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MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 3120	Press Mis.
Dated 7 18	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th October 1867.*

No. 155. Read the following letter from the Superintending Engineer, 3rd
Division:—

Reporting on the conduct of Mr. Sub-Engineer }
Bance, in charge of the Cumbum Range of the } (Here enter 3rd October 1867, No. 1,807.)
Kurnool District.

No. 156. ORDER THEREON, 9th October 1867, No. 3,123.

ESTABLISHMENT, No. 22.

The Government are satisfied from
the papers above recorded, and from the
frequent complaints which have been

made of Mr. Bance's inefficiency, that he is not qualified to discharge the important
duties of a Range Officer, but seeing that his past service under Government
extends over a period of more than twenty-one years, they resolve to direct the
Superintending Engineer of the 3rd Division to take steps, in accordance with the
rules, for Mr. Bance's transfer to the Pension Establishment.

(True Extract.)

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

To the Superintending Engineer, 3rd Division.

Ed. S. T. Augustin.

Sept 1867

Superintendent Engineer 3^d Div.
Camp Cuddalore
Cuddalore District
3^d October 1867.

From

The Superintending Engineer
3^d Division

To

The Secretary to Government
P. W. Depart^t Madras.

Sir,

With reference to G. O. No. 3021

of 27th ultimo, I have the honor to refer
you to a report made in my diary
for September 1867 herewith forwarded.

A. Moberg Major R.E.
Superintendent Engineer 3^d Div.

Diary of the Superintending Engineer

of the 3rd Division for the month of September 1867.

Date	Where present	How employed	What work inspected	Under charge of what Officer
1 st	Kurnool	Sunday		
2 nd	Calwa	Officer & civil engineering works	Road from Kurnool to Calwa (21 miles)	Mr. S. H. Smith
3 rd	do.	do.	do Calwa and from (14 miles)	do.
4 th	Pamun	do.	Road from Kurnool to Pamun (16 miles)	do.
5 th	Syalom	do.	do (12 do.)	do.
6 th	Gazolapully	do.	do (8 do.)	do.
7 th	Kistnamachellypully	do.	do (22 do.)	Mr. Bance Sub Engineer
8 th	do.	Sunday		
9 th	Cumbum	do.	from 9 th to 18 th miles from Cumbum to South Supply Ch. (24 miles)	do.
10 th	do.	do.	Cumbum taking Cutcherry	do.

Remarks of results of inspection.

Vide letter No. 1632 of 10th September 1867.

Vide letter No. 1625 of 9th September 1867.

Vide letter No. 1632 of 10th September 1867.

do. do. do.

do. do. do.

See remarks on 21st Instant.

No attention has been paid to the size of the stones used, although orders have been ^{expressly} issued. The Overseer said it was the Maistry's fault and stated I am repeatedly grumbling at the Maistry regarding this.

The earth work at this tank has been very badly done. Silt has been taken out of the bed of the tank instead of using good earth. The tamping has been done very badly having been nothing more than patting the top. Mr. Bance states that he did not know there was any objection to using silt and Mr. Overseer Staff appears equally ignorant. As regards the supply Channel no attention has been paid by either the Range Officer or the Overseer to the marking out of what was to be excavated, it having been left entirely to the Maistry to work wherever he pleased. Here again the earth work to the Channel Bank has not been tamped and there was no appearance of any pammers.

Having received a letter from the Collector of Kurnool stating that there was not space in the Treasury Cage for the box containing the

Date	When present	How Employed	What work inspected	Under charge of what Officer
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115	Marthapoor	Office and inspecting Works.	Road from Cumbum to Marthapoor (17 miles) Salagutherry	Mr. Rance Sub Engineer
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Remarks of results of Inspection

the Stamp paper I inspected the building, in company with the acty. Head Officer. the Cage is 7'6" x 6'0" inside dimensions but has a door only 3'8" x 2'6". the size of the cage is ample but the space should be economized. the Cash Chest is a large Box of about 6' x 2'8" x 2'6" which is much larger than can ever be required and if divided into two by a partition the Cash might be kept in one side and the Stamp paper in the other. At present the stamp paper is kept in a similar sized box which is out side as it could not be got through the door way. the Acty Head Officer ^{Collector} agreed with me and said that he would have it arranged accordingly.

