantoddy, and he offers his opinion not only as to the view which he expects will be taken by the Planters of North Wynad, should this road be preferred to the new Periah Ghaut, but also as to the results likely to flow from such a view. These are, however, matters with which, it ought not now to be necessary for Government to point out to Colonel Walker, he has nothing to do. It is for him to obey the orders issued to him by the Government, and to carry out the work intrusted to him, to the best of his ability, leaving to the Government the responsibility of vindicating those orders. The Government see nothing in Colonel Walker's prognostications to lead them to change their views, or to modify their orders of the 17th November last, to the effect that no more money was to be laid out on the Periah Ghaut until the other more important roads are completed.

7. Dissatisfied as the Government have reason to be with the progress of work on the lines of road throughout Wynaad, they are not more pleased with Colonel Walker's management, as described by himself, of the labor placed at his disposal for the construction of the Tambracherry Ghaut. Here it would appear that, although he must have been aware of the object the Government had in view when it ordered a third Company of Sappers to be sent to Luckady, namely, the completion of the heavy rock cutting at the head of the Ghaut which His Excellency the Governor was last year assured would require two years more labor, Colonel Walker had taken the Sappers, wholly or in part, off the work, and had employed them at the lower end of the Ghaut on work, which, according to Colonel Walker's own statement, could very well have been executed by the ordinary labor of the country: thus not only wasting their labor, but also producing injurious effects on

*Proceedings of the Madras Government, Public Works Department,  
16th January 1866.*

their health. In this Colonel Walker has, in the opinion of Government, shown a want of judgment. He alone was responsible for the proper application of the labor placed at his disposal, and the Government cannot admit that any pressure that might have been brought upon him by the Planters or by the Collector, is sufficient justification of his want of discretion and firmness.

8. Since Colonel Walker has been Superintending Engineer of the 7th Division the Government have had occasion more than once to animadvert in unfavorable terms on his having apparently failed to understand the responsibilities which are imposed upon him by his position, and on the absence of method in his dealings with his subordinates. The letters now before Government are fair types of the correspondence on which those animadversions were based. They contain what can only be characterized as attempts to shift responsibility from himself for the results of even admitted errors of judgment; and they display a want of capacity in the writer to manage the subordinates of the Department, and of a disposition to work out his own schemes irrespective of the views of Government, and even in opposition to their orders.

9. The Government trust that this is the last time that they will have to comment in these terms on Colonel Walker's administration of his charge, and that, making better arrangements for exercising a closer supervision over his subordinates, he will now do his best to make good all past deficiencies.

10. The Superintending Engineer is authorized to take legal measures against Mr. Carter, for the recovery of the outstanding advances which have been made to him.

(True Extract.)

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

To the Superintending Engineer, 7th Division, with seven Enclosures.

Exd. S. T. Augustin.

No. 201

Superintending Engineer's Office  
Yd. On

Cannanore 5<sup>th</sup> December 1865.

From

Lieut. Colonel G. M. Walker R.E.

Superintending Engineer Yd. On

To

Colonel C. A. Orr R.E.

Secretary to Government G.O. M.

Sir,

\* No. 73 of 25<sup>th</sup>  
November 1865.

Enclosures 7.

I have the honor to submit for the consideration of Government a detailed Report by the Supervisor in Executive charge of North Wynnad, prepared with reference to paras 7 and 8 of G.O. No. 3471 of 17<sup>th</sup> November.

2. Having made a much more deliberate inspection of the line than the Collector can be expected to have made, I am convinced that he has greatly under-rated the amount of work that has been done, and has not made due allowance for the difficulties that Mr. Nordmann has had to contend with. It is where he has fallen back on the assistance of a Planter that the Supervisor has failed; and though I have no doubt that he acted for the best according to his judgment, I cannot but blame Mr. Nordmann in continuing to make to any Contractor such large advances as he has done, when he should have seen the improbability of getting much value for the same. And he has acted without reference to the Rules of the Department which prescribe that such Contracts shall

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be approved by the Superintending Engineer, whereas I was never consulted by him on the subject. Indeed he has gone directly against the 2<sup>d</sup> condition of the Contract itself which prescribes monthly payments for work executed, and recoveries of advances; so that had his Contract received my approval his action on it would have nullified any benefit derivable from my supervision. I have warned him strongly against such procedure and am sure that he will never involve himself again in so heavy a responsibility. All papers connected with Mr Carter's Contract are herewith forwarded for legal scrutiny, with a request that permission may be accorded to me in a Civil Court for the amount due thereon.

