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MADRAS RECORD OFFICE.

Government of Madras.

Publications DEPARTMENT.

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Dated 9-11-	1870.

Not to be folded or roughly handled

MAA

*Proceedings of the Madras Government, Public Works Department,
9th November 1870.*

Read the following papers:—

No. 152. From the Superintending Engineer, 3rd Division.

Reports on the incompetency of Captain Begbie,
and recommends his removal from the Depart- } (Here enter 10th October 1870, No. 1,481.)
ment.

No. 153. From the same Officer.

Forwards an original letter from Captain Begbie,
giving reasons with reference to some } (Here enter 11th October 1870, No. 1,501.)
deficiencies noticed by the Superintending
Engineer.

No. 154. ORDER THEREON, 9th November 1870, No. 2,681.

ESTABLISHMENT, No. 18.

At various periods during the past
two years the Superintending Engineer
of the 3rd Division brought to the
notice of Government the very inefficient manner in which Captain Begbie con-
ducted his duties as the Officer in charge of the Madnapally Range, and in their
orders marginally noted the Govern-
ment were compelled to animadvert on
Captain Begbie's conduct.

3rd March 1870, No. 692.
15th June " " 1,470.
4th October " " 2,390.

2. In the letter recorded at the head of these Proceedings Lieutenant-Colonel
Moberly submits specific allegations upon which he recommends Captain Begbie's
removal from the department.

3. The substance of the accusations may be briefly stated as follows:—

I.—That Captain Begbie neglected to adopt the necessary measures for
giving effect to the special instructions he had received from the Superintending
Engineer regarding the clearance of catch-drains and the cutting of diagonal
channels to prevent the drainage running on to, and damaging, roads, and that,
by the neglect of these precautions, an unprofitable outlay has been incurred on
repairs.

II.—That though Captain Begbie's Diaries showed that he was frequently
on the move his inspections could have been only cursory and unsatisfactory, and
his marches appeared to have been made with the object of drawing travelling
allowance.

III.—That these imperfect inspections resulted in the subordinates under
Captain Begbie's orders doing much as they pleased, and, as his examination of
their accounts was most superficial, there is reason to believe that money has been
deliberately wasted.

4. Captain Begbie's explanations are contained in enclosure E. of Lieutenant-
Colonel Moberly's report, but, after the fullest consideration, His Excellency the
Governor in Council regrets to have to remark that they are not satisfactory. In
extenuation of his alleged shortcomings Captain Begbie complains of the ineffi-
ciency of some of the members of his subordinate staff, but it is difficult to reconcile
this plea with the testimony which he bears in their favour in the returns which
form enclosures F. and G. Captain Begbie's explanations on the first of the foregoing
allegations clearly indicate his too implicit reliance on hisordinates, and his

*Proceedings of the Madras Government, Public Works Department,
9th November 1870.*

neglect to exercise over their proceedings the supervision which is so essential a part of the duties of a Range Officer. Although the insufficiency of funds is adduced as an excuse for the neglected condition of some of the roads in the Range, enclosure H. shows that the allotments were not being utilized. Captain Begbie denies having taken any undue advantage of the travelling allowance rules, and to show the unfairness of the conclusions which have been arrived at on this matter he cites a case in which, for a journey performed in company with the Superintending Engineer, Colonel Moberly only passed to him (Captain Begbie) the ordinary travelling allowance while he drew for himself the higher mileage rate. Colonel Moberly furnishes explanations upon this complaint, but the Government do not deem it necessary here to notice it further. As regards the accounts, Captain Begbie urges that, though he had made certain arrangements for remaining in the neighbourhood of Madnapally, which would have enabled him to exercise the requisite check, Colonel Moberly objected to them. The latter officer however alleges that he was not aware of those arrangements until after Captain Begbie's Inspection Reports and Diaries had reached him, and in paragraph 12 he enters into explanations upon this subject. Captain Begbie complains of not having received the support which he had expected from the Superintending Engineer in rendering his office establishment more efficient, but the papers which form enclosure N. sufficiently disprove this. Finally, Colonel Moberly submits the correspondence that has passed regarding the Peddamundium tank as evidencing the untrustworthiness of Captain Begbie's estimates.

5. On a consideration of the papers now before them, the Government are satisfied that much blame is to be attached to Captain Begbie for his remiss management of his Range, but, having only so recently as on the 4th ultimo, while expressing

Proceedings No. 2,390.

regret at the unfavourable opinion expressed by the Superintending Engineer of that officer, directed the submission of a further report at the end of the official year, His Excellency the Governor in Council is disposed to allow Captain Begbie the benefit of that decision, but has taken an early opportunity of transferring him to a Range in another Division where his conduct and management of his work will be reported on after a further trial of six months.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Superintending Engineers, 1st and 3rd Divisions.

Exd. S. T. August

No. 1481.

Superintending Engineer's Office.

3rd Division.

Camp Vanthimitta, Lodhant Talook

Cuddalore District.

The 10. October 1870.

From,

The Superintending Engineer

3rd Division.

To,

The Secretary to Government

Public Works Department

Fort Saint George

Enclosures, 1/4.

Sir,

I have the honor to bring to the notice of Government the utter neglect and inattention shown by Captain Begbie of his duties as a Range Officer in the P. W. D. and having for a long time past reported him as inefficient, I consider that I should not be doing my duty if I did not now recommend his removal altogether from the Department.

2. In my Diary of November 1868 I informed Government that proper attention was not being paid, in the Madanapally Range, to the clearance of the creek drains and side channels of the roads and to the keeping of the drainage off the same, - also that I had drawn Captain Begbie's attention to the necessity of looking carefully after this, or otherwise the roads would be seriously damaged. In my Report for the quarter ending 31st December 1868 I notified to Government that Captain Begbie was not efficient, and that he did not look carefully after his business.

3. In August 1869 I again visited Captain Begbie's Range, and would beg to draw the attention of Government to my diary for that month. Captain Begbie was with me during the whole time of my inspection of his Range and I made my remarks on the works as I went along. I was extremely disappointed with what I saw before leaving his Range. I gave him a Memorandum No 1731 of 3rd September 1869, which I trusted would have had the effect of making Captain Begbie more attentive to his duties. I also shortly afterwards issued two Circulars based on what I had observed in the Madanapally Range and hoped that with these instructions in their possession both Captain Begbie and his Officers would set to work and get the Check drains and Channels into good order.

4. Of my opinion regarding Captain Begbie himself at that time I would beg to draw the attention of Government to my report for the quarter ending 30th September 1869, where I state that Captain Begbie did not look after his Officers, but left them to do pretty much what they pleased; that he was inefficient, careless, and inattentive. This opinion I have, as you may observe, retained: in fact, the more I have seen of Captain Begbie the more confirmed I am as regards his inefficiency.

5. On the 9th August last I arrived in the Madanapally Range and on the evening of the 12th I dined with Captain Begbie at Madire, with a view of accompanying me during my inspection. As we left Madire in the following morning Captain Begbie had the misfortune to have a fall by which he broke his left Collarbone: luckily the Collector's Doctor & Mr Brichwell were at hand and so I left Captain Begbie with them and went on with my inspection, at the same time telling Captain Begbie that he might return to Madanapally, where he could have better medical advice &c. The result of my inspection

Copy attached
Marked A

B & C

Copy attached
Marked D

do E

F & G

of the Madire Talook I sent him in a Memorandum No 1267 of 2nd September 1870 and requested to know what explanation he had to furnish: this he has given in a letter No 581 of 20th Idem and which I would observe is, in my opinion, not at all satisfactory.

6. In para 3 of his letter Captain Begbie observes that my tour of inspection was confined chiefly to the Madire Talook, but you will observe from my Diaries that I also visited parts of the Madanapally & Vailpand Talooks & found the same faults even in the outskirts of Madanapally itself, which is Captain Begbie's head quarters. I have, since dispatching my Memorandum of 2nd September 1870 addressed Captain Begbie and also spoken to him about the works in the Vailpand & Madanapally Talooks, but do not consider it necessary to send copies of them. As regards Captain Begbie's remarks with reference to Mr Ponce and Officer Comarathawa Moodly in paras 3, 4 and 5 I am not aware when Captain Begbie formed his opinion that, as Subordinate members of the Dept, they "are notoriously the most incompetent in the District", but I can only say that if this was his opinion he tried his utmost to deceive me, as the accompanying copies of his quarterly reports and of a letter written given by him to Comarathawa Moodly will show: fortunately I had also formed my own opinion from what I had seen or might have mislead Government.

7. Of Captain Begbie's remarks in para 4 "the work executed by Comarathawa Moodly has been again and again condemned by myself and my predecessors", I can only say that I cannot find on my records nor can I recollect any report of the kind & as Captain Begbie and Comarathawa Moodly joined this Division at about the same time I do not know how his predecessors could have condemned the Officer's work.

8. With reference to para 7 "I beg to draw your attention to the statement attached in which I have entered the amount of grant for 1869-70 & balance available on 1st September 1869 on each of the roads & which if it had been, & properly expended in excavating the side and diagonal channels & catch drains would have almost entirely prevented the road surface being cut up: also the amount of grant for the current year & the sum expended during each month & an extract of the Main Register: as already stated in my Memorandum to Captain Begbie of the Valley Contractors' Cycles could excavate gravel from the pits other cycles might have excavated the required channels."

marked H

9. As regards para 12 I would observe that I have generally been accustomed to find Range Officers make their returns submit a sketch estimate or statement of how & in what places it was proposed to expend the annual maintenance grant as a means of checking the expenditure, and I believe that every Range Officer, who is conscious to do his duty & have a proper check on the doings of his subordinates, would have some document of this kind submitted for approval: for this reason I did not consider it necessary to issue any Circular, but as I found in 1869 that Captain Begbie had no proper check on the expenditure after it had been incurred I issued Circular No 1842 of 13 September 1869 to which if proper attention had been paid he would have had some means of checking the measurements. By the issue of his docket No 910 of 12 January 1870 to the Census of the Hadrami Talook, without at the same time having a copy of the pit measurements submitted, Captain Begbie allowed his subordinates to make whatever entries they pleased and had no means of check.

marked I

marked B

Extract in para 11 of my Memoirs of 23 Sept 1870

10. With respect to the last part of para 13 I am at a loss to understand what Captain

Circular attached marked K

Correspondence attached and marked I

Begbie means implies he refers to my having refused to pass travelling allowance on two or three occasions, about which I shall make mention presently. I think I have laid myself open to the Censure of Govt. in not having explicitly recommended, in 1869, Captain Begbie's removal from the Dept, instead of merely making the remarks I did in my diaries & quarterly reports.

