MRO 1—77,006—8-6-37.

(1) Number of pages 34

(2) Date of repair 7-2 44

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public DEPARTMENT.

G.O. No. 266 Press Mis.

512-13

Dated 21- 1 1870.

Not to be folded or roughly handled

the estimate. No provision was made for bridging the river to which the Collector alludes. The bridge would cost a large sum, and as the traffic on the road is insignificant, I could not recommend its being built, while so many similar works are more urgently required elsewhere

5. The Collector, in one of his letters to me last year about this road, stated "It would be, I take it, a matter of astonishment were the work already done estimated for, and compared with the original amount sanctioned." The meaning of this sentence is plain enough. It is that the work done was so out of proportion to the cost, that it could not fail to strike even a person totally unacquainted with road-work and who did not trouble himself to take a single measurement, or make a single calculation. In a subsequent letter Mr Pochin stated that he made no charge against the department, whereas the sentence I have quoted contains a charge of fraud, or of gross negligence equivalent to fraud

6. In justice to the officers who made the road, I had the whole of the work measured mile by mile by the present Executive Engineer I forward a copy of his report to show what foundation there was for the charge made by the Collector. Mr. Pochin expressed astonishment that a new road, with embankments, gravel, tunnels, etc, should have cost rather more than 1,000 rupees a mile, yet he has not thought 500 rupees a mile too much to enter in his Local Fund Budget for mere surface repairs to the continuation of the same road from Sooramungalum to Salem.

7. The example of bad work selected for notice in paragraph 5 is the Ragapolliem Anicut That this work should have been under repair several years in succession is not creditable to the Department, but the original mistake was in attempting to build a substantial permanent dam across a torrent for a sum not out of proportion to the very small revenue derived from the work. The ayacut under the anicut is stated to the 382 rupees, and the highest revenue 215 rupees The Collector has laid the blame in this instance on one Ranga Row, who, however, was not employed on the work, and had nothing to do with it. The anicuts throughout the district are of the roughest description formed in almost every instance entirely of loose stone No care whatever is taken of these works by the ryots, and it is not surprising that they should often require repair after the passage of great floods over them The tanks, though numerous, are individually small and unimportant, yielding but little revenue, as may be seen from the accompanying list. The cost of making substantial repairs would, in many cases, exceed the highest revenue of the work, and therefore sometimes only temporary repairs are made. In South Arcot repairs are generally undertaken by the headman or principal ryot of the village, but in Salem the ryots are not so ready to co operate with the department.

8. The Board, in paragraph 6 of their remarks on the Collector's report, appear to think that the Native Supervisor was removed to another range as a punishment This was not the case at all He was transferred in consequence of the alteration of the ranges, sanctioned in G. O, No 3,792, of the 4th December 1868, having been carried out at the commencement of the official year. The old Ahtoor Range, comprising the talooks with the most important roads and irrigation works, had been for several years under native upper subordinates, apparently

Proceedings of the Madras Government, Public Works Department,
21st January 1870.

because there was no suitable station in the range for the head-quarters of the Executive Engineer. I recommended that the ranges should be altered, to bring the most important talooks under the senior Executive Officer of the district, whose head quarters are at Salem The new ranges, moreover, coincide with the revenue sub-divisions. The Overseer of the Ahtoor Talook has been lately dismissed, and three years ago another Overseer of the same talook was dismissed. The Overseer of another of the talooks that were under the native Supervisor is also very inefficient

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No. 513 ORDER THEREON, 21st January 1870, No 266

ESTABLISHMENT, No 43

IN this letter the Superintending Engineer of the 5th Division offers certain observations on the report of the Collector of Salem on Public Works operations in that district, which was communicated to Colonel Foord in G. O of the 6th November last, No. 3,563

2 The Collector stated in paragraph 3 of his report that the Vellayur Anicut which had just been completed had been washed away. The Superintending Engineer shows that the work had neither been completed nor washed away and that the trifling damage it sustained in May last while the work was in progress was repaired at the contractor's expense The two reports are diametrically opposed, and, as the Superintending Engineer has shown that he has, as might have been expected, detailed information on the subject, the Government can only suppose that the Collector misunderstood some information given to him by the Executive Engineer and imagined that the whole work had been swept away Colonel Foord points out that Mr Pochin had time between May and August to ascertain the real facts of the case.