3. My own carts used the Road from Mamantoddy to Perriah without difficulty; and there would be no difficulty in making the rest passable by carts, for this season's crop if it were worth while. But so long as the Ghauts are not opened Bullocks will continue to be employed. So that while coinciding with the Collector in being dissatisfied with the existing state of things on this road, I am of opinion that such state is steadily improving, in proportion to its relative importance and to the progress made on the Tambercherry and Perriah Ghauts with which it is connected.

4. I must here point out a misconception under which the Government appears to labour as to the value of this road as a through line. It is

talked of as one and the same communication with the Road from Pawally to Mamantoddy, and as connecting the latter place with Calicut by the Tambercherry Ghaut. Now, all the Government orders that may be written will not send one pound of North Mynaad Coffee, grown by European Planters, down to Calicut, by the Tambercherry Ghaut. Coffee grown on Estates near the Cootiaddy Ghaut, and a good deal of native Coffee, avails itself of the water communication from Cootiaddy to Calicut. But North Mynaad interests are bound up with Tellicherry as a Shipping Port, and the Perriah Ghaut as a means of reaching it. Even the Estates at Perriah send their coffee to Tellicherry via Mamantoddy and the Perriah Ghaut; those between Perriah and Tythery only making use of the Tambercherry Ghaut to go to Calicut.

5. It is therefore with no slight indignation that North Mynaad will see itself despoiled of its share of the Rs 60,000 per annum allotted to the Mynaad Plateau, by diversion of the grants for Perriah Ghaut and the road about it, to South and South East Mynaad, already more highly favoured than it is. And it will be apt to impute this policy to its own connection with Bombay, and want of influence at Madras; especially since the formation of that large Company in South Mynaad which has an almost exclusively Madras

Madras Proprietary - The result will be a repetition of the same outcry against the Local Government which was raised so strongly against it in North Canara, and ended in the annexation of that Province to Bombay.

6 I would therefore take the liberty, most respectfully, of deprecating any alienation of the grant for the Periah Ghaut and Drains above. Indeed, as Rs 3780 out of Rs 7000 were expended on the Ghaut works up to 31<sup>st</sup> October, which sum will probably have exceeded Rs 5000 by this time (whereof accurate report will follow), it is too late to attempt a diversion of its funds. I found 100 Coast Coolies and 5<sup>th</sup> Madder Gango actively engaged on it when I passed down the new Trace on 28<sup>th</sup> Nov; and I could not, in common fairness, turn them all adrift and break their contracts without notice. In a very few days more I hope to have the pleasure of submitting to Government the Survey and Estimates of the New Ghaut; in anticipation whereof I have the satisfaction to state that I have never been better pleased with any of the many similar works with which I have been connected, than with the manner in which this Ghaut has worked out. Government and the Planting Community will never have cause to regret the decision of G.O. No. 3264 of 15<sup>th</sup> November 1864 which sanctioned the undertaking. And I must give Mr Nordmann

the highest credit for the intelligence with which he has carried out my instructions given on the spot, and in successive notes on the weekly Reports he used to send me of his progress with the Trace.

7 Mr Ballard was not wrong in asserting that carts might be going up and down the New Periah Ghaut long before the Tambercherry Ghaut could be opened. For three miles at the top the new Ghaut crosses the line of the old one and in these 3 miles 4 zigzags and all the difficulties, and these not great, occur. Then a clear sweep of 5 miles leads to the new terminus, through ground of such ~~such~~ easy soil and moderate crop section as I have never met with elsewhere. So that I am emboldened to offer an amendment on the proposal of Government; which is to divert the Imperial allotment of Rs 6000 for the drains on the Road above (Government order No. 2352 of 14 August 65) to the Ghaut itself, reserving the Income Tax allotment of Rs 1280 (Government order No. 2903 of 2<sup>d</sup> October) whereof Rs 580 were spent up to 31<sup>st</sup> October for the collection of materials already in hand. I have no doubt but that such action on the part of Government will meet with the entire approval of the Planters of North Wynnad, as an alternative of the total loss of funds with which they were threatened. And if I am allowed to make arrangements for obtaining the necessary advances from private quarters (not exceeding from Rs 5000 to Rs 10,000, repayable in May from the Budget of 1866-67) I will pledge myself, if the season continue tolerably healthy

97

1000000  
1000000

Yours most obt. servant  
W. Walker Lintell Esq  
Superintending Engineer of the D<sup>y</sup>

No. 200 / Superintending Engineer's Office  
 7th Division  
 Cannanore 5th December 1865  
 From Lieut Colonel G. W. Walker R.E.  
 Superintending Engineer 7th Dn.  
 To Colonel C. A. M. R.E.  
 Secretary to Government D.S.W.

Sir, I have the honor to resume the subject of my letter No. 185 of 23rd November, in connection with paras 7 and 8 of Government order No. 3471 of 17th November.