11. In para 15 Capt Begbie states that my Circulars of 14 March and 14 May 1869 had been published before he joined the District, but it appears to me that they are Circulars which every Range Officer, who is anxious to do his duty, would himself issue to his subordinates.

12. In para 17 Capt Begbie states that when he had made arrangements to stop in the neighbourhood of Madanapally with a view to looking after the accounts I had objected, he has not in this part matters fairly as I did not know of his arrangements until after his Inspection Reports and Diaries have reached me and he was at liberty, if he considered I was wrong, to have appealed to Govt. against my decision. From his not having done so I cannot help thinking that he felt he had no case. The history of the matter is as follows:—on receipt of Captain Begbie's Inspection Report & Diaries for March last I disallowed 11 days and sent him a docket giving him my reasons for the same—the Inspection Report was sent on as usual to the Controller, who made his remarks in a Memorandum dated 20 April 1870. Captain Begbie then sent a docket on which I passed an endorsement & he then submitted a fresh Inspection Report having altered the entries on the 11 to 13 miles travelled on that day & that the halting place was 13 miles from Head Quarters, making the entries on 12th & 13th.

to agree; the Original is in the Controller's Office and the duplicate is herewith submitted:— before receiving this however I had happened to speak to Col. Palmer, who had been Executive Engineer of the Madanapally Range for some years, about the Madanapally Tank & had asked the distance from Madanapally— the reply I got was that the distance was about 4 1/2 or 5 miles and that he and the late Mr. Meston had often ridden out to the Madanapally Tank and back before breakfast;— I therefore sent a docket declining to alter my decision. From late enquiries that I have made I learn that the distance is as Col. Palmer said and so I consider I was perfectly right, & as I have said before he could have appeared to Govt. if he considered me wrong. I have for a long time observed that Captain Begbie never, if he could help it, stayed more than three days at Head Quarters, but kept constantly close about Madanapally so that if possible he might draw full travelling allowance & hence my remark about his taking undue advantage of the rules. In no other Range have I observed what I call in Para 14 of my Memorandum of 2nd September 1870, this dodging about his Head Quarters & to this I attribute the state of his Office, on which Govt. have already passed orders.

13. In the latter part of para 17 he has made a statement which apparently goes against me but which I think Govt. will, on knowing every thing, consider he has rather falsified. I would first of all point out that during last year I did not draw mileage on any occasion that Captain Begbie travelled with me. I think however that he had made a mistake in the year & that he meant 1868 & as I submit copies of the correspondence. I am not aware

G.O. No. 692 of 3rd Mar. 1870
1470 of 15 June 1870.

Marked M

how Captain Begbie came to the knowledge of what I had drawn;— not that I made any attempt to conceal what I had done but you will observe that Captain Begbie's claim was made some months after his travelling allowance Bill had been submitted and passed. On the 18th 19th & 23rd of November 1868 I drew mileage & you will observe that Captain Begbie now claims for those days— on the morning of the 18th Captain Begbie & I rode in from Coorly to Madanapally a distance of 11 miles, he not having a horse of his own & having borrowed one;— in the evening, as Captain Begbie had no horse, I rode out by myself to the Mostial Cheruvu Tank & back 10 miles & so drew mileage, but as Captain Begbie did not go beyond 11 miles I did not & cannot see how he could submit a claim for mileage for 21 miles. On the 19th I went to Thothalypur—madanapally (21 miles) but as Captain Begbie had no horse I allowed him, at his own request, to proceed on the night of the 20th in a bullock cart;— as he made no inspection of the road with me I would not allow mileage. On the 22nd we reached Colta Talu & as I proposed to halt there on the Sunday Captain Begbie asked my permission to allow him to go in during Saturday night to Madanapally, as I intended to make the march on Monday morning;— here again I did not consider myself justified in passing mileage. Whilst at Madanapally Captain Begbie bought a horse and accompanied me on the 27th on my march of 22 miles from Vailpand to Pallair for which I drew mileage & would have passed the same to him if he had made the claim at the time.

14. In para 18 Capt. Begbie states that I paid no attention to his complaints against his Office Establishment & the Local Fund Revenue. I do not know what Capt. Begbie means as regards the Local Fund Revenue, as he does not quote any numbers or dates, but on one occasion he asked permission to fine the man one Rupee which I sanctioned & I have Capt. Begbie's own initials to show he had received my sanction. As regards the Office Establishment I submit extracts from Capt. Begbie's quarterly reports on his subordinates and also copies of the correspondence which passed & which may be said to have culminated in G. No 692 of 3rd March 1870.

Marked N

15. As an instance of the untrustworthiness of Capt. Begbie's subordinates I herewith submit a correspondence that has passed regarding the Bedam Mundam Tank in the Madanapally Taluk. This tank is supplied by a channel from the Panchavetty River which has its head near the village of Gulcherla: in May 1869 Capt. Begbie submitted an estimate for its repair, but whose request it was prepared is not clear, except from para 8 of the Acting Sub Collector's letter No 75 of 12th March 1870. The estimate was submitted by me to the Collector for approval as the remarks on the estimate led me to consider that the work was really required, and on its receipt back was sanctioned for execution. Application was then made to be allowed to cut down 520 date trees, on which a correspondence took place:

Copy to

Marked O

vide copy in file

from the remarks in the estimate and from Capt. Begbie's letter one would be led to suppose that only some trees on the edge of the channel were required to be cut, but from what I learnt on the spot Capt. Begbie had intended to cut a new line.

16. In para 2 of his letter No 978 of 9th February 1870 Captain Begbie says "The Tank at Beddamundam depends chiefly for its supply of water on a channel laid off from the River some four or five miles of this channel is lined on both sides with date trees" and a little further on "the slope is some 4 or 5 miles long and is in many places over 200 yards in width". I did not inspect the whole length of the channel, which I was informed was only about 3 miles long, but I went for some little distance beyond where it debouches from the slope and then had it measured with a chain right along the bed of the channel & found it only 404 yards; as the channel is very tortuous I do not think it would be above 420 yards in a direct line from the Anicut to the northern end of the slope; as regards width I do not think it would average more than 25 yards.

17. In the same paragraph Captain Begbie says "As might be expected the channel itself runs over a sandy bed" - in my inspection I found a great deal of stone & so under the circumstances I consider I am justified in stating it as

my belief that Captain Bessie did not
inspect even the 484 yards of channel
passing through the Tote.

18. But for the application to cut down the date trees, which brought on the correspondence and caused not only the inspection of the acting Sub-collector in March last, but my visit to the Channel on 13th ultimo, as after a perusal of Mr. Storr's letter of 12th March 1870, I could not understand Captain Desbris' statements, I had no more would be our utter waste of the public money in doing what was not wanted or else the money would have been misappropriated by some one or other. —

I have the honor

H. A. A. A. *Linn Fol: R2*
superintending engineer 3rd Div

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9.

Labg Hako 18 70. 71. Ref.
From, Secy. to Govt.
The Superintending Engineer
3rd Division.

To,
The Secy. to Govt.
W. D.
Madras.

No. 1481.

Dated 10th } October 18 70.
Received 11th } 18

Reports on the incom-
petency of Captain Begbie
and recommends his removal
from the Department.

No 2681-9 at Madras

No 152

10 19 Feb 70

Copy of a Memo No. 1731 D/3^d September 1869 from the
Superintending Engineer 3^d Div. to the Officer in Ch. Madras
Range:-

Having now completed his inspection of
the Madanapally Range the Super-
intending Engineer considers it necessary
to remark on the great neglect he has ob-
served on the part of the Overseers to
see that the Check or Catch drains, diagonal
and side Channels of the several roads are
kept in proper order. The consequence has
been that the water has run on to the road
and in some instances has greatly injured
the road surface. It is simply a waste of
money to repair the road surface if care
is not taken to keep the drainage from
the Catch drains sea from running on to the
road and yet the Superintending Engineer
has constantly observed repairs being car-
ried out on the roadway with the Channels
just alongside in a choked state.

2. Captain Begbie's attention was
drawn to these points on the occasion of the
Superintending Engineer's inspection of these
roads in November 1868; and the Super-
intending Engineer now regrets to be obliged
to remark that, in his opinion, Captain
Begbie has not devoted that attention
to the judicious expenditure of the public money
on the roads which he should have done.

3. Many of the Catch drains are not only choked, but have bushes growing in them, these not only impede the free flow of water but cause the sand sea to collect against them and thus fill up the channel. All these drains and Channels should have been cleared properly before the heavy rains came on and as there was rain in May and June the Superintending Engineer cannot accept the plea of the ground being hard. Besides this the stuff which cleaned out is generally only loose soil or sand.

4. The Superintending Engineer has observed that bushes have been cut down and allowed to grow up again instead of being carefully dug out from the roots and would point out that this is sheer waste of money. Captain Begbie should severely reprimand every one of his Subordinates who allows bushes to be cut down instead of having them thoroughly rooted out. All stones removed from the road on account of their size should be put in heaps ready to be broken up for metalling instead of being thrown about any where. Thus not only making a little and giving a slovenly and untidy appearance, but also entailing extra expense for re collection.

5. In some instances the Superintending Engineer has observed that attempts have been made for short distances to clear

side channels, but a slab of rock or a boulder being found in the way the work has been stopped and instead of ^{any} endeavour being made to remove the obstacle or to turn the water of the side channel away from the roadway it has been allowed to run over the road surface and find its own way off.

6. The Superintending Engineer would here remark that it is seldom a good plan to attempt to divert crop drainages and that it is simpler and more economical to pass them across the roadway at the place where they have generally passed. Care should be taken that ample waterway is provided and that there should be little if any fall across the road. He would remind that a broad and shallow stream does less damage than a narrow and deep one.