3 Another work on which opposing opinions are expressed is the Sooramungalum and Tharamungalum road. The Collector reports this road to be next to impassable: the Superintending Engineer, quoting from the Executive Engineer's report, says that "it is quite practicable for spring wheeled traffic" Mr. Pochin states that the Tharamungalum end is unfinished Colonel Foord shows that such was the case for a long time, and he explains that the delay was due to difficulty

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Proceedings of the Madras Government, Public Works Department,
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in obtaining the land required, that consequently the line was slightly altered to obviate this difficulty, and that the road was completed right into Tharamungalum during the official year to which the Collector's report referred.

4. With regard to the small irrigation works, some of which are mentioned in paragraph 5 of the Collector's letter, there is not much room for doubt that they have not been treated in a way which was likely to prove successful The Superintending Engineer shows that the smallness of the revenue depending upon them and the rules regulating repairs have together made it difficult to expend upon them such sums as would place them in a really efficient state Directly this became evident the proper course would have been to stop further expenditure and to prepare estimates providing for all the requirements of the works, and these, with all necessary information from the Revenue Officers, should have been submitted to Government, when a decision would have been come to as to whether such petty irrigation works should be maintained or abandoned The Government must remark that in quoting from the Sub-Collector's letter as follows, he (the Sub-Collector) does " not know of a single instance in which any irrigation work has been put into thorough order " Mr. Pochin omitted the following sentence which was essential to the proper understanding of the passage the sentence is, " This appears to be owing to the want of sufficient funds, and to the fact that, if repairs to an irrigation work do not promise a certain per-centage of profit, they are not sanctioned."

(True Extract)

Colonel, R F.,
Secretary to Government

To the Superintending Engineer, 5th Division
,, Revenue Department
,, Chief Engineer for Irrigation

Exd J Wright

No 160.

Camp Kadiampatty
4th February 1869.

To,

The Superintending Engineer
5th Division
Salem.

Sir,

In reference to your letter No 338 of the 10th October 1868, I have the honor to inform you, that I have carefully examined myself and had portions of each mile taken up and measured of the Road from Suramungalum to Taramungalum and I am of opinion that the amount expended upon it from its commencement has been fairly and honestly laid out. There are many things, such as blasting rock, sand, and turfing which cannot now be measured, but, without these, and not including compensation, the measurements show that a sum of over 8000 Rupees must have been expended. The Road dams and tunnels might have been better executed perhaps, and in some

parts

parts I observed that large stones had been used either for a foundation, or as metalling. I cannot find any record of agreement with the Contractor in my office and, on enquiry I found that the work had passed through the hands of two Contractors, the first, Mr. Mosquito, having been apparently dismissed.

From the original and supplemental estimates I find the following items:-

Turfing	Rs.	1553.-.-
Blasting & removing rock	"	250.-.-
Sand [over black soil]	"	900.-.-
Contingencies [Supervision &c]	"	550.-.-
Total Rupees		3,253.-.-

Now, if this sum be added to the amount shown to have been expended by my measurements viz: Rs. 8,512.-13.-8., which does not include compensation, it will be seen that the total comes to very nearly the amount shown in the progress report as having been expended.

In conclusion I beg to point out that all the vouchers of expenditure, are in the handwriting of and signed as having been measured by, both Captain Gahagan and Mr. Edgcome.

I have &c &c

[Signed] J. W. Hindle Captain
Executive Engineer, Salem.

[True Copy]

E. L. Ford Colonel R.E.
Superintg: Engineer, 5th Divn.

No 151. Superintg: Engrs office, 5th Divn,
Cuddalore, 27th November 1869.

From,

Colonel E. A. Foord R.E,
Superintg: Engineer, 5th Divn,

To,

Colonel Charles A. Orr R.E.,
Secretary to Government,
Pubc Works Departt.