2. Tambur cherry Ghaut and Road below.  
 The Collector states that "a good deal of work has been done at the bottom of the Ghaut", meaning that portion of the road below included in Captain Kennedy's estimate. And he should have added, (what he must have been told), that but for an unusually bad season of Fever and Cholera it would be the firm expectation of Mr Sub Engineer Bailey and his Overseer Vellamoottoo, (the working capacities of both of whom are well known to Mr Ballan) that they would have completed both Bridge work and Earthwork up to the Foot of the Ghaut before last Monsoon.

3 On the Ghaut, contrary to my opinion, but in deference to that of the Collector and of the Planting Community, all the Sapper labour was taken off the head of the Ghaut and concentrated on the lower portion

27/11/1865  
 G. W. Walker  
 Lieut Colonel R.E.

Office of Superintending Engineer  
 7th Division

To the Secretary to Govt  
 D.S.W.

No. 200  
 Dated 6th Dec 1865  
 Received 11/3

Enclosure 8  
 Comments Mr. Fortman  
 Report on the Circular Road  
 and Mr. Barden's Contract  
 and reports on the present  
 state roads in Mysore.

Re circulated for the  
 orders of Government.

Wm. J. H.  
 Secy. to Govt. Secy.

Recd. 26/12/1865  
 21/12/1865  
 1865

For order

No. 178-169200/1866

portion, in the attempt (which proved futile) to open it for carts in time for last year's coffee crop. I maintained then, and maintain now, that the effect of such procedure is to delay the opening of the entire Ghaut to cart traffic by a whole season. Sapper labour was supplied for Sambercherry Ghaut so extensively, chiefly on account of the unprecedented difficulties to be overcome on the upper two kniles. The remainder of the Ghaut is of a nature to be readily dealt with by the ordinary labour available in Malabar, and which is of an excellent description. I regret exceedingly that I gave up my opinion last year, and did not order Captain Kennedy, as I have done this year, to confine the operations of the Sappers to the upper Ghaut. There is rather too much of interference from all quarters, official or private, with the details of our work in Wynad; and it is not always easy for me to resist the pressure so put on, and to carry out what I know to be the right policy.

4. That progress on the lower Ghaut was not commensurate with expectation cannot be denied; and the fact can only be accounted for by the change of the relation in which Captain Kennedy stood towards the Sappers. Formerly he was their immediate Commanding Officer, with direct authority over them; and his removal from the Sappers, however necessary it may have been on Military grounds, was most detrimental to the interest of the work. For I do not know an officer, even of my own corps,

so eminently calculated for charge of Sappers, by his long service with them, and knowledge of their work, in which he takes the greatest interest. It could not but follow therefore that the loss of his direct control over the men was detrimental to progress. And I am further of opinion that the employment of the Sappers so low down the Ghaut was ~~detrimental~~ <sup>injurious</sup> to their health, which suffered more severely last season than in any former one. The lower they went the worse was the climate they had to work in, and the greater and more exhausting the ascent to their camp; to which they would return in the chill of the evening, overheated and fatigued.

5 Road from Sultan's Battery to Manantoddy.

The orders of His Excellency the Governor on his last visit to Wynad with respect to this road, were explicit, and they have been implicitly carried out; nothing but the Maintenance Allowance having been spent upon it, and that greatly in attempts at improved traces to supersede the hopelessly bad portions of the old line. See Minute of the Honorable the President in Council (latter parts of paras 3, 5, and 8) printed with G.O. No. 2996 of 18<sup>th</sup> October 1864. The Collector seems to have forgotten that no funds were allotted for carrying on this road last year; and if he had only looked over the Budget List of 1865-66 he would hardly have said (as he has in his 11<sup>th</sup> para) that "my final approval and orders alone were wanting for

for the prosecution of works between Mamantooly and Panamaram. I shall however presume on the attention now drawn to what Mr Nordmain and myself have been quietly attempting in the way of superseding an old line which is under water for miles in the Monsoon, to submit proposals relating to our new project, when certain papers shall be ready.

6. Road from Meadoor Karkoor Ghaut to Sippacadoo. Para 6. of the Minute above referred to specified the completion of certain Bridges as the work for last season; and I personally pledged myself to His Excellency the Governor that the Piddrahulla, Goodaloor, and Deeputtu Bridges should be permanently bridged before last Monsoon. Instructions to that effect were personally communicated to Mr O'Shaughnessy, and it has been in direct contravention of such instructions that he permanently constructed the minor Culverts from Sippacadoo westwards, leaving the larger Bridges with only temporary superstructures, if any. I see however by para 14. of the Collector's Memorandum, that he is of opinion that nothing could be better than Mr O'Shaughnessy's modest operandi. I have no doubt but that what that Executive officer has done he has done well, but it was not what he was ordered to do. He found a narrow dry weather road cut to his hand, though blocked up for want of care during the Monsoon when I permitted him to defer taking up his charge; and

in my opinion, as it appears to have been that of His Excellency the Governor what he should have done was to devote himself to the permanent completion of the larger bridges.