7. He is extremely disappointed with what he has seen of the road between Fulcrum da and Gurrucondah and is at a loss to understand how the grant for 1868/69 was expended, as from all appearances the Check or Catch drains have not been touched for a long period. Captain Begbie states that he saw these channels after they were cleared during last year and as the Superintending Engineer is bound to believe that some thing was done; but at the same time he must observe that it is difficult to comprehend how so many and such large bushes have grown up so quickly in the middle of these Catch drains, completely choking

them up and can only conclude that the work done during last year was disgracefully bad and that measurements and payments were not properly checked.

8. In clearing catch drains and side channels all soil ~~the~~ should be formed into a neat and tidy bank mid way between ^{the} catch drain and side channel, which will act as a protection to the road in case of the catch drain overflowing. The diagonal channels should be excavated with a slope from the side channel to the catch drain and if placed at an angle of about 20° with the road and in the direction of the slope of the country will carry the water away rapidly from the road way, instead of, as at present in many instances, acting as ducts to bring the drainage water from the higher lands on to the road. When crossing sloping ground the Superintending Engineer cannot understand the necessity of constructing side channels on the lower side as it is mere waste of time and money: if any mark is required to show road limits a narrow channel of six inches in breadth, with ducts at every ten yards cut in the direction of the slope so as to pass off water rapidly, would answer all purposes.

9. Mr. Overseer Ward especially requires to be carefully instructed in all the rules ~~see~~ and ~~be~~ informed that it is his duty to see that the Maistries and Coolies thoroughly understand and carry out

the instructions given to them and that he will be held responsible for any mistakes made by them unless he can show that they are opposed to his written instructions. The state of Mr. Overseer Ward's Office records shows that Captain Begbie does not carefully inspect them on every occasion of his visiting the Office, so that the examinations are as ~~any~~ as to be almost worthless. The Superintending Engineer would remind Captain Begbie that he should look as closely after the due expenditure of the public money, both Imperial and Local, as if it was his own private funds and that he must be held responsible for the wrong doings of his Subordinates.

10. Captain Begbie should make every one of his Overseers submit monthly a statement of the nature of work done on each mile of each road, the quantity of work carried out, the rate of cubic yards and the amount paid. Copies of these returns should, until further orders, be furnished to the Superintending Engineer with Captain Begbie's opinion as to whether a proper amount of work has been done for the expenditure.

With these monthly returns in his possession Captain Begbie should, when marching round, make careful check measurements in order to see if the work said to be done tallies with the return. These monthly returns should be compiled into one return at the end of the year so that any one may see at a glance where work has been carried out.

11. During the past month the Superintending Engineer has inspected almost the whole of the Range and considers that Capt. Begbie should be able to thoroughly inspect every part of it once a quarter.

12. In conclusion the Superintending Engineer informs that, as far as he can see, Capt. Begbie is too easy and lenient with his Subordinates and that they have been carrying out work in whatever fashion they deemed to think best. All orders sent, immediately they are given, he written into the book which each Overseer and Maistry ^{has been ordered to carry} about with him and the instructions laid down in Circular No 3912 dated 16th February 1869 and published in the District Gazette of the 27th. Orders should be strictly attended to, as also those in previous Circulars from the Superintending Engineer.

It has been a very unpleasant task for the Superintending Engineer. He is obliged to find such serious fault and to reprimand an Officer in Captain Begbie's position in the Department, but he considers that he would be neglecting his duty if he failed to put his observations on record. He trusts however that he may never again be called upon to make such remarks.

10. October 1870.

W. H. M. Esq.
Superintendent 3 Divisions.

Copy of a Circular No. 1842 dated 13th September 1869 from
the Superintending Engineer 3rd Division published
in the District Gazette:-

1870-71. A
From,
The Suptg. Engr.
3rd Div.

To,
The Secy. to Govt.
P. W. D.

(Dated 10th October 1870.)

Recd.
No. 4029/70.
From: No. 710 2/2/70
No. 1731 of 3rd Div. 1869.

Copy of a Memo. from
Suptg. Engr. 3rd Div. to the
Officer in ch. Madras P.W.D.
Range on the state of
works in the Range.

The Superintending Engineer is much dis-
pleased to find that little or no attention has
been paid to his orders directing Range Officers
to see that road limits are clearly defined, so as to
prevent encroachments by the Ryots. The Members
of the P.W. should take the opportunity of the
Revenue Settlement Department being in
their talooks to see that the road limits are
properly demarcated and the Superintending
Engineer will visit with extreme displeasure
any instance that is brought to his notice of
overseers failing to show to the Officers of the Revenue
Settlement Department the limits of the ground
taken up for road purposes.

2. Immediately after ground has been
taken up for road purposes the limits should
be clearly defined; for instance in the case of
slipping ground by a good Catch drain on the upper
side at the edge of road limits and on the lower
side by a drain of about one foot broad and
six inches deep; in other cases the marking out
must depend on the nature of the ground: he
draws attention to the road sections in Colonel
Forde's Notes on building &c. The Maistries
should be warned to keep these in proper order
and should be made to pay for any neglect
on their part.

3. The side Channels and diagonals
leading from them to the Catch drains, also
require careful attention so as to prevent

drainage running on the road way. There should be a diagonal Channel at about every 30 yards and if laid out at about an angle of 20 degrees with the road, in the direction of the slope of the ground and with a fall from the side Channel to the bottom of the Catch drain, will be found to carry off the water rapidly and not easily to silt up. All earth or gravel from the Catch drains, side and diagonal Channels not required for the road way should be made up into a bank midway between the side Channel and Catch drain so as to aid in keeping drainage water off the road way, in case of the Catch drains overflowing.

4. The Superintending Engineer has observed a fondness in some Ranges for diverting petty streams & for conveying the water for a long distance by the side Channels. This, as a rule, he has found to be a mistake, the great point is to get the drainage water away from the road as soon as possible so that it shall not accumulate, when very probably it will cause damage.

All old water courses should be made deep to pass the drainage water off rapidly and the Catch drains would then only be required to intercept drainage from lands above them and to convey it to the nearest masonry work on the road.

5. Another fondness he has observed is the raising of earthen banks: these should never be constructed except when cropping wet land and in order to prevent a steep slope. As a rule, Roads should be kept as much as possible on a level with the surrounding country so that if an extraordinary flood does

occur it would pass over the road causing little or no damage and no interruption to traffic, whereas an embankment would be breached, very probably, a deep hole scooped out and the progress of traffic be stopped for some time.

6. In the case of Ghats and roads having a long longitudinal slope the rain water should be got off the road surface as soon as possible and not be allowed to run along the road way: nicely constructed water tables and not the banks of earth and stones that some Overseers are fond of making should be put across the road at very nearly right angles to the road way. The present system of putting them diagonally across the road is very inconvenient to Vehicles as one wheel gets a tilt up in the air before the other. By putting the water tables at right angles or nearly so to the road way, the wheels strike at the same time and there is little or no jolt. These water tables should be constructed with a level piece of six or more feet, according to the quantity of water to be discharged on the same principle as a Road Dam, with a slope on the lower side of about 1 inch which will not be found to inconvenience carts at all as the impetus of coming down the slope would take them up the steep reverse slope.

7. The necessity of rooting out all bushes and scrub, instead of merely cutting them down, has been repeatedly enforced by the Superintending Engineer, but he regrets to say that some Range Officers do not attend strictly to this order: the Maistris and Mule Coolies should be severely punished and when this has been done once or twice attention is almost sure to be paid; in case however of continued neglect the Maistris should be dismissed as incorrigible.

8. In the course of his tour the Superintending Engineer has been unable to learn how and in what manner money has been expended, he therefore directs that

Overseers shall attach to each Station Book a Memo. Random showing in what mile work was done, the nature of the work, the quantity executed, the rate per cubic yard, the amount paid and whether it was measured up by the Overseer and considered as a proper amount of work for the money disbursed. With these Returns the Range Officers will be able on their tours of inspection, to see if work is properly or merely superficially done and to make check measurements. At the end of ^{the} year these monthly returns should be compiled into one Return, which will show in what manner the grant for the year has been expended.

9. The Superintending Engineer looks to Range Officers to teach their subordinates to be neat and tidy, to remove all bushes, scrub and tufts of grass, to pile all stones and gravel in heaps of a regular size and to arrange that they should be put in one line. Where there are avenues these heaps should be put in the same line with the trees. Contractors should not be allowed to put down their cart loads of gravel ~~any~~ wherever they please but should be made to put them where directed before payment is made. The Superintending Engineer has reason to believe that many Overseers are quite ignorant of the quantity of material they may have ready for use in the different miles of road under their charge. They should be made to keep accounts of all receipts and outlays of gravel ~~see~~, for each mile of road so that they can readily inform Range Officers as to the quantities available for repairs in each mile. These accounts should be balanced every month.

10. In conclusion the Superintending Engineer warns all Overseers and Maistries (this Circular should be communicated to every Maistry) that, in case of inattention to orders, extra coolies will be employed to do the work that has been neglected and the cost of such will be defrayed from the salary of the party in fault.

W. H. B. & Co. 1888

Extract from a Circular No. 2412 of the 11th November 1869 from
the Superintending Engineer 3rd Division published in the
(District Gazette):-

2. In marking out the ground required for a road, Officers &c in Charge of Ranges should be guided in a great measure by the rules as laid down in Chapter V of the P. W. Code and the diagrams at page 480 of Grant's Circular Order Book: at the same time the Superintending Engineer would point out that the space to be allowed for the construction of side channels and catch drains &c &c will vary according to the locality and nature of the soil through which the road is taken. For instance on side hill roads no side channel or check drains are required on the lower side and cultivation might be allowed to be brought up to within one yard of the roadway and on like yard of ground all road material might be deposited previous to the road being repaired; on the upper side however beside the side channel there should be a catch drain at a distance not less than 3 yards in the clear from the side channel and on this space all earth taken from the check drain and side channel should be formed into a bank to aid in keeping water off the road in the event of the catch drain overflowing. Where the road is embanked the side slopes should be made with a slope of at least 2 to 1 which will vary according to the nature of the soil, and road limits might be marked out at a distance of one yard from the toe of the slope.