Sir,

Enclosures 2.
1 Copy of the Exe. Engineer's letter
1 List of Tanks

With reference to the order of Government of the 6th of November, No 3563, I have the honor to offer the following observations on the Collector of Salem's annual report which he has made, as usual, a vehicle for reflections on the Public Works Departt.

2. In para 3 the Collector states that "the Vellapur annicut, which was just completed, has been washed away." This is a mistake. The annicut had neither been completed nor washed away. The only foundation for the report was that a small quantity of masonry, less than two cubic yards, adjoining the opening left for flood water during the progress of the work was carried away. The Executive Engineer had on further portion of the work taken down

Enclosure to No 1 in Letter No 154 dated 27th November 1869 from the Supdg: Engr: 5th Divn to the Secy: to Govt P.W.D.

P. W. 1990/69.

down and rebuilt. But both the damaged portion and that taken down were reconstructed at the expense of the Contractor. The body of the annicut, face wall and one of the aprons are finished, and the channel is now being cut, but the whole work has never been completed, as the Collector apparently imagines. His report is dated 5th of August and the flood that caused the trifling damage occurred at the end of May. There was, therefore, ample time for ascertaining the real facts of the case.

3. Equally inaccurate is the description in para 6 of the state of the road from Saramangalam to the Soorammangalam railway station. The Collector states that not only is it wet to impassable, but it is also altogether unfinished for nearly a quarter or half a mile at the Saramangalam end of the road". About the same time, the Collector in a letter to me described the state of the road in similar terms. I therefore sent the Executive Engineer to inspect it, and he reported as follows. "I inspected the whole length of the road from Soorammangalam to Saramangalam this morning. Both bridges near Saramangalam are finished and the road has been carried into the town and completed. The whole length of road is in very fair order and can be compared favorably with the rest of the local fund roads of the district * * *. The road is quite practicable for Spring wheeled traffic". In a letter written after the receipt of a copy of the Collector's annual report he states, "The Soorammangalam and Saramangalam road has long been completed. The last half mile, which the Collector states is impassable, has been bridged well gravelled and carried right into Saramangalam". I inspected the road in 1867 and again in 1868. Very little was done in the interval, but the only unfinished portion was the embankment near Saramangalam and this did not prevent access to the village. Finding that the delay was owing to a difficulty about obtaining the land near the village, I got over the difficulty by slightly altering

the

the direction of the road and gave orders for the completion of the embankment and bridges, and the work was carried out in the last official year.

4. The road was commenced by the late Captain Gahagan, and though the greater part of it has been in use for more than four years, it has only lately had a maintenance allowance. This accounts for some of the embankments having been cut up by the rain, but the road was not "next to impassable". The tunnels are of a rough description, but quite as good as could be built for the sums allowed in the estimate. No provision was made for bridging the river to which the Collector alludes. The bridge would cost a large sum, and as the traffic on the road is insignificant, I could not recommend its being built, while so many similar works are more urgently required elsewhere.

5. The Collector in one of his letters some last year about this road

stated. "It would be, I take it, a matter of astonishment, were the work already done, estimated for and compared with the original amount sanctioned." The meaning of this sentence is plain enough. It is that the work done was out of proportion to the cost, that it could not fail to strike even a person totally unacquainted with road work and who did not trouble himself to take a single measurement, or make a single calculation. In a subsequent letter Mr. Pochin stated that he made no charge against the department, whereas the sentence, I have quoted, contains a charge of fraud or of gross negligence equivalent to fraud.

6. In justice to the officers who made the road, I had the whole of the work measured mile by mile by the present Executive Engineer. I forward a copy of his report to show what foundation there was for the charge made by the Collector. Mr. Pochin expressed astonishment that a mere road with embankments, gravel, tunnels

Mr. should have cost rather more than 1000 rupees a mile, yet he has not thought 500 rupees a mile too much to enter in his local fund budget for mere surface repairs to the continuation of the same road from Sowrammungalum to Salem.