7. Road from Samberchery Ghaut by Sultan's Battery to the Mysore Frontier. I am unable to account for Mr O'Shaughnessy's neglect to lay out any portion of the Rs 10,000 sanctioned for this Road in G.O. No 3264 of 15<sup>th</sup> November 1864; it has been in fact a great disappointment as I have ever experienced in official matters, that he failed to act up to his engagements made when I took him carefully over the road in October 1864. I am not aware that he ever went over the line again, even to measure for Plans and Estimates from that date till a twelve month later, when at the call of Messrs Beaumont and Minchin he left his own work (this line as well as the Goodaloor Ghaut having been taken out of his charge), and placed his services at their disposal to do for private individuals what he did not attempt for Government. Aware of his usefulness and wishing to retain his services under any circumstances for the Karkoor line, I have never complained of Mr O'Shaughnessy until forced to do so, and should not have done so now but in answer to a direct call of Government.

8. The Terriote Road will be the subject of a separate report.

I have the honor to be  
Yours faithfully  
Wm. Walker Lieut Col R.E.  
Superintending Engineer, B.D.

The reports of the Sup<sup>r</sup> Engineer 7<sup>th</sup> Division on the state and progress of public works in Wyand doer-  
-taining appear to me to be unsatisfactory and to be in great part open to the objec-  
-tion, passed upon them by H E the Pres<sup>t</sup>

I cannot however think that matters would be improved by the transfer of said (A Walker to another Division.

Some allowance however is made for the difficulties in-  
-duced to the process-  
-tion and to the in-  
-crease of public  
-works in Wyand  
-and to the ineffi-  
-ent Agency which

to the Sup<sup>r</sup> Engineer 7<sup>th</sup> Division  
of the State of New York  
at Albany

Dec 4 1896

The Sup<sup>r</sup> Engineer 7<sup>th</sup> Division  
of the State of New York  
at Albany

Dec 9 1896

Dec 20

Report regarding  
annual telephone  
work with reference  
to the 1896-97 season  
and 1897-98 season

Government

information and order of

Disseminated for the

Charles J. H. Connelley

Secretary to the

at New York

1897

Dec 26 1896  
e. 11. 1896

Dec 18 1896

Col Walker has some-  
-times been to employ -  
He has an intimate  
acquaintance, derived  
from long experience,  
with the districts and  
the Western Coast &  
the execution of public  
works there, and  
despite his peculiar  
temper, and injudicious  
style of writing, is as  
I have always con-  
-sidered and as I  
believe is his character  
the P.W. Dept. a judicious  
and a hard working  
officer. The various  
Officers of the two Dis-  
-tricts will corroborate  
his charge have full  
confidence in him  
and think highly  
of him. One of them

- Mr Pountney the Cpl  
of Coimbatore - has  
very recently expressed  
to me a strong opinion  
in his favor - and  
the Planning of Wyhand  
generally would I  
believe regret his  
removal from the  
Division.

I would therefore  
suggest that his reports  
be reviewed and his  
shortcomings noticed  
must to the effect  
proposed by the P.W.  
- Dept. with an intima-  
- tion that the Govt  
will expect him to  
exercise closer super-  
- vision over his subor-  
- dinates in Wyhand  
for the future - and  
to do his best for making  
good past deficiencies.  
Legal proceedings

Now I suppose to  
take against the  
Court for the recovery  
of the advances out-  
standing against  
him.

15.12.65

J.P. (9)

The Government have I think, ample  
reason for blaming Colonel Weather for the  
embarrassments which so frequently result from  
his querulous manner of treating the deficiencies  
of his subordinates; and I am sensible that  
the observations in this & other respects, &c. &c.  
Ex: the Pres: has noted, are well deserved.  
But Colonel's division, as regards its geo-  
graphical distribution, climate, and other  
peculiarities arising partly from the character  
of person who are resident in it, is it seems  
indeed a very difficult one to manage.  
and I doubt whether, under new control, we  
shall be rid of the embarrassments in question.  
Colonel Weather is fully acknowledged to be  
an energetic, laborious, highly qualified servant  
of the Govt; and although, after considering these  
papers, I am much that may be condemned, I cannot  
avoid feeling that the public interests will  
better be served by communicating the substance  
of the Govt's ~~inadequacies~~ the terms used by  
H. & the Pres: than by attacking Colonel to and  
so bringing two divisions under new super-  
vision.