J. H. [Signature]
Superintending Engineer 3rd Division

10th Oct. 70

Copy of a Circular No. 1842 of
13th September 1869 from
the Superintending Engineer 3rd Division
on the subject of defining
road limits.

Copy of a Memo No. 1267 of the 2^d September 1870 from the
Super. Engr. to the Officer in Ch. Madras Pilly Range.

Having now completed his inspection of the
Kadiri Taluk the Superintending Engr.
now regrets to be obliged to place on record
his extreme disappointment at the careless
and negligent manner in which work has
been carried on in this Taluk since his last
inspection in August 1869. Entering this Range
and the Kadiri Taluk by the new line road
from Kadiri to Gooanewarfully the Super.
intending Engineer observed that little or no
attention had been paid to the instructions issued
last year, or to Circular No. 1842 dated 13 Sept.
1869. Some check drains had been lately
cut for a short distance, but no attention
had been paid to even mark out the diagonal
Channels. The earth on the top of the Check drains
had been heaped up in the place between
the side Channels and Check drains, and
so, when the diagonal Channels are cut, extra
expense will be incurred in having to remove
this earth, which might and ought to have
been obviated by cutting the diagonal Chan-
nels at the same time as the Catch drains,
or at least marking them out. The conse-
quence of this neglect to excavate the diagonal
Channels had been that the water has accumu-
lated in the side Channels and then has run
down & across the road itself, cutting gullies.
The Superintending Engineer also observed
that no attempt has been made to remove
the roots of the bushes cut down last year,

Copy of a Memo No. 1267 of the 2^d September 1870
from the Super. Engr. to the Officer in Ch. Madras Pilly Range.
Super. Engr. to the Officer in Ch. Madras Pilly Range.

which were now sprouting again and in some places growing up in the roadway itself. Little or no attention had been paid to improving the crossings of the watercourses which cross the road and to which Captain Bigbee's attention was specially drawn in August 1869 by both the collector and Superintending Engineer.

In the 2^d, 3^d & 4th Miles the Superintending Engineer found Coolies putting a layer of gravel, in some places it was earth in the road which made it very heavy:- his recollection of this piece of road as it was last year, is that it was in fair order and so he can only consider that this expenditure was incurred in the neighbourhood of Kadiri in order to exhibit a certain amount of money spent and not oblige the Ministry to go far from his house. It is difficult to understand what was done on this road by Overseer Coomaratnamood between August and June 1869. On referring Capt. Bigbee's diaries from September 1869 to July 1870, both months inclusive, the Superintending Engineer finds that Captain Bigbee was at Kadiri on 29th and 30th Nov^r, having gone straight along the Spunk Road from Madanapully, but he did not inspect the road in question (Nobladavara-Cheruvoo Road); that on 1st December he went on to Buttrampully and though again in Kadiri on the 5th Jan he made no inspection of this road. In the end of

March Captain Bigbee again went along the Spunk Road, reached Kadiri on 22nd April and having examined the accounts went straight back again to Madanapully. His next visit to Kadiri was on 19th June 1870 where he stayed until the morning of the 22nd and then went along the Royal Chetty Road. It appears from this that though on three different occasions Captain Bigbee visited Kadiri he made no attempt to inspect the Nobladavara-Cheruvoo road, nor did he take any steps to learn how Mr. Sub Engineer Rance intended to expend the grant for this year.

2 During his stay in Kadiri the Superintending Engineer inspected the Royal Chetty road as far as the 3rd Milestone, where he heard that the road was breached just at the 3rd Milestone is a small Road Dam across which the surplus water of a Coonta was usually carried and towards which it was guided by a low bank from the tank. This bank had apparently been allowed to get out of order and so when the Coonta filled and began to discharge the bank ^{was} overtopped and breached. The water then accumulated against the road embankment and having got started it also breached the same. This damage might have been prevented by the Road Ministry reporting the weak state of the guiding bank and the Superintending Engineer requesting Captain Bigbee to point out to his subordinates that it is their duty to bring to notice any instance of weakness.

of an irrigation work which might in any way cause damage to roads or any other public work. Proper care was not paid to the selection of the Moorum or gravel spread on the road and on inquiry he learnt that the Contractor did not use ^{early} but dug pits close by when the work was to be done and took whatever was found.

3 From Kadi the Superintending Engineer proceeded to Butrapully and the new ghant on the way to Polavandla: here again he observed the neglect to provide diagonal Channels and the consequence is that much damage has been done. On the Ghant this was particularly apparent, though some work had been done here since his inspection in October 1869. What had been done was quite insufficient. The neglect here was in not attending to these matters earlier and the Superintending Engineer believes that nothing at all would have been done, if he had not given positive orders on the subject at the time of his inspection in October 1869.

4 From Butrapully the Superintending Engineer inspected the proposed alterations of the road to Mallakavandla; - this should take off from the Kadi and Polavandla road just close by the 6th milestone and should

be laid out so as to meet the road from Pondooty to Mallakavandla.

5 When at Mallakavandla the Superintending Engineer inspected the work on the line to Pondooty and was glad to find that here some attention was being paid to keep the drainage off the road; - Water tables are required on the several zigzags of the pass and more care should be paid to the sowing of grass across the drainage, which, in some places, is too confined and scours out a Channel for itself. The Superintending Engineer observed that the excavation of side Channels on the lower side was being carried out; - this is indirect disbursement of public money. No. 2412 of 11th Nov. 1869 and is a sheer waste of money.

6 On his way back to Butrapully the Superintending Engineer inspected the Tucka Samoodrum and Butrapully Tanks and found them in fair order.

7 He then examined the proposed new line of road from Butrapully via Tallapootla to Gowdampully and from the latter place via Yellachellamala to the Royachoty road, in the 11th mile from Kadi: the alterations in the former of these lines were pointed out to Mr. Bance. He then inspected the Royachoty road as far as the Pampaguer River - here again he observed the great want of diagonal Channels and to keep the drainage off the road and on speaking on the subject to Mr. Bance was told that

work had been commenced only about a month before. Some old diagonal Channels had been cleared out in a hasty way, but no care had been paid to the proper laying of them out and so in many cases they are ducts to bring the water on to the road instead of taking it off.

Instead of putting this work off until the rains began the Superintending Engineer would observe that steps should have been taken to have all the Channels ready by 1st June. He observed also on this road that great attention was paid to clearing out side Channels on the lower side, which stop the free escape of the water and the expenditure which is a sheer waste of money. He observed several of the old Spish Bridges, others to remove which were given some years ago and also that care was not paid to the proper formation of the road way where streams crossed the road.

Nothing had been done in the 18 mile at the two places where the water from the Pochiconta Tank, when full, stands back over the road. In his Diary for December 1869 Captain Begbie made mention of altering the line of road so as to escape this water, but no survey has been received and there was no appearance of the proposed diversion line: - it is simply a question of cost and estimates for the two lines should be prepared at an early date. After improvement of the present line, by constructing a Road Dam in the broadest

place and a Culvert in the other, is not much greater than making the diversion it should be adopted. Just beyond there is a nasty dip which could be easily rectified by constructing a wall on the lower side so that the level of the roadway shall be about 2 feet higher - a small masonry drain of 3' x 1' might be put in the lowest part through which to pass the drainage when small. Beyond Pochiconta is a nasty muddy place which wants cleaning out and to be refilled with coarse gravel - the water should be allowed to pass over in a broad stream and not be so confined as at present.

8 On referring to the Diary the Superintending Engineer finds that Captain Begbie inspected on 6th and 7th December 1869 this road as far as Pochiconta (18 miles from Hadisi) and on the 22nd and 23rd June the whole length of the road. From the remarks made on the latter occasion the Superintending Engineer was led to understand that a great deal of work had been done, but except in the 19th and remaining miles up to the River - neither he nor the Collector could see much beside the putting of some gravel on the road, which would most probably be washed off or cut into gullies, as proper provision had not been made for carrying off the drainage. The principal work done was the careful cleaning out of the side Channels on the lower side (for almost the whole distance the road traverses side hill ground) which, as already mentioned, is sheer waste of money.

9 The Superintending Engineer then inspected the crop road from Pochiconta via

Peddabully and Chimtee to the Trunk Road near Kalasimoodum which from the District Captain Begbie appears to have gone over twice since August 1869. viz on 9th and 10th of December 1869, on which occasion his only remark was to the effect that the Contractor was putting large stones in the road way of a Road Dam under orders of the Overseer which the Captain Begbie had directed to be removed, and afterwards on 24th and 25th of June last when he remarks on the Catch drains and side Channels, in some of which work had been done but makes no mention of the diagonal Channels, which are greatly needed. The Superintending Engineer observed that in some places very bad stuff had been put in the road surface although good gravel was procurable at about 150 yards off. As regards the three worst places on this road, viz near the 9th and 7th milestones and at about $\frac{1}{2}$ of a mile from the Trunk Road, all of which are very muddy and wet and are serious obstacles to wheel traffic, nothing had been done nor could he learn of any orders having been issued to take them in hand. Instead of this the Contractor has been allowed to spread gravel on the 1st, 2nd and 3rd miles and to clean the side Channels, more particularly the one on the lower side of the road, but has not been ordered to excavate diagonal Channels. The excuse has been made to the Superintending Engineer that the ground was too hard to dig the Channels but this is simply absurd and frivolous, as it must have been just as hard to excavate the pits for gravel. In many places the stuff in the diagonal Channels would have been found to be gravel.

and might have been used on the road surface which, in an economical point of view, would have been saving of the public money. The Road Dam in the 1st mile of this road is not a satisfactory piece of work. It is simply a level piece of wall with a sort of pillars at each end round which the water may sweep. Instead of these pillars walls should have been carried up at the same slope as the road approaches to one foot above H. W. M. An apron is also required, there being at present a hole in rear of the body wall.