7. The example of bad work selected for notice in para 5 is the Ragapillum annicut. That this work should have been under repair several years in succession is not creditable to the Department, but the original mistake was in attempting to build a substantial permanent dam across a torrent for a sum not out of proportion to the very small revenue derived from the work. The ayacut under the annicut is stated to be 382 rupees and the highest revenue 215 rupees. The Collector has laid the blame in this instance on one Ranga Rao who however, was not employed on the work and had nothing to do with it. The annicuts throughout the district are of the roughest description formed in

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One of the works for which Mr. Blacker prepared all the plans and surveys is now being carried out. The survey of the Maraudahully channel, which was made by Mr. Blacker, was sent to the Range officer, not because it was incorrect, but that he might report on a proposal in connection with that channel made by a former Sub Collector. The other projects have been returned for revision and further information, but if the Range officer had given more of his personal attention to them, they might have been ready by this time. The plans and surveys of much more important projects in the 4th range of South Arcot have been prepared by the Range officer with only the assistance of the office draughtsman. Mr. Blacker may or may not be competent as a surveyor, but the Sub Collector was hardly in a position to pass an opinion on him.

I have the honor to be
Sir,
Your most obedient Servant.
E A [illegible] Colonel R.E.
Superintg. Engineer.—

List showing the estimates for Irrigation works in the Salem District the amounts of which exceed Rs 1,000 and on the Register of 5 years revenue.

Name of work.	Amount Estimated	Amount Expended	Remarks
Repairing the Chinnaveluangiem Gallyanum Tank	180 26 11	5 26 11	5
do the Chenkanipuram Tillyam	200	131 9 4	131 9 4
Erecting a Sluice in do. 388	250	11 3	180 8 4
Repairing the Melagkery Cau Cuyan	58 49 4 11	47 4 10	
Repairing the Chenkanikotta Gramanum Tank	780	376 8 8	367 8 5
do. the Tally Cottamun Greengrum Tank	191	92 6 11	90 15 2
Improving the Caliyanakottaipalaing Tank of the Hunt of Saundakulykaik	86	39 14	1 39 6 3
do the Byaramangalam Channa Maniampully Murlerkinkayen Tank	534	130 14	3 124 12 1
Repairing the Kellamangalam Kaikin Tank -	290	111 2 8	115 2 5
do the Mengally Erinakaram Groode Tank.	124	87 6 11	65 6 11
do the Byragondakalle Channel	1385	276 2 6	193 3 2
do the Chinnapully Tank	260	101	100 10 3
do the Kuthakully Tank	90	26	26
Closing the breach of the Lalapatah	56	18	17

From
The Chief Engr
Public Works Dept
Madras

To
The Secy to Govt
Public Works Dept
Madras

Dated 27th November 1869
Recd 30th

No 151
Enc: 2

Annual report of the Collector of Salem offering certain observations on the Collector of Salem's annual report containing reflections on the P.W. Department.

No 246 - 21st June 1870.

No 572

C. 18 Nov 69 R 3 Dec

Name of works	Estimate Estimate	Agent Revenue	Highest 15 years Revenue	
Repairing the Carrai Maddugonda Pulle Kara Hider dail Amient.	358	243 6 10	243 6 10	
Constructing two Groynes close to the Perumal coil Amient	180	108 13 10	105 13 10.	
Repairing the Modamir Tank	275	141	0	
do the Athipallam Tank	2,050	815	638	
do the Chinna Cariyoor Tank	356	205	154	
do the Cottagaram Tank	155	56	49	
do the Ramanaikumpully Tank	244	63	66	
do the Gagiganoor Tank	172	34	32	
do a breach & revetting the bund of Killamangalam Raiken Tank.	721	115 3 1	111 13 10	
Closing breaches in the bund of Keem palucken tank	55	22 15 6	22 15 6	
Repairing the sluice and bund of Bagon Vally Tank	117	33 4 11	30 9 6	
do the Mallapuram large tank	137	146 3 4	137 4 1	
do the Chinnagoundapooram Amient	95	103 2 6	79 10 2	
do the Nachimampully Mangoopam Tank	105	108 10 6	86 2 9	
do the Kodamdaputty tank	55	30 6 9	27 8 5	
do the Stranganoor Villacaratto Tank	47	48 10 6	48 10 6	
do the Agraram Amient channel	66	67 1 2	67 1 2	
do the Padaiyamir Tank	107	124 14 9	107 3 9.	
do the Mallasamoodram Tank.	212	221 11 6	153 7 2	
do the Seenada Tank.	110	113 6 1	98 13 7	
do the Chinna corpam Tank	24	34 4 1	24 15 9	
do the Valampulle Tank.	78	54 3 9	53 2	
do the Pera chanjum Seminary Tank	61	57 12	57 12	
do the Konampully Tank	106	122 6 3	99 11	