W.D.

C. W. 1866. Dec 11<sup>th</sup>  
Proc. of Govt for Jan.

Minutes by the  
Honorable J. Ryeroff  
and  
H. D. Phillips

Date 15<sup>th</sup> Dec 1865  
No 185

Upon the Reports of  
the Superintending Engineer of  
the 7<sup>th</sup> Division on the work  
performed up to date on certain  
roads in the byroad.

No 369 & 370

1878-1880 January 1866.

~~minutes~~

167

I have now before me  
Col. Walker's reply to the order  
of Govt dated 17<sup>th</sup> Nov<sup>r</sup> 1865  
directing him to report the  
amount of work performed  
upon the line of road in  
byroad to which his  
attention was particularly  
called in 1864. -  
I cannot say that I am at  
all satisfied either with  
the substance or the tone  
of Col. Walker's two com-  
-munications in which  
his report is embodied.  
It is perfectly evident that  
the work upon the line  
between Manantoddy &  
Lynchburg was altogether  
neglected during a large  
portion of the working season  
of 1864, and although Mr.  
Hordemann may be quite  
correct in the statements  
he has made as to the extent  
to which his predecessor  
had neglected their work,  
this in no way exonerates  
Col. Walker from blame -  
it is his business to see  
that his subordinates  
are performing their  
duty, and the simplest  
form of monthly report  
ought to be sufficient to

show to him the state of  
the different works under  
the charge of these subordi-  
nates especially when  
these were concentrated  
as was the case in Fort  
Wyand. I cannot then  
just hold Col Walker re-  
sponsible for the slowly  
state in which the work  
on the line from Manantlan  
to Luchady was found  
by Mr Nordmann

Then again - as to the road  
from ~~Manantlan~~ ~~to~~ ~~the~~ ~~road~~  
~~from the~~ ~~Lumbercherry~~ ~~Grant~~ ~~by~~  
~~Lutans Battery~~ ~~to the~~  
~~mine~~ ~~fronter~~ -  
Col Walker proposes his  
inability to account  
for the neglect of his sub-  
ordinate to lay out the  
money granted for this  
line of road. It has been  
as he terms it, as great  
a disappointment as  
he ever experienced to  
find that Mr O Shaughnessy  
failed to act up to his  
engagement made when  
he took him over the road  
in October 1864 -  
This however is not the

excuse which the  
Govt can accept for  
simple carelessness and  
neglect of duty on the  
part of the Supt & Eng.  
it is his duty to know  
what his subordinates  
are about, whether they  
are doing their <sup>work</sup> duties,  
(not as he terms it, acting  
up to their engagement  
with him) and I am  
by no means disposed  
to allow Col Walker  
to evade his own respon-  
sibility by throwing  
blame on subordinates  
who, if properly looked  
after, would have been  
found active and effi-  
cient servants of the  
Govt, instead of being, as  
now, scape goats to  
carry off the sins of the  
superintending Eng.  
Road from Luchady  
to Luchacado -  
here again Col Walker  
seeks to evade his own  
responsibility by  
throwing the blame on  
Mr O Shaughnessy, but  
as I have stated above

the Gov<sup>t</sup> cannot accept  
this vicarious atonement.  
Col Walker is the officer  
in Charge, all the others  
are employed under  
him, are bound to obey  
his orders, would be  
punished if they refused  
or neglected to act up  
to the instructions  
given to them by him.  
but should he neglect  
to give these instructions,  
should he allow them  
to waste or misapply  
the time or means placed  
at their disposal without  
complaint or comment.  
he is the person to be  
blamed —  
It is very clear from  
Col Walker's own letter  
that the three lines to  
which his attention  
was particularly di-  
rected, have not re-  
ceived that attention  
which was due to the  
character of the very  
definite instructions  
issued in 1864. —  
I will now turn to some  
of the collateral questions  
arising out of Col  
Walker's letter.

1<sup>st</sup> The Lambrecherry Shells  
here it would appear  
that Col Walker had taken  
upon himself to order  
the Sappers to leave the  
duty for which they  
were specially <sup>sent</sup> ordered  
to Wynaad, and to work  
at the lower portion  
of the road in deference,  
as he says, to the opinion  
of the Collector and the  
Planters —  
Col Walker must have  
indeed <sup>been</sup> well aware what  
the object of the Gov<sup>t</sup> was  
when it ordered a third  
company to be sent to  
Wynaad, namely to  
complete the heavy rock  
cutting at the top of the  
ghat, what Lewis told  
in 1864 would require  
2 years more labour — in  
the face of this he ~~states~~  
has by his own statement  
employed the Sappers  
to perform work which  
could very well have been  
executed by the ordinary  
labour of the country —  
he has wasted their  
labour, produced bad  
effects on their health  
and ~~therein~~ in fact a