10. The Superintending Engineer had hoped to see some improvement when he got on to the Trunk Road, which has an allowance of Rs 200 per mile, but here also he found the same inattention as regards drainages. In the 30th and 31st miles the Catch drain had not been touched but great attention had been paid to the cleaning out of the side Channels on the lower side of the road. Mr. Rance stated that he had not prepared any statement of how he proposed to spend the Madras portion of the grant amounting to over Rs 10,000 and so the probability is that the money would have been wasted in a haphazard sort of way.

11. Having thus papered his remarks on the works in the Madras Taluk which were inspected the Superintending Engineer must make some observations on the system of account kept. In consequence of his finding that there was, in the Madras Taluk Range, no method of checking the expenditure incurred by the Overseers on each mile of road Captain Begbie not making them submit, as vouchers, extracts

from the pit measurement books on which the payments were made, the Superintending Engineer in para 8 of his Circular No. 1842 of 13. Sept. 1869 directed that Overseers should submit monthly a Memorandum showing in what mile work was done, the nature of the work, the quantity executed, the rate per Cubic yard, the amount paid whether it was measured or by the Overseer and considered as a proper amount of work for the money disbursed. On calling on Mr. Sub Engineer Baner to produce the Office copy of this Memorandum a document was produced showing certain measurements, as if all the pits were of the same breadth and depth. On making inquiries about how this could be checked in the Range Office or by the Range Officer and of the details of the measurements were submitted Mr. Baner produced a docket No. 910 of 12. January 1870 from Captain Meghie in which it is said "You were distinctly told that all that was expected or asked for was an abstract from your own book by which you paid your Petty Contractor and that the breadth, length, depths of every pit dug in every mile should be lumped together and the mean taken". With respect to pit measurements Mr. Baner said that he did not submit any. Under these circumstances the Superintending Engineer is at a loss to understand how Captain Meghie expected to check the expenditure incurred and he can only look upon this docket as giving permission to cook the accounts.

12. On calling on Mr. Baner to produce his pit measurement book in order that the

Superintending Engineer might try and check some of the entries a book was produced which had been evidently written in the Office by a writer. Mr. Baner was ^{then} directed to produce his own book in which the measurements had been entered at the time they were taken: on this a number of slips of paper were brought forth but nothing could be made out of them and it is difficult to make out how the Office book was prepared or how the abstract which is entered in the statement was prepared. Considering the length of time which Mr. Baner has been in the Department and that for some years he was a Range Officer his conduct in this matter is most reprehensible and only confirms the Superintending Engineer's opinion of Mr. Baner's ineptness.

13. During the course of his inspection the Superintending Engineer called on the Petty Contractor to show the instructions issued to him as to what work was to be done and the rate to be paid for the same, but he could not bring any document having been given on any occasion. No attention seems to have been paid to Circular No. 3364 of 14. March 1867 when distinct orders are issued that a Specification or Memorandum showing the nature of the work to be done and rate to be paid should invariably be given and that the instructions should be written so clearly that any person on seeing it, should be able to tell if the work was being done according to agreement; see also Circular No. 469 of 14. May 1867 in which orders were issued to see that definite instructions were always given and that work to be done was properly pegged out. The Superintending Engineer has been led to make this last remark as he found that neither

Mr. Bance in the Overseer in the Main line
had been in the habit of pegging out work & the
done but had left it to the Kelly Contractor and
mile Coles.

14 The Superintending Engineer would remind
Captain Begbie that it was his duty as Range
Officer to look into minute details and to check
measurements in order to take care that no irregular
transactions were being carried out. From what he has
seen the Superintending Engineer regrets to be oblig-
ed to say that, in his opinion, money has been wasted
in a most deliberate way and that he cannot feel
sure that work has really been executed to the value
entered in the accounts. According to the diaries
Captain Begbie has moved about constantly and,
from the remarks, anyone would be led to suppose
that the work were being carried out in a satis-
factory manner and that the accounts were being
kept correctly, but, from what he has seen, the Super-
intending Engineer regrets to be obliged to say that
he considers Captain Begbie's inspections of work
and examination of accounts as most unsatisfactory
and that the marches are made in order to draw
travelling allowance. If Captain Begbie had
occasionally stayed at head quarters instead of dodging
so as to try to get travelling allowance every day
the Superintending Engineer thinks that there
would not have been so many complaints about
the accounts & the irregularity & regarding which
have called forth the animadversion of Government.

15 The Superintending Engineer had hoped that,
after the verbal remarks made in August 1889
during his tour of inspection, as also Memo No. 1731
dated 3rd September 1889, Captain Begbie would

have paid more attention to his duties: he now wishes
to know what explanation Captain Begbie has to
offer.

10. Oct. '90.

W. H. B. Esq. Lt Col. R.E.
Super. Engineer 3rd Div.

Copy of a Letter No. 580 of the 21st September 1870 from the
Officer in charge of the Madnapurly Range to the Super-
intending Engineer 3^d Division:-

In reply to Para 15 of your Memo No. 1267
of 2nd September 1870, Calling upon me for an
explanation of certain deficiencies noticed by you
during your inspection of a portion of my Range,
I have the honor to offer the following remarks:-

2. I much regret that owing to an accident I was unable to accompany you personally on your tour as I feel confident I should have been able satisfactorily to explain many of the matters regarding which you complain.

3 I would also beg respectfully to remind you that your tour of inspection was confined chiefly to the Madras Sabok, in which, as you are well aware, the subordinate members of the Department, Mr. Bance, and Overseer Comaradavoo Swami, are notoriously the most incompetent in the District.

4. I believe that as long as five years ago, you yourself called upon Mr Bance to apply for his pension, because you considered him incompetent and the work executed by Comaradavoo Moor has been again and again condemned by myself and my predecessors.

5. I leave it to you to judge what an uphill task it is to get good work done in a Salook like Kadiri, extending over more than a

1870.71.

Y
Wine

Heather: Eng.

7

W. L. G. & Co.

Date: Oct. 17

Recd

MH 4029/30

Ms. A. 9.2.6.18.70

Adelphi

Sept. 30th 1881

Preis in d. Nachzahlung

Change on the rate of
profits in the Range.

thousand square miles, with such an inefficient staff.

6. I will proceed to notice a few of your more prominent complaints and trust that you will find my explanation satisfactory.

7. In para 1 of your Memo you remark on the bad state generally of the Wobuldanachar Road and say that it is difficult to understand what was done in this road between August and Xmas 1869. When I inspected this road with you in 1869, I pointed out its deficiencies to the Overseer and as far as was possible with the limited funds then in hand, they were rectified, but I must point out that out of the grant for the whole year of Rupees 1350 for the 27 miles of road, only Rs 321-1- were left for expenditure after August, and this sum was only sufficient to carry out very few works over so long a distance. During the current year some work has been done, and more would have been accomplished, had labor been available, but as you yourself have remarked in my letter No. 467 of 3rd September 1870, there is very great difficulty in obtaining labor during the first quarter of the year. My reason for not having inspected this road was that so little money had been expended on it, and consequently there was nothing of importance to inspect. I cannot understand why you should draw the unfavorable conclusion that the repairs being executed on the 2nd, 3rd and 4th miles at the time

of your visit, were being made in order to exhibit a certain amount of money spent. You draw this conclusion from your recollection of the state this part of the road was, in last year, but, I would beg to remind you that on this part of the road near Kadin, the cart traffic is far heavier than on the remainder of the road and that it was considerably cut up by heavy rains in May and subsequent months. Attention will be paid to the early removal of the roots of the bushes which I regret to find in spite of my strict orders were some of them left untouched.

8. In para 2, you state that great damage had happened to Royachoty Road at the 3rd mile stone from a small Coontah having breached and the water having made its way across it. The weak state of this Coontah was not reported true by the Indistry, and due notice will be taken of his conduct. As regards bad gravel being put in this road, strict orders were given for gravel to be carted by the Contractor when there was none at hand. I have invariably had earth removed at the Contractor's expense when I have found it unsuitable for road making as Mr. Stance has his head quarters at Kadin, close by when you remark on the impurities of the gravel used and very little attention on his part would have prevented such mistakes and it was his special duty to have done so.

9. I regret to find from your observation in para 3 that you consider the work done in the Kadin and Pulicenda Road insufficient, but I have the honor to point out that this has

entirely due to the want of funds. This road is immediately under the charge of Mr. Bance and strict orders regarding diagonal Channels have been repeatedly issued.

10. With regard to the Royachetty Road, orders were issued long ago regarding the diagonal drains and special attention was called to the fact that earth from catch and diagonal drains was every where thrown upon the wrong side of the Road. This earth I directed to be removed immediately at the Contractor's expense and again fined the Ministry. The Irish Bridges Mr. Bance promised to have removed in a few days; and I had one pulled up in my presence.

I am disappointed to learn that he did not fulfil his promise. Had all the diagonal drains that are required been put in, on this road, the whole of the allowance would have been spent and some money must be kept in hand to meet the necessary repairs. Whenever I have seen drains being opened out on the lower side of the road, I have invariably put a stop to it, but the work which is done by mule coolies is especially under the superintendence of the Ministries and Overseers who have not carried out my instructions.

11. I consider that for the grant allowed for the Pedipully and Balasamoodrum Road a fair amount of work was done and the requirements noted by you shall at once receive attention. The road dam was not built in accordance with a plan circulated by me and as the Overseer omitted to take an agreement from the Contractor,

I was unable to enforce its reconstruction according to the plan I had given.

12. Mr. Bance's attention was specially drawn to the bad drainage on the Sprink Road, at the 30th and 31st miles in July last, and his inattention to the orders given, were commented upon in my diary for August. No orders were ever received by me to call upon Overseers to prepare statements showing how they proposed spending the allotments for the various roads, nor so far as I am aware has such a plan hitherto been considered necessary. Instructions for their guidance were laid down in your Circular No. 1862 of 13th September 1869, but they were never told to send in statements regarding the proposed expenditure. As you wish it I will in future call upon the Overseers for such statements.