This road has been marked out as far as Nagalavaram about 4 miles short of Marthapoor. Some metalling has been done on the first three miles and a few road dams and Culverts have been constructed. proper attention has not been paid to the size of the stones used and the road dams are so short and steep that if the road way had been made to correspond with the gradients of the road dams carriages would have had trouble in passing them. fortunately the road way has been made with an easy slope and the road dams must be altered to correspond. As regards the Survey see prepared by Mr. Sub Engineer Rance I have made a report in letter No. 1884 dated 18th September. I would merely add here that Mr. Rance, though an old Revenue Surveyor, does not know the adjustments of a V Level.

The Treasury Cage in the Marthapoor Taluk Cutcherry is of about the same size as the one at Cumbum and is sufficiently large for

Date	When present	How Employed	What work Inspected	Under Charge of what Officer
12 th	Markapur	Officer and inspecting works	Gobbar tank	Mr. Sub. Registrar Ramesh
13 th	Cumbum	Officer	17 miles Sikk	Do.
14 th	Do.	Do.	Sikk	Do.
15 th	Do.	Do.	Sunday	Do.
16 th	Tadycherla	Officer and inspecting works	Road from Kurnool to Cumbum (13 1/2 miles)	Do.
17 th	Idemkull	Do.	Idemkull, Pail Chenn. Tank, Idemkull, Pail, Comananda, Comananda, Idemkull.	Do.
			Road to Cuddapah frontier & back. Reddycherla Tank 15 miles	Do.

Remarks of results of Inspection.

for all that is required.

The work at this tank has not been well done, not having been properly tamped. here also silt has been taken from the bed of the tank when good earth was procurable close by.

Proper attention has not been paid to removing the large stones of the old road that were cropping up and what is worse proper care is not taken about the size of the stones nearly put on.

The earth work repairs to these tanks have not been well done the same not having been properly tamped and silt having been used instead of good earth.

In August 1886 the Head Assistant Collector wrote to Mr. Ramesh for a rough estimate of the cost of making into a metalled road the present track from Tadycherla near the 87th milestone of the Kurnool and Cumbum Road to the Cuddapah frontier beyond Allynugger - distance about 15 miles. I had been given to understand that this road had been made at one time with bullocks & sea but had fallen into disrepair from not having any maintenance grant, and had proposed inspecting it in order to report regarding it when about 2 or 3 months ago I received from Mr. Ramesh an estimate amounting to

Date	Where present	How employed	What work inspected	Under Charge of what Officer	Remarks of results of inspection
18 th	Saddamkull.	Office inspecting works.	Road to Buddapokjima and back. Reddy Chula Tank (15 miles)	Mr. Sub. Engr. Bance —	to Puffes - for repairing portions of it. Looking upon this road as an important line of local Communication as by continuing it through Budwail to Moutimitta it will open up the whole of the Cumbar and Budwail Valley to the Railway I sent the Estimation at once to the Collector but have not heard what he proposes doing with it. On going over this line of Country however I found that only small portions here and there had been made and that the greater portion is a mere track, — requiring to be properly marked out and that a Survey and Estimate should be prepared. It would be simply ridiculous to carry out Mr. Bance's Estimate, which was for installing small portions here and there and altogether omitting the worst portions. I cannot understand any man in his senses preparing such an absurd Estimate. The same remarks apply to the Reddy Chula Tank as I have made regarding others. Mr. Overseer Skiff has left the marking out of the pits to the Maitry. The same remarks apply to this Tank as the others. On the whole the work at the Moondlap and Aricut is the best I have seen in this Range, though the South end has given away from the action of the water in consequence of having been built with small stone. This Aricut is too short and should be lengthened for about 40 yards up to the high ground at the South. The bank at the North end also requires revetting.
19 th	Kistnamahetty July	Office and inspecting Works	Sully Reddy Chula Tank - Moondlap and Aricut.	do.	
20 th	do	Office			

Date When present. How Employed What work Inspected Under whom & what Officer

21st Gazoolapally. Office Inspecting work. Nundy Canara Ghaut. Mr. Sub. Registrar. Poonje.