a want of discretion &  
judgment which he  
now admits, but the  
blame of which he as  
usual tries to impute  
to others - to the Collector  
to the Planter &c &c.  
but the Gov<sup>t</sup> holds Col  
Walker responsible for  
the proper employment  
of the means placed at  
his disposal. and in  
my opinion he has acted  
most improperly in  
removing the Lappers  
from the portion of the  
work which they were  
specially employed  
upon ~~without~~ and I  
am in no way disposed  
to ~~allow~~ Col Walker  
admission of his folly  
to be a sufficient excuse  
for his conduct.

In his letter 20<sup>th</sup> dated  
5 Dec<sup>r</sup> 60 Col Walker  
alludes to what he con-  
= ceives to be a misun-  
= ception on the part of  
the Gov<sup>t</sup> of the value of  
the road from Suva to  
via Levoti Wmanan  
= today. and he proceeds

to offer his opinion not  
only as to the views which  
he expects will be taken  
by the next layman  
Planter should the road  
be preferred to the new  
Serials Grant, but also  
as to the results likely to  
flow from such a view.  
there however are matters  
with which Col Walker  
has nothing to do. it is  
his business to obey the  
order issued to him by  
the Gov<sup>t</sup>, and to carry  
out the work intrusted  
to him to the best of his  
ability ~~and~~ leaving to  
the Gov<sup>t</sup> the response.  
= ability of vindicating  
the order it pleases to  
issue. I am in no way  
disposed notwithstanding  
the consequences foretold  
by Col Walker to modify  
the order of Gov<sup>t</sup> of 17<sup>th</sup>  
Nov<sup>r</sup> last to the effect  
that no more money  
was to be laid out on  
the Serials Grant until  
the other more impor-  
= tant roads are completed.

Col Walker has now  
been upwards of two  
years Sup<sup>t</sup> Eng<sup>r</sup> of the 7<sup>th</sup>  
Division - and from the

time of his appointment  
 up to the present date  
 his conduct has been  
 the constant subterfuge.  
 - never to the Govt  
 he has never fairly adopted  
 the responsibilities of the  
 position, and has shown  
 on many occasions an  
 absence of method in  
 dealing with his subordi-  
 - nates which has been pro-  
 - ductive of the worst  
 effects - the present corre-  
 - spondence is a fair type  
 of that which has preceded  
 it - it contains attempts  
 to shift the responsibility  
 of even admitted errors  
 of judgment upon the  
 shoulders of others, of a  
 want of capacity to manage  
 the subordinates of the  
 Department - of a dispo-  
 - sition to work out his  
 own schemes in oppo-  
 - sition to the orders of the  
 Govt - I cannot but  
 think therefore that it  
 would be better to re-  
 - move him from the  
 important district  
 where he is mismanaging  
 matters, to one of less  
 importance. I am  
 convinced that the  
 work of the S.W. Dep<sup>y</sup>

my communication as regards  
 the connection of the Dep<sup>y</sup> with the letters under another officer than Mr. C. E. Walker. and the sooner the change is made the better

W. D. Lewis

Dec 12<sup>th</sup> 1865

(9)

201

1866 Dapto  
P. M. of Govt for Lang.  
No 66

Minute by His  
Excellency the President

Of } Jan/66  
Recd 8:3

Upon the Reports of  
the Superintending Engineer  
of the 7<sup>th</sup> Division on the work  
performed up to date on cer-  
tain roads in the Wynaad.

No 268

21/178-16/Jan 1866

178 21/178 Public Works Department  
Proceedings of the Madras Government.  
Under date the 16<sup>th</sup> Jan 1866  
Read the following.

From the Superintending Engineer 7<sup>th</sup> Div.

Report regarding several  
Wynaad roads with reference  
to G. O. No 3471 of 17<sup>th</sup> Nov/65  
paras 7 and 8

21/ } G. O. No 1865 No 200

From - do - do

Ponnaiyil Mr. Norman  
Report on the Ponnai Road  
Mr. Carter's contract & the  
in the present state of the roads

} N. S. 6<sup>th</sup> Dec. No. 201

Wynaad  
Minute by the Honble the President  
do - by the Honble J. P. Croft  
do - by the Honble H. D. Phillips

In these letters the  
Government have before  
them the reply of the Super-  
intending Engineer of the 7<sup>th</sup> Division  
to the orders contained in  
Proceedings of Government  
of the 17<sup>th</sup> November 1865  
No 3471, directing him to  
report on the amount of  
work performed upon

those

J. H. H. J. P. Croft

those lines, of road, in  
Wynnead, to which his  
attention was particularly  
directed in 1864. On a  
careful perusal of the  
two letters in which this  
report is embodied, the  
Government regret to observe  
that the progress of the  
works generally in Wynnead  
has not been such as they  
were led to expect would  
have been made, with the  
exceptionally large grants  
assigned to those works,  
and, moreover, that the in-  
structions which were given  
to the Superintending Engineer  
to direct his operations  
to

27  
to certain lines, and por-  
tions of roads, have been  
in a great measure ig-  
nored.