13. In para 11 of your Memoir you deliberately accuse me of dishonest practices and of giving permission to Overseers to "cook their accounts." I confess I am at a loss to know how you could construe my Docket No. 910 of 12th January 1870, and had such an accusation come from any body except yourself. I should have felt it deeply but I am well aware that you have for some time past, on every occasion put the worst possible construction on any thing that I have said or done.

14. With regard to pit measurements, Mr. Bance's statements of work done are always sent in monthly. These are extracts from his

pit measurement books. All the Overseers stated that the accounts would be very bulky if every pit measurement was sent in and I had always the pit measurement book to fall back upon. I have constantly seen Estimates framed and papered, when the mean depth of the foundations were shown and this was always accepted as correct. Although the details of the measurements were not submitted to my Office, they were expected to be kept ready for inspection when required, and it was through Mr Bance's neglect of orders, that there were not forthcoming.

15. In para 13, you remarked that no attention was paid to Circulars No. 3364 of 14th March 1867 and 496 of 14th May 1867. These Circulars were issued before I came into this District and I regret that they escaped my notice. They were however, fallen into disuse when I joined, the rates for various description of work in this Range have not varied for years. The Overseers are responsible for the issuing of orders to Petty Contractors and Maistries, and my self have repeatedly seen the written orders which they from time to time, have received. Strict orders were more than once issued to Overseers, to peg out the work themselves and not to leave it to Maistries and Petty Contractors, and examples of how the work should be pegged out have been given to them.

16. I have discharged the duties devolving upon me to the best of my abilities. I have

checked many of the measurements on the roads and have invariably done so on all Tank works. Every effort has been made to prevent any waste of money and wherever I have seen bad work done, the expenditure has been removed from the Contractors. I deny entirely, that in comparison with other Ranges or Districts, that there has been a less amount of outturn for the money spent.

17. When I have, with the view of looking after the accounts, made such an arrangement as would enable me to perambulate in the neighbourhood of Madamapuley, this has been objected to, by you. The travelling allowance Rules of the Department admittedly illegal and recommended for alteration by the Public Works Commission, permit this, and I fail to see that I have taken any "undue advantage" of them. Neither my servants nor Camp equipage cost me less, when I am at head quarters and I would remind you that last year when I travelled side by side with you from Vellore and to Belair you would only pass my bill for the ordinary travelling allowance while you self draw the higher rate for mileage. By the Rules I was equally entitled to the higher allowance.

18. I would also point out to you, that I work by an official showing you the inefficient state of my Office Establishment, my head being a man reduced for his gross incompetency.

I also shewed you that the official correspondence for a whole month was deliberately kept back from me and I asked for a change in my Office Establishment. In reply, I was told that it was "possible my suspicions were correct," but that as I had alleged no proof, you could not "punish the writers". I would also remind you that on one occasion I recommended the Local Fund Over-keeper be fined for dilatoriness in his work but that no notice whatever was taken of my recommendation. I may briefly state that I have not received the support from you that I had a right to expect.

I regret that so long a delay has occurred in submitting my explanation, but it was necessary to call for several papers from the Overseers and others and to look up several references in my own Office which causes have retarded its submission.

10: Oct. 1/70

A. H. B. G.
S. J. P. Engineer 3:00

*Copy of Letter to
S. J. P. Engineer
dated 10:50 of 21:50
promoting evidence
with reference to
deficiency in
the S. J. P. Engineer.*

*8:40 27/10
S. J. P. Engineer 3:00*

F.

Mr. S. J. P. Engineer J. A. Bance
Extract of remarks from Conduct Returns of Masrappally Range for the quarters as follows:-

Pennada

For what
Quarter
Ending

28: 8/4/69	He has worked only under the Calicut. The Balaramam road is fairly traced.
31: 10/4/69	Has made a very good trace of the Balaramam and Pottanalla Roads while in charge of the latter. The Calicut station any increase of wages have rapidly increased which speaks well for his popularity management.
30: 3/6/69	Gets on very well with the work instructed to him.
31: 20/6/69	Is popular with the Calicut.
28: 7/6/70	Is now in charge of the Khadi Talook. Carries on his duties very well and is very popular with the Calicut.
30: 20/6/70	

A. H. B. G.
S. J. P. Engineer 3:00

10: Oct. 1/70

Exhired of Newcastle from
Candace, Return of
Madagascar Range.

Mr. Sub Engineer
J. A. Vance.

S. G. 10029/40
Range 10020 to 10022

From the notes and books and as follows as to the quarter as follows.

For what

Quarter

10029/40

10020 to 10022

10023 to 10025

10026 to 10028

10029 to 10031

Remarks.

From the notes and books and as follows as to the quarter as follows.

From the notes and books and as follows as to the quarter as follows.

From the notes and books and as follows as to the quarter as follows.

From the notes and books and as follows as to the quarter as follows.

From the notes and books and as follows as to the quarter as follows.

From the notes and books and as follows as to the quarter as follows.

Exhired from Lower Register of A. Comandante Moor.

10029/40

From the notes and books and as follows as to the quarter as follows.

10029/40

10029/40

Exhired from Lower Register of A. Comandante Moor.

10029/40

of your advice from
Extract of Remarks from
Conduct via Belasco of
Madras & Mysore Range.

S. H. 4029/70-
Aug. 1900/10 4/1/102

1869. 70.

Names of Works.	Grant.	Expenditure upto 31 st Augt.	Available on 1 st Sept.
Road from Moodanor to Kadiri—	1200.	321-9-4.	878-6-8.
" Royacherry to — do —	1000	806-1-3.	1193-14-9
" Kadiri to Bellary—	1350.	1028-15-0.	321-1-0.
" Porlicomla to Pailanoodrum—	2980.	1250-14-9.	1729-1-3.

10: Oct. 170.

A. M. S. 1868
Suptg Engineer 3 Division
Suptg Engineer 3 Div

Statement showing
Expenditure on certain
Roads from 1870/71

1870/71

1870/71

Name of work	Grant	Expenditure			
		April	May	June	July
Road from Mordana to Kadiri—	600	13-9-6	45-9-2	42-3-0	53-15-3
Royachetty to Kadiri—	2200		52-11-5	238-11-11	314-0-9
Kadiri to Bellary—	1450	12-8-	146-13-3	154-7-2	61-10-0
Palecomata to Kalasamoodram—	2050		58-12-6	102-7-10	158-11-7

A. P. S. S. S.
Superintendent 30th

10. Oct. 190.

MP 4029/30
May 1870 to 1872

Statement of Henry H. H. H.
line on Custom House form
1870-71

Extract from Ram
Register of Kadiri
Talook from April
to July 1870.

For April — 0.80.
May — 1.20.
June — 3.31.
July — 0.95.

Mr 4029/70
For 9 Nov 716 Rs 2152

A. H. H. H. H.
Super Engineer 3000
10 Oct 70.

Copy of Circular No 3364 of the 14th March 1867.
from the Superintending Eng^r 3000 published in the
District Gazette:-

The Superintending Engineer requests
Officers in charge of Ranges will take care
that when any work is given out on contract
a Specification in English and Telugu be given
to the Contractor showing exactly the nature of
the work that is to be done: This ought to be
written so clearly that any person on seeing
it should be able to tell if the work is being
done according to agreement.

For petty contractors, from whom a regular
Bond is not taken, a simple memorandum
of the nature of the work to be done and rate to be
paid should be given.

Copy of Circular No 469 of the 14th May 1867 from the Sup^y
Engineer 3000 published in the District Gazette:-

Instances have been brought to the notice of
the Superintending Engineer of Contractors having
having to do work over again, in consequence of Over-
seers not having given definite instructions or not
having properly pegged out the works to be done. He
requests Officers in charge of Ranges to warn
Overseers that, in case any thing of this kind
is brought to his notice hereafter, he will make
the Overseers pay for any work that may have
to be done over again from any neglect on his part.

A. H. H. H. H.
Super Engineer 3000
10 Oct 70.

Copy of a (Docket No. 247 of the 21st April 1869 from the
Superintending Engineer 3^d Division to the Officer in charge
Madnapulley Range:-

N. XXXIX of 17.
Decr. 1868.

Returns the accompanying Mileage
Allowance Bill and requests to send a copy of
the Inspection Report as otherwise the subject
is unintelligible - the Controller's Circular to which
reference is made merely requests that certain
information may be always furnished. Does not
understand the grounds on which you not only
ask for mileage but also travelling allowance.
Requests to send a copy of travelling allowance
Bill for November as passed by the Controller.

Copy of a (Docket No. 304 of the 25th June 1869 from the Officer
in Charge of the Madnapulley Range to the Supg. Eng.
3^d Division:-

Your Docket No. 247 of 21st April last
states that on receipt of letter intimating
your intention of visiting the Kadery Taluk
his Camp was at Tamballapully distant
about 24 miles from Madnapulley. He at once
started off via Madnapulley in order to get but
locks posted for two bandies - the small village
of Tamballapully not being able to supply
them and in order to meet you on the day appointed
that he had to travel more than 20 miles
a day. Did not submit his bill for mileage
allowance before, as hitherto his bills had not

Circular Nos. 3364 and 419
of 14th March and 14th May
from Secy. Engrs. showing
the manner in which with
the hands over & out of station.

174029/50
Copy of a Docket No. 304 of the 25th June 1869

Copy of a

been paid but as the Controller's Circular No. XXXIX
of 17th December 1868 seems clearly to lay down
that this was one of the cases in which mileage
allowance is claimable hego to submit his bill
for himself and Currier. Regrets the delay
that has occurred, but latterly his time has
been a good deal occupied in the examination
of Estimates &c &c. Begs now with reference to
the above quoted docket only mileage allowance
is claimed instead of travelling allowance which
having been drawn, has been deducted from the
bill.

Copy of a Docket No. 1121 of the 7th July 1869 from the
Superintending Engineer 3rd Division to the Officer in charge
Madnapally Range:-

Docket No. 304 of 25th ultimus.

(Does not see how the Controller's Circular
can in any way affect the question. Declines
now to pay the mileage claimed and observes
that any claim should have been made at
the time. (Does not understand how you can
claim mileage on the 18th 19th and 23rd as you
did not go on the 18th to the Poochial Cheroos tank
and on the 19th and 23rd you neither accompanied
the Superintending Engineer or made an inspec-
tion of the road.