22nd ————— Sunday —————

Remarks of results of Inspection

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No Mr. Ponce has not met me at Gazoolapally on the 6th I left. the inspection of the Ghaut until my return so that Messrs. Ponce and Schiff might furnish any explanation they wished to offer. In the 79th 78th and 77th miles no attention has been paid to the removing the large stones that are cropping up, nor even that the stone newly spread should be small the 76th and 75th miles appear to have been quite neglected as the side Channels and Check drains were not cleared and consequently the water has passed over the Road. Neither Mr. Ponce nor Mr. Schiff could give any satisfactory explanation they having stated in their diaries that they had examined these miles and that good progress was being made with the repairs. From the 74th 71st miles the works have been quite neglected. the Channels are choked and the water has passed down and across the Road. the jungle has been allowed to grow quite up to the edge of the road and in places a bandy cannot pass without touching the branches on either side. The excuse given for this neglect is that they could not get coolies to work in these miles on account of a man-eating Tiger which has taken up his quarters in that neighbourhood. This plea was not brought forward in any one of the Diaries, in all of which it is stated that good progress has been made with the repairs. In the 69th & 70th miles more attention has been paid but not to the extent required. In the 68th to 61st miles repairs have been executed but in a disgraceful

Date

Where present	How Employed	What work Inspected	Under Charge of what Officer
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Remarks of results of Inspection

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disgraceful manner. Mr. Queen Skipp states that the side Channels and Check drains were cleared in May last but appearances are very much against his statement for there are bushes and small trees which could not have taken root and grown during the past three months that there has been rain. In fact also the Channels are almost obliterated. The repairs to the road surface here also been very badly executed. no attempts have been made to sift the gravel which has been thrown on just as it was dug out and is mixed up with earth and stones as large as my head. From the box to the 37 mile station the road is in better order but no attention has been paid to these miles. My firm conviction is that Mr.

Skipp has left every thing to the Ministry. Mr. Skipp says "I am constantly grumbling at the Ministry" and appears to have contented himself with what he calls grumbling. Mr. Hance also, though he has inspected Mr. Skipp's works, has not found any fault with them in his diaries - he says he has spoken and written to him on several occasions but the letters are chiefly calling for explanation on points which could have been settled in five minutes. Conversation in his Quarterly reports he states Mr. Skipp's conduct as good. when inspecting the works under charge of Mr. Skipp he seems seldom if ever he has had Mr. Skipp with him and consequently has to wait to him for explanation &c. In conclusion I beg to state that in my opinion ^{Mr. Hance} is utterly unfit for the situation of Range Officer in

Date	Where present	How Employed	What work Inspected	Dinner charge what Officer
23 rd	Syalon	Office Inspecting Works	Roulwota Lake	By Supervisor Skewell
24 th	Yuragoulla		Road from Syalon to Angolapah between 19 and 41 miles	12 miles

Remarks of results of Inspection

in letters to Government I have stated that I considered him one of the most inefficient. I now beg to state that I look upon him as the very worst Range Officer. I don't believe that he knows any thing of his duties and that it has been chiefly thro ignorance that he could not point out the faults that had been committed. I would not trust his surveys and levels and I am of opinion that Government could not do better than getting rid of him by giving him a pension as he has been over 21 years in the service

As regards Mr. Skiff it is difficult to know what to recommend. he has a good testimonial for working hard some years ago when on the Mauneral Ghaut - his indolence now may perhaps be attributed to lax supervision and his thinking meanly of Mr. Rance.

As a portion of the Kandy Camana Ghaut is properly speaking in the Mauneral Range I propose in future Roudgots to divide the charge giving one half to each Range so that a little emulation may incite both parties to work hard.