The Government are  
greatly disappointed  
with this result, and they  
are not at all satisfied  
with either the tone or the  
substance of Colonel  
Walker's explanations.  
It is perfectly evident  
that the road between  
Manamtotody and  
Suokachy was altogether  
neglected during a large  
portion of the working  
season, and, making  
every allowance for the  
difficulties and embarrass-  
ments which Mr.  
Fordman had to

content with on taking  
charge of the Range, after  
the inefficient, if not  
worse management of  
his predecessors, they  
cannot exonerate Colonel  
Walker from all blame,  
for it was his business  
to see that his subordi-  
nates were performing  
their duty, and a very  
simple form of monthly  
report, which he ought  
to have required them  
to submit, would have  
been sufficient to show  
him the actual state  
and progress of each  
separate work, especially  
when they are concentrated

22 23  
as in North Wynand.  
The Government com-  
=not but hold Colonel  
Walker responsible for  
the slovenly state in  
which the work on the  
road in question was  
found by Mr. Nordman.  
4 Again as to the road  
from the Tambocherry  
Ghaut, by Sultan's Batta,  
to the Mysore frontier.  
Colonel Walker expresses  
his inability to account  
for the neglect of his  
subordinates to lay out  
the money placed at their  
disposal for its im-  
provement, and he de-  
scribes a Mr. O'Shaughnessy's  
failure to act up to the  
engagements he made

when taken over the road  
by Colonel Walker as  
having caused him the  
greatest disappointment.  
This is not an excuse  
which the Government  
can accept from an  
Officer in Colonel Walker's  
position for ~~omitting~~ <sup>neglecting</sup> to  
adopt such measures as  
would have kept him  
fully acquainted with  
his subordinates proceedings.  
It is his duty to know  
what the members of  
the Department under his  
orders are about, and whether  
they are all doing their  
respective duties or not,  
(not as he terms it acting  
up to their engagements with

21<sup>st</sup>  
him) and the Govern-  
ment must repeat  
what they have had  
occasion to say to Col.  
Walker before, that they  
cannot permit him to  
evade his own responsi-  
bilities by throwing them  
on his subordinates,  
who, if properly controlled,  
would probably be found  
efficient Public Servants.  
Turning to the point  
from the Panoor Ghaut to  
Tippacadoo, the Govt.  
note that here again  
Colonel Walker follows  
the same course and  
throws blame on a Mr.  
Changhneeey - The Govt.  
cannot accept this  
meagrous atonement

Colonel

Colonel Walker is the  
Officer in charge. all  
others who are employed  
under him are bound to  
obey his orders, and if  
they refused or neglected  
to act up to the instructions  
given to them by him  
they would be amenable  
to punishment; but on  
the other hand, if he  
neglected to give those  
instructions or allowed his subordinates  
to misapply or waste  
their time, or the money  
placed at their disposal,  
without timely complaint  
or comment, he alone  
is the person to be blamed.

As

72  
6. As regards the  
instructions which were  
given to Colonel Walker  
to direct his special at-  
tention to certain lines  
of communication, it is  
clear, from Colonel Walker's  
own admissions, that  
the three lines to which  
operations were directed  
to be in the first instance  
almost exclusively con-  
fined, have not received  
that share of his attention  
which, in consideration  
of the character of the  
orders which were is-  
sued to him in 1864, was  
due to them.  
On the second of  
the letters at the head  
of these Proceedings -  
Colonel Walker alludes

to what he conceives to  
be a misconception on  
the part of Government  
of the value of the road  
from Luckaby Terrace  
to Manantoday, and  
he offers his opinion  
not only as to the new  
which he expects will  
be taken by the planters  
of North Wynnaet should  
this road be preferred to  
the new Perak Ghaut,  
but also as to the results  
likely to flow from such  
a view. These are, however,  
matters with which, it  
ought not now to be  
necessary for Government  
to point out to Col<sup>l</sup> Walker,  
he