W. H. H. 11/26
Superintending Engineer 3rd Div

10. Oct 17.

✓
111
Mr 4029/78
Trans. Nov 70 L 152

Correspondence regarding
mileage allowance claimed
by Captain Begbie.

Mr 4029/70

A. Armstrong, Esq.
Head Accountant.

Extract of remarks
from Conduct & Return
of Marine Supply Range
I.

A. Pagopaul. M.D.
 Apia, Accountant
 Extracts remarks from
 Concordia Returns of
 Harrop's Range.

M 4029/30.

A. Harrop's Range Accountant.

Extracts Remarks from Concordia Returns of Harrop's Range for the following quarters:—

Quarter	Remarks.
30: Oct/89.	Had nothing and well experienced in his duties.
30: Nov/89.	Harrop's Range is caught.
27: Feb/90.	Harrop's Range is caught. Harrop's Range is caught.
31: May/90.	Harrop's Range is caught. Harrop's Range is caught.
30: Sept/90.	Harrop's Range is caught. Harrop's Range is caught.
31: Dec/90.	Harrop's Range is caught. Harrop's Range is caught.
28: Feb/91.	Harrop's Range is caught. Harrop's Range is caught.
30: June/91.	Harrop's Range is caught. Harrop's Range is caught.

9: Oct/89.

A. Harrop's
 M.D. 1889
 M.D. 1889

Copy of letter No. of 19th December 1879 from
the Officer in Charge Madnapally Range to the
Superintending Engineer 2nd Division.

You will have observed in some of my replies that I have only acknowledged the receipt of some of your Dockets nearly a month after receipt. The Circumstances under which this has arisen are as follows.

2. I have the honor to state that when out in camp in the early part of November, I only received a very small tappat. On my return to Rangi Head Quarters, I enquired if there were no more letters for me, and was told that there were none. Prior to starting for Khaoi I took over the *Famme Chequebook* (which is an *in manuscript*) to have some more blank Cheques and the *Selooos* Charters written in; but when leaving this could not be found. I insisted on the Office being thoroughly searched, and a day or two after I had started it was discovered together with a lot of opened officials received on the 9th and 10th November, when I was out in camp. As somebody was to blame, I called for an explanation. The Assistant Accountant simply says, he is not in the habit of opening officials, and knows nothing about them. The Head Accountant's explanation is given above without in looking for the Cheque

A. Spring of Paul. Woods? Office Accountant.

For what
Quarter
ending.

Amado.

25. Sept. 18. Made the ground test holes in delagoa and English very active and clearing promotion.

30: I have been thinking and wondering well it is clearing up promotion

25. Feb/19. Off by land roadfinding and promise well in accounting presentation.

31st May/69. Zurich and vicinity.

30: Sept 1893. — Du — Du —

31st Dec/79 — Do — Do (Dad will get on well with the head accountant and does not interfere with him. Since the absence he gets on better. If the two accountants to be separated, this will work well indeed.)

28th Feb^y 79. I have been much pleased with the results of the
 & C. S. Examination. I will write the next numbers to him. Quick and intelligent paper & C. S. 1798.
 I will write the next numbers to him. Quick and intelligent paper & C. S. 1798.
 I will write the next numbers to him. Quick and intelligent paper & C. S. 1798.

9: Oct. 1870.

A. H. M.

Book he found the letters. This seems to me the more natural explanation than that of the Assistant Accountant who possibly, in putting them aside when sent over to the Office, forgot all about them. Small as this incident is, however, it confirms me in a suspicion. I have long had, that the two Accountants do not agree, and that there is not that cordiality and good feeling between them which is so very desirable and without which the Office work cannot be carried on as it might be. As regard myself every docket as received is, with scarcely an exception, answered the day it is received and is, when I am in Camp, sent to the Office to be copied and registered, so that any delay in the receipt of a reply is not due to me. I have now to solicit that some change may be made in the Office Establishment so if the two Accountants do not agree vexatious delays will always occur; and I have more than once cautioned them in this point, feeling sure that to some such cause the delays & complaints of late are attributable.

Copy of a Docket No. 2077 of 6: January 1870 from the Suprog. Engineer &c to the Officer in ch. Madras Pulley Range.

In reply to your letter without number dated the 19. December 1869 in your own hand writing. I regret to say that I have for a long time observed the great delay in the transmission of replies from your Office being dockets many of which should have been answered by return of post. I am not aware of the system adopted by you in your Office arrangements but during your absence in the Range no person in your Office except your Head Accountant should be allowed to open your letters: it would be as well if he himself registered them and then, if any information was required to be supplied from the records, make up the packet before transmitting the papers to you. The Head Accountant should be held responsible for any irregularities that may take place as the rest of the Office is under his order ^{and} he should report to you any person who is disobedient and inattentive. If unable to enforce attention to his orders during your absence it is clear that the Head Accountant is not fit for his place.

You may be perfectly right in your suspicions but without some grounds to go upon I am unable to inflict punishment.

Copy of a Docket No. 3107 of the 1st February 1870 from the Superintending Engineer &c to the Officer in charge Madras Pulley Range.

Observes that the Progress Report

for December was only despatched by you from Goomcondah on the 17th January 1870. What became of it then is not known in this Office but it did not reach Belgaum until the 26th or just one fortnight after it was due. This is not the only occasion on which the returns from your Office are received long after the date on which they are due.

This delation and inattention in the Office of a Range in which the expenditure is about the least of any Range in the Division shows that the members of the Office are grossly lazy and that severe measures are necessary to make them attend to their duties.

Regrets to be obliged to observe that in his opinion, there must be great laxity of supervision on your part or matters could not be so bad as they are.

Requests to fine the Head Accountant five (5) Rupees and the Second Accountant two (2) Rupees and to warn the whole Office that if work is not done properly the undersigned will reduce every one and will also consider it necessary to report the state of affairs to Government.

Copy of a Docket No. 1021 of the 16th February 1870 from the Officer in Charge Madnapully Range to the Superintending Engineer 3rd Div. -

Your Docket No. 3107 of 1st February 1870. Begs most respectfully to submit that although the expenditure is less than that of other Ranges, yet that the work done (viz. number of entries in the Progress Report) may be as heavy in Ranges where the expenditure is greater from larger sums being concentrated on larger works.

Fine Cancelled.

Sh

2. With regard to the fine on the Assistant Accountant would respectfully observe that he did not return till the 18th of January from his leave, so that the delay was not due to him.

3. Begs earnestly that some change may be made in his Office Establishment. The Assistant Accountant is naturally an intelligent man and with experience will prove a good Accountant. As regards the Head Accountant and his own supervision as long as he is in Madnapully, knows that he, the Head Accountant, who has and out of Office hours, but this does not make up for the arrears that accumulate in his absence. This month he hopes that the accounts will not be late under took the whole of the Correspondence himself (Office and Jan Copies) when Kanamthallan and Venkoba Rao were his Head Accountants there was no such blame attached to his Office and in several of your dockets occasion has been taken to point out how the records of the Shumod

Office were kept sea. If he might venture to suggest, he would say that his head account-ant would work very well where there could be daily supervision for him. for he does know his work. In conclusion would most respectfully observe that although this is a second class Range, there has been no diminution of the work. Trusts that he will take this into his favorable consideration.

Copy of a Docket No. 3340 of 25th February 1870. from the Superintending Engineer 3rd Division of the Madras Range:-

Your Docket No. 21 of 16th Instant.

Inform that the expenditure and No. of works in the Madras Range are about the smallest in the Division. The Superintending Engineer will just show that the Madras Range, although a second class Range, has very much less work than either a 2nd or a 3rd Class Range the duties of the former being in charge of an Assistant Engineer and of the latter of that of a Supervisor.

	Grant.	Man. Recd.	No. of new works.	No. of Repairs.	Average date of receipt of the report.
Korpete Range 2 nd Class—68807.	L	28.	70.	9.	
Paddar Range 3 rd Class—83400.	L	4.	15.	6.	
Madras Range 2 nd Class—38315.	L	9.	10.	18.	
		3.	4.	13.	

2. It will thus be seen that Captain Begbie's Range is altogether in the minority and would be so proportionately with even all other Ranges in this Division. The Superintending Engineer can only therefore think that in the Madras Range the supervision must be very lax and as regards the Head and 2nd Assistants as already stated the Superintending Engineer will take an early opportunity for transferring them if no improvement is made.

3. Besides being punctual in the submission of Returns the undersigned may add that the above two Ranges and others have sent in plans and estimates for several large works which are now in progress, but the undersigned is not aware of any such work in the Madras Range worth speaking of except those projects upon which Mr. Brickwell is engaged.

D. H. B. 11/10/70
Superintending Engineer 3rd Div.

9th Oct. 1870.

Suppy. Exp Office 30m.
Camp Bullapali
Andhra Pradesh
Dist. Jalook
Dist. Dist.

Mr. 4029/50
Wm. 9. 20. 11

Copy of a letter No 437 of the 1st December 1869 from
the Acting Sub Collector to the Collector of Cuddalore.

In September a Yadast from the Overseer
of this Taluk to the Tahsildar requesting
permission to cut down 520 date trees in the
Village of Padda Mundiem was forwarded to me
for orders.

2. The trees were said to be in and along a chan-
nel leading to the Linga Gontah Cheroo, and
an estimate had been framed and sanctioned
for clearing the Channel for Rupees 650.

3. On making inquiries I found that
during the last five years nearly all the
Ayacut under the Channel had been cultivated,
and that during the last 3 years the Collection
had been within a Rupee of the full assessment.

4. Accordingly on September 24th I addressed
Captain Begbie on the subject requesting
some explanation as to the necessity of the
repairs and the cutting down so large a num-
ber of trees. Out of the 520 trees, 333 are full
grown, and it seemed a pity to sacrifice so large
a number unless absolutely necessary.