The bank of this tank breached on the night of the 13th and from its appearance I should say that it has been deliberately caused. The matter is under investigation before the Deputy Collector. The greater portion of the bed of this tank is under cultivation, and if the breach had not occurred the crop would have been destroyed. The whole bund is in bad order and requires attention but the breach has taken place at what apparently was about the strongest part. From the place where the road turns off from the Kurnool and

Date	Where present.	How employed	What work inspected.	Under Charge what office
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1895	Albigualdah	Off. inspecting work.	Road between Maud 7th Reulestone also Yemagundina Cank. (15 miles)	Mr. Luperma J. J. J. J.
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Date	Where present	Men employed	What work inspected	Under Charge or what officer
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20th	Atlixquidab	Officer inspecting work	Road between 61 st and 71 st miles Genagoondina Tank (15 miles)	See reference to Journal
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Remarks of results of inspection

and Cumbar Road there is no metalling or graveling for about 3 miles: masonry works have been partially constructed but are in an incomplete state. From the 53. 60. miles the road has been gravelled and all the masonry works but one Road Dam Completed. The 61st which is through Genagoondla has been metalled but is rather rough. Masonry works complete. The Village of Siwell lies about 1/2 mile due East of the 59th mile - It is in low ground and the road has evidently been taken in its present line to escape this low ground and also because it is about 1 mile shorter than if it had gone round by Siwell. Branchlines might be made in the 57 + 59th miles for the approaches from North and South

About 2/3rd of the 62 mile have been gravelled and all masonry works have been completed. The 63-66 miles have been gravelled but are now much cut up. a Road Dam in the 63rd mile has been slightly damaged by the late rains, in consequence of a 2nd Apron not having been put in the 65th & 66th miles, ^{all} the masonry works but three Road Dams have been built. The 67th 68th and portion of 69th mile have never been metalled or gravelled and the low embankment has been much cut up. in these miles 4 Road Dams have yet to be built; the other masonry works being completed. The 70 + 71 miles have been gravelled and are in very fair order. The masonry works have been built in the 70th mile but in the 71st mile 2 Road Dams have yet to be built.

Genagoondina Tank. The work on the bund of this Tank is a great deal better than any I saw in the Cumbar Range but there still room for improvement in the matter of ramming

Date	Where present	How Employed	What work inspected	Under Charge of what Officer
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26 th	Najalapund	Office & inspecting work	Road between 71 st and 82 nd milestones (11 miles)	
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27 th	do	do	Moolalapund and back to Supernumerary (11 miles)	Senior
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No. 21. Date. Where present. How Employed. What work inspected. Under Charge of what Officer.

26th Nagalapuram. Office & inspecting works. Road between 71st and 82nd milestones (11 miles).

Remarks of resulting Inspection

The 72nd and 73rd miles have been gravelled. 3 Road Dams have to be constructed. In the 74th mile only earthwork has been done no masonry works are required. In the 75th mile all the masonry works have been completed and about half has been installed. The 76th mile has been completed. In the 77th mile ^{there is} installing for about 600 yards. 3 Road Dams have been finished and only 1 Road Dam remains to be built. In the 78th mile earthwork has been performed, materials for installing have been collected and masonry work finished. in this mile there is the Vay. Kelaia River for which no provision is proposed to be made as it only interrupts traffic for one or two days in the year. In the 79th mile the masonry works have been constructed and about three quarters of it have been installed but proper attention has not been paid to the size of the stones. The 80th mile has been gravelled, but not well. materials are collected for installing. no masonry works in this mile. The 81st & 82nd miles have been installed but proper attention was not paid to the size of the stones used. in the former the masonry works are completed - in the latter one Road Dam is required and the banks of the Rowanapay River requires to be cut to a more easy gradient.

27th Moolalpuram. Office & inspecting works. Road between 81st and 92nd milestones (11 miles).

Moolalpuram Tank. The Estimate for this Tank was prepared and submitted by Omen Palatasait only in January last although it was well known to both him and Mr. Supervisor Howell months before that the bund was in bad order and required repair. they

Date	Where present	How Employed	What work inspected	Under Charge or what Officer
28 th	Ochoa	Officer and inspecting	Road from Aguilar to Caddapah from 82 nd milestone to Kumool frontier and from Kumool frontier to Ochoa (10 miles)	Mr. Supervisor Stowell and Mr. Supervisor Lewis
29 th			Sunday	

Remarks of results of inspection

they having seen the Sancho in July 1884. the estimate is very carefully and thoroughly prepared and requires a complete revision which I have directed Mr. Stowell to immediately carry out. Although received in the Range Office by about the 20th January 1887 no steps were taken by Mr. Stowell to get it sanctioned until 31st May 1887. It was mentioned in the Overseer's estimate that a Calingalah was required as there was not one in the Sancho and in passing it on to me Mr. Stowell stated that an estimate for a Calingalah would be shortly submitted. On the 20th May only Mr. Stowell took some steps to have an estimate prepared. As regards the work that has been performed on the Sancho bank I regret to state that it is badly done. I consider that much of the blame for this bad work is attributable to inattention on the part of Mr. Stowell who has allowed the Overseer to do just as he pleased and has not at every opportunity carefully examined the books and saw that all minor details were properly carried out.