23  
he has nothing to do -  
It is for him to obey  
the orders issued to him  
by the Government, and  
to carry out the work  
intrusted to him, to the  
best of his ability, leaving  
to the Govt. the respon-  
sibility of vindicating  
those orders. The Govt.  
see nothing in Colonel  
Walker's prognostications  
to lead them to change  
their views or to modify  
their order of the  
17<sup>th</sup> November last, to the  
effect that no more money  
was to be laid out on  
the Perak Ghaut, until  
the other more important  
roads are completed

7 Dissatisfied as  
the Government have  
reason to be with the pro-  
gress of work on the  
lines of road throughout  
Hyderabad, they are not  
more pleased with Colonel  
Walker's management,  
as described by himself,  
of the labor placed at his  
disposal for the construction  
of the Tumbacherry  
Ghaut. Here it would  
appear that, although  
he must have been aware  
of the object the Govt.  
had in view when it  
ordered a third compa-  
ny of Sappers to be  
sent to Lucknady,

namely the completion  
of the heavy rock cutting  
at the head of the Ghaut  
which His Excellency the  
Governor was last year  
assured would require  
two years more labor,  
Colonel Walker had taken  
the Sappers, wholly or in  
part, off the work and  
had employed them at  
the lower end of the  
Ghaut on <sup>works</sup> which, accord-  
ing to Colonel Walker's  
own statement, could  
very well have been ex-  
ecuted by the ordinary  
labor of the country, thus  
not only wasting their  
labor, but also producing  
injurious effects on their  
health

health. In this Col.  
Walker has, in the opinion  
of Govt., shown a want  
of judgment. He alone  
was responsible for the  
proper application of  
the labor placed at his  
disposal, and the Govt.  
cannot admit that any  
pressure that might  
have been brought upon  
him by the planters or  
by the Collector is  
sufficient justification  
of his want of discretion  
and firmness.

Since

8 Since Colonel Walker  
has been Sup. Engineer  
of the 7<sup>th</sup> Div. the Govt.  
have had occasion more  
than once to annul  
vert in unfavorable  
terms on his having  
apparently failed to un-  
derstand the respon-  
sibilities which are im-  
posed upon him by  
his position, and on the  
absence of method in his  
dealings with his subor-  
dinate. The letters now  
before Govt. are fair types  
of the correspondence  
on which those annul-  
adversions were based.  
They contain what can  
only be characterized  
as attempts to shift

from himself  
responsibility for the  
results of even admitted  
errors of judgment; and  
they display a want of  
"capacity" in the writer  
to manage the subordinates  
of the Dept., and of a  
disposition to work out  
his own schemes irrespective  
of the views of Govt. and in  
opposition to their orders.

*[Faint, illegible handwritten text in a rectangular box]*

~~The Government will  
name of the high  
which Col. Walker has  
earned for himself of  
being an able, zealous  
Colonel, and a hardworking Officer,  
and they now expect that  
he will at once make ar-  
rangements for exercising  
a closer supervision over  
his subordinates, and~~

this is hardly sufficient.  
I do not want to let Col. Walker  
off with a reprimand but  
it should be a severe one  
accompanied by a warning  
that this is the last  
warning which he will  
get & that should he  
again fail the Govt.  
will dispense with his  
services. W.D. I should

let the passage stand,  
with perhaps the modifi-  
cation which I have  
suggested in pencil.  
The expression as  
how conveyed seems  
to me severe enough  
in all conscience  
and so I doubt not  
Col. W. will feel it.  
J.P.

The general tenor of  
the structure paper  
on Col. Walker's system of  
slack control, is, I think,  
sufficiently severe. I  
feel that if I had received  
such a report as this with  
the whole paper thro the  
Lieutenant I should have  
been most uncomfortable  
for days and I don't say  
Col. Walker with ex-  
pense. I somewhat similar  
suggestions without the  
weight of the heavier  
threat that closes it, being  
made to pre-empt him.  
I should then perhaps  
be happier leaving the  
com- as the Govt.  
has manifested it.  
W.D.

96  
98  
do his best to make  
good all past deficiencies.

The Superintending  
Engineer is authorized  
to take legal measures  
against Mr. Carter for  
the recovery of the out-  
standing advances  
which have been made  
to him

*[Handwritten signature]*

18 1/2 feet  
Printed in 1860  
8 1/2 feet - a small printer

3 feet 6 inches

7 to 587 Dec 17<sup>th</sup> 1860  
subscribed  
Dec 17<sup>th</sup> 1860

1866  
707 1866 Depart  
Proc. of Gov. for Jan 7

707  
Proc. of the Mil. and  
Of 16 Jan 7/66

8/11/76  
The Civil War  
The Civil War  
The Civil War

Comments on the  
Proceedings of the Supply  
7<sup>th</sup> Division relative to the  
unsatisfactory progress  
made in the construction  
of Roads in the road.

No. 36 @ 371