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8. The Board, in para 6 of their remarks on the Collector's report appear to think that the Native Superintendent was removed to another range as a punishment. This was not the case at all. He was transferred in consequence of the alteration of the ranges sanctioned in G.O. No 3792 of the

4th December 1868, having been carried out at the commencement of the official year. The old Athoor range, comprising the talugs with the most important roads and irrigation works, had been for several years under Native Upper Subordinates, apparently because there was no suitable station in the range for the Head Quarters of the Executive Engineer. I recommended that the ranges should be altered, to bring the most important talugs under the senior Executive officer of the district, whose head quarters are at Salem. The new ranges moreover coincide with the revenue Subdivisions.

The overseer of the Athoor talug has been lately dismissed, and three years ago another overseer of the same talug was dismissed. The overseer of another of the talugs, that were under the Native Supervisor, is also very inefficient.

It only remains to notice the opinion expressed by the Sub Collector on the fitness of Sub Engineer Blacker for surveying irrigation projects.

One

Name of work	Amount Estimate	Agacat Revenue	Highest of 5 years Revenue
Repairing the Mavaripully tank	22. 22.	11 10	22 11 10
Improving the & making a new sluice Calingulah for Sumboodoowood Gangachetty pully Tank	165 55	8 11	55 8 11
Constructing a sluice and Kalingulah in the Coothan Tank	682. 329	10 11	210 9
Repairing the Cherupandia coppam Comanari Tank bund	240 58	7 4	58 7 4
do. the bund, Calingulah & sluice of the Agraram Puttary Tank	89 67	1 2	67 1 2
Constructing a sluice in the Mavaripully Mavary Tank	89 22	11 10	22 11 10
Repairing the Mavaripully Mavari Tank	182	do	do
Constructing a sluice in the bund of Ballur Tank	163 93	0	58
" " " " Ballur Tank	156 43	14 9	42 7 11
Repairing Malapady annicut	272 115	3 1	111 13 10.
Raising the bund & improving the Calingula of Kallamangalam Naiken Tank	198 124	1 1	123 8 8
Repairing the Kodoor tank	213 134	10 4	56 15 3
do the Mailapaliem Tank	1153 410	3 6	410 3 6.
do the Dairastanum Pootta Pallipully Dayastanum Tank	75 79	..	49 ..
do the Buthenatham Tank	370. 89	..	55 ..
do the bund of Palaikotta tank in the village of Kallavi	300 49	6 7	45 15 7
do the Kominaikenpully tank	174 72	8 9	72 8 9 ..
do the Valempully	315 29	..	29 ..
do the Dasempully Tank	660 285	3 11	358 9 11
do the Etnadepully Tank	116 75	7 .	75 1 9
Constructing a new sluice in the Yadapully Tank			

Name of Work	Amount Estimate.	Annual revenue	Highest 7 years revenue.
Repairing the Pedaiadoo Tank	220	122 13 2	107 4 7
Reconstructing the Anicut that supplies Anchetty Tank.	980	297 6 8	96 15 6
Repairing the Wongaramully	175	171 11 11	158 8 8
do the Paliyam Toomnel gontah tank	37	37 2 5	37 2 5.
do the Yamagontoor Anicut.	36	36 14 7	33 14 11
do the Pedoomanary tank	217	194 15 1	194 15 4
do the Jetty putty tank	104	105 13 9	96
do. the Coollanoor tank	37	37 4 3	34 14 10
do the Kondoocolum putty tank	117	117 13 7	90 4 2.
do the Chinnigoundapuram Tank	95	103 2 6	79 10 2.
Clearing the spring and channel that irrigates the Moranpally lands	210	145	116
Repairing the Marinarpolem Tank	460	" "	" "
do the Poothoor Tank	446	273 10 7	133 12 7.