5. On the 29th ultimo Captain Begbie
writes and states that the Channel has be-
come narrow and a large quantity of water is
wasted owing to the date trees having grown up
within its limits and that the Tank at Padda
Mundiem which is fed by this Channel does
not receive a full supply. I find that

1874/29/30

the Aqaut of this Tank is Rs 770 of which Rs 750 were cultivated last year. so that there does not appear to be any immediate profit from the repairs of the Channel.

6. Captain Begbie states however that it is necessary that the trees should be cut down and as the estimate of Rs 650 has been already sanctioned, I conclude the repairs should be made.

7. I have therefore the honor to request permission to cut down the trees. The immediate loss will of course fall on the Abkhare renter. The value of the trees is from 2-8 Annas each.

No 1851 of 4th December 1869.

To The Superintending Engineer for his observations. It appears to the undersigned that under the circumstances stated by the Acting Subcollector it is unnecessary (and certainly inexpedient at the present juncture) to expend so large a sum on this work.

Signed G. Vans Agnew
Collector

Copy of a letter No 2674 of 10th December 1869 from the Superintending Engineer 3 Division to the Collector (Madras).

With reference to your endorsement

No 1851 of 4th Instant on your Acting Subcollector's letter No 437 of 1st Idem I have the honor to inform you that, without further explanation from Captain Begbie as to the necessity of cutting the trees, I quite agree with you that it is certainly inexpedient at the present juncture and probably unnecessary to extend so large a sum on the Pedda Minnium Tank.

No 2685 of 10th December 1869.

Copy with copies of the Subcollector's letter and Collector's endorsement to Madama-pulley Range for any further explanation he may have to give.

Signed A. D. Miskin
Superintending Engineer 3rd Div.

Copy of a letter No 978 of 9th February 1870 from the Officer in charge Maduapulley Range to the Superintending Engineer 3 Division.

I have the honor to acknowledge the receipt of your endorsement No 2685 of 10th December 1869 on your letter No 2674 of 10th Idem to the address of the Collector of the District and in reply to offer the following observations.

2. The Tank at Pedda Minnium depends chiefly for its supply of water on a

Channel led off from the River - some four or five miles of this Channel is lined on both sides with date trees, which are constantly self sowing themselves, thus blocking up and narrowing the Channel, and causing a great loss of water. As might be expected, the Channel slowly runs over a sandy bed, and if its waterway is diminished it must breach: in fact this year, it was only by constant attention on the part of the Village authorities that the Channel was not breached, but in spite of all their care, a large quantity of water escaped, and although it is true that the Revenue has not as yet suffered, this I conceive for no reason why the Channel should not be thoroughly repaired, for any heavy Gullies runs rain - especially at night, when the Village would not turn out - or would decidedly breach the Channel in several places and thus inflict a serious loss on the Revenue. As regards the threatened loss of Revenue by the immediate destruction of the date trees, this all depends I imagine, upon the fact whether the tope is itself put up to auction, or whether each individual tree is taxed. I trust I may take the liberty of doubting whether the latter course is pursued, considering that the tope is some 4 or 5 miles long and is in many places over 200 yards in width. The extent of the tope is rapidly increasing by the self sowing properties of the date tree, and the trees that are in the way are on an average only some 5' or 5½' high. If the whole tope is put up to auction, the value put up on each individual date tree seems to be very high.

3. After a careful inspection of the Channel, I consider it absolutely necessary that these trees should be removed, and the Channel thoroughly

repaired before next monsoon and although in obedience to your urgent call, I was enabled to forward the grant for this year, I trust that the estimate may be sanctioned for next year, and when once repaired, I venture to suggest that the limits of the Channel be clearly defined by boundary stones and then kept in repair (by removal of all self sown trees) by the Village, just as they are expected to perform petty repairs to such funds. In conclusion, I may add that I am informed it was some 10 years ago that a similar course was pursued by my predecessor.

Copy of a Letter No. 3245 of the 18th February 1870 from the Superintending Engineer 3rd Div. to the Collector ofuddapah:-

With reference to my letter No. 2674 of 10th December 1869 I have the honor now to forward copy of a letter from the Executive Engineer, Mad. Nagally Range.

2. I do not myself know the Country and so cannot form an opinion as to whether it would not be better to dig an entirely new Channel but from what Captain Blythe says it appears to me that something must be done before the next rains.

Copy of a letter No. 75 of the 12th March 1870 from the Sub Collector to the Collector ofuddapah:-

In reply to your footnote No. 59 of February 27th 1870 in a letter from the Superintending Engineer No. 3245 dated February 18th 1870, requesting my opinion regarding the necessity of the proposed expenditure of Rs. 650 on the Uddah Mundiam.

Supply Channel, I have the honor to state that after personal inspection, I entirely concur in the opinion of the Sahibdar that so large an expenditure is unnecessary and uncalled for.

2. The Channel in question is taken off from a stream that falls into the Panyane river at about 10 miles from its source. There is a strongly built masonry wall of masonry stone at the commencement of the Channel and its right bank is faced with stone for some distance. The Channel itself is at the most 3 miles in length and for about three quarters of a mile flows through a narrow belt of date trees.

In only two places could I see any signs of this stone facing having been disturbed by the flow of water or of being in a condition other than when it was first laid down. It is rough masonry work but has stood for the last hundred years and probably more and shows no signs of decay.

3. The Villagers told me that the Overseer in framing the Estimate proposed to remove all the old stone work and relays it raising the masonry a foot and a half. They however expressed doubts whether new work would stand the rush of water and asked me not to let the old work be touched as they had no fear of its giving way.

4. The stream from which the Channel is taken off supplies several other Channels and tanks lower down, and their supply would materially be diminished were the masonry raised.

5. The Channel is represented by the Executive Engineer to be choked up with date trees. I cannot say that I could see that this was the case

in any portion of it. It has a well defined pits own, and well defined banks on which the date trees grow but throughout the whole length there were not more than a dozen trees that at all encroached upon its proper limits. The breadth of the Channel is about two yards and the Overseer assured me it had never been wider, nor had the date trees on its banks ever been removed previously. With the exception of some eight or nine trees I see no reason for touching any of them. Those marked for removal by the Overseer were mostly all on the left bank, and well away from the water bed of the Channel.

6. There were no signs of the banks being weak except in two places each about 2 yards in length where the old stone work had partially broken up. These should be repaired but the cost should not exceed at the outside Rs 50.

7. The Channel naturally overflows on the river side during heavy rains (there has sloping present) banks specially to provide for this. It has never been breached nor have the Villagers any fear of its doing so.

8. There will be no extra revenue derived from the masonry. The Ayacut of the Peddammam tank as well as that of the smaller Channels taken off from the large Channel are annually cultivated to nearly near their full extent and I found that the applicant for the enlargement of the Channel was not the Village, but a Mergant who holds some high level lands situated south which can only be cultivated when the tank fills several times.

9. The Commission states that Rs 200 was expended by the Public Works Department in clearing out the Channel 5 years ago, and this

may have to be repeated, but is certainly not required at present. All that is now necessary is to repair the two places where the stone work has broken up and to remove about half a dozen date trees on the inner side of the Channel. There are no date trees growing in the bed of the Channel itself. Even if this is not done I have no fear for the general stability of the work. These repairs might be well entrusted to the villagers themselves.

No 30 of 15 March 1870.

To The Superintending Engineer with reference to his letter of the 18th February last No 3245. In sanction the estimate would in my opinion be a mere waste of public money.

Belgaum, G. Vams Agriew.
Collector.

Copy of a Docket No 1238 of 29th August 1870 from the Superintending Engineer 3rd Div to the Officer in charge Madnapulley Range.

Your letter No 978 of 9th February 1870.

I forward Copy of a letter from the Sub Collector and requests to be furnished by return of post if possible with any further explanation you may have to offer.

Copy of a letter No 500 of 1870-71 from the Officer in charge of the Madnapulley Range to the Superintending Engineer 3rd Div.

In reply to your Docket No 1238

I have the honor to observe that when I saw the Channel in question it was after a heavy shower of rain and in several places, the water overflowed its banks and was only prevented breaching by the temporary repairs effected by the villagers. The date trees are all self grown and in a heavy flow of water, the rush of the stream is affected and the water escapes on the embankments. The stone revetment of the Calingulak requires refacing and I still consider that in the end it would be more economical to thoroughly repair the Channel. I was distinctly informed that the waste of water prevented the tank from getting a full supply and from what I saw I could readily understand this.

2. Should however the estimate be still objected to, a modified one might be submitted providing only for the refacing of the Calingulak and the removal of the date trees which would give more room for the flow of water after which the limits of the Channel should be strictly defined and no encroachment allowed.

3. In conclusion I beg to be distinctly understood that if the Channel does break by any sudden over flow of water that I be absolved from all responsibility.

Copy of a Docket No 1358 of the 19th Sept 1870 from the Sub Collector 3rd Div to the Officer in charge Madnapulley Range. Letter

Letter No. 500 of 9th September 1870

Informing that, having inspected the Padda Mundium Tank supply Channel from the Anicut to beyond the limits of the date tope, he quite agrees with the Sub Collector that the repairs required are trifling.

2 From the Statement in your letter No. 978 of 9th February 1870 that the tope is some 4 or 5 miles long and is in many places over 200 yards in width the undersigned regrets he is obliged to state that he cannot think you inspected this Channel before you put such a statement in record as from measurement made with a Chain along the bed of the Channel, from the Anicut to the end of the tope. The length of Channel, which is very tortuous, was found to be about 404 yards: in no place could he see a width of 50 yards at the outside.

3 The Chief want of the Channel is a small head sluice with opening of about 3 feet square.

Copy of a Docket No. 607 of the 22nd September 1870 from the Officer in Charge Madanapalle Range to the Superintending Eng. 3 Division: -

Your Docket No. 1358.

Informing him that he did suspect that portion of the Channel which was estimated for before writing his report and begs to repeat your information that his report was founded

upon information received from Rungiah (Rungahon); he had no Chain to measure the width or length of the tope in question but the width and length of the tope as referred to in my letter did not refer to that portion of the tope growing in or near the Channel. The length and breadth of the tope in question was simply brought forward to show that the estimate of the anticipated loss of revenue as submitted by the Sub Collector was exaggerated by the Revenue Inspector