From the 82nd milestone to the Kumool frontier the road is completed & is in good order. From the frontier of the Kumool District (about 38 1/2 miles from Caddapah to the 37 milestone) the earthwork for the new road is finished in this portion is the diversion on account of a bridge on the Irrigation Company's line of Canal which I would suggest should be ordered to be carried out at once as until done this new portion of the road cannot be used and the old road is in bad order. From the 37 to the 38th milestone the

Date	When present	How employed	What work inspected	Under charge of what Officer
30th	Kazepett	Spec Inspecting works.	Road from Tummal Junction to Cuddapah between 31 st & 33 rd miles (17 miles)	Mr. Saperstein

Remarks & Results of Inspection.

The masonry works are under construction and will shortly be completed. the installing is in progress. at the 35th milestone the diversion joins the old road and from thence to the 31st milestone near Dhon the road is in good order, only 2 small Road dams remaining to be completed.

The 31st mile is in good order. at the 30th milestone there is a diversion now under construction on account of a Bridge over the Madras Irrigation Canal Company, which joins the old road at the 29th milestone. from the 29th to 25th milestones the masonry works are completed. the roadway however which was constructed some years ago is much cut up and in a bad state from the nature of the material which was used. the round water worn stones are now working up and it will take some time to get this portion into good order. the 25th mile is in good order. part of the 24th mile is in good order but that portion which is under the Chin-tacoma Tank requires attention as regards its drainage. The 23rd & 22nd miles are in fair order. the 21st mile where it skirts the Village of Middleton is low and damp from the water of the paddy fields which are one foot higher than the road. From the 20th to the 14th milestones the road is in fair order but there is a good deal of work to remove the large water worn stones which were used at the time of the original formation and which are now cropping up.

Super. Engr. Spec 30th
Camp. Cuddapah.
Cuddapah Taluk
District
3rd October 1887

A. W. Saperstein
Superintending Engineer
30th

Date

1867. 68.
The Chief Engineer
of the Cumbum
Range of the Kurnool
District
To the
Superintending Engineer
of the Cumbum
Range
Dated 31st Oct. 1867
Sir,
I have the honor to acknowledge the receipt of your letter of the 24th inst. in relation to the above mentioned subject.
I am, Sir, very respectfully,
Yours obedient servant,
The Chief Engineer
of the Cumbum
Range
Dated 31st Oct. 1867
To the
Superintending Engineer
of the Cumbum
Range

Correct

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Public Works Department.

No 3123

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 4th Oct 1867

Read the following

From the Superintending Engineer of the
Cumbum Range
Reporting on the conduct of
Mr Sub-Engineer since in
charge of the Cumbum
Range of the Kurnool District

(Here enter No 1807 dated 3rd October 1867)

The Government are satisfied from the papers above recorded, and from the frequent complaints which have been made of Mr. Bance's inefficiency, that he is not qualified to discharge the important duties of a Range Officer, but seeing that his past service under Government extends over a period of more than 21 years, they resolve to direct the Superintending Engineer of

JP

W.M.

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of the 3rd Dr. to take
steps, in accordance
with the rules, for Mr.
Bance's transfer to the
Pension Establishment

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The J. E. 3rd Dr.
Sept. 10th Oct. 1867

155-113-5
P. W. 1867. Department.
Proc. of Govt. for October
No. 3/23

PROCEEDINGS OF GOVERNMENT. *J. H. D. 1867*

Dated *9th October 1867*

*(Directing the Sup^g.
Comd^r. of the 3rd Division
to take steps for the transfer
of Mr. Bruce Sub Engineer
in the Kurnool District to
the Pension Establishment.)*

No. 155-156