Supdg Engrs Office 5th Decr
Cuddalore 27th Novr 69

E H Ford Colonel R.E.
Superintg Engineer.

Enclosure No: 2 in
letter No: 151 dated
27th November 1869
from the Supg: Surgt
5th Dn to the Secy: to
Govt: P.W.D.

R. No. 4990-/69.

Public Works Department

No 266.

Proceedings of the Madras Government

Under date the 21st January 1870

Read the following

From

The Supdg Engr of the 5th Dn Hdqrs entd No 151 dated 27th Nov/69

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information given to him by
the Executive Engineer and

imagined that the whole work
had been swept away. Colonel
Ford points out that Mr Pelham
had time between May and
August to ascertain the real
facts of the case.

3 Another work on which
opposing opinions are expressed
is the Tarramangalam and Cha-
-ramangalam road. The Collector
reports this road to be next to
impassable: the Superintending
Engineer, quoting from the
Executive Engineer's report,
says that it is quite practicable
for spring wheeled traffic. Mr
Pelham states that the Chara-
-mangalam end is unfinished.
Colonel Ford shows that such
was the case for a long time,
and he explains that the delay

was

was due to difficulty in
obtaining the land required
that consequently the line
was slightly altered to ob-
viate this difficulty, and
that the road was completed
right into Kharamangalam
during the official year to
which the Collector's report
referred.

4 With regard to the
small irrigation work some of
which are mentioned in ha-
-ra 5 of the Collectors letter,
there is not much room for
doubt that they have not
been treated in a way which
was likely to prove successful
The Superintending Engineer
shews

shows that the smallness of
the Revenue depending upon
them and the rules regulating
repairs have together made
it difficult to expend upon
them such sums as would
place them in a really effe-
-cient state. Directly this
became evident the proper
course would have been to stop
further expenditure and to pre
-pare estimates providing for
all the requirements of the
works, and these with all
necessary information from
the Revenue Officers should
have been submitted to Govt,
when a decision would
have

have been come to as to whe-
-ther such petty irrigation works
should be maintained or aban-
-doned. The Government must
remark that in quoting from
the Sub Collectors letter as follows,
-he (the Sub Collector) does not
know of a single instance
in which any irrigation work
has been put into thorough
order." Mr Poehin omitted
the following sentence which
was essential to the proper
understanding of the passage.
The sentence is. "This appears
to be owing to the want of
sufficient funds and to the
fact that if repairs to an
irrigation work do not promise

a certain percentage of profit
they are not sanctioned."

I would omit this
paragraph.
The whole system is
wrong & ought will
shortly be changed
and in many cases
is getting over
obstructions
two departments
are in more satisfactory
position in the Bombay
Presidency where nothing
will be granted by
way of assistance
in making tanks
which already
exist.

5 The annual reports of
Collectors are not only of no
value to the Government, but
on the other hand they must
give rise to a great deal of
unnecessary correspondence,
if they are not prepared on
carefully ascertained facts,
and the Government are of
opinion that in the present
instance, the Collector of Salem
has not been sufficiently care-
-ful in ascertaining the correct-
-ness and bearing of the state-
-ments which he has entered
in his report.

To
The Sanitg. Engr. S. D. C.
" Revenue Department
" Ch. Engineer for Irri.

Dept. 31/1/70.

(14)

Cue 4990

Govt. of 1870 Madras.

PUBLIC WORKS.

To
The Superintending Engineer
5th Division

Dated

Rcd

1870 245

Nos 511 - 613

Proceedings Taking orders on the letter from the Secy Govt of the 5th Dec. of the 1869 certain observations on the report by the Collector of Salem on Protection in that Dt during 1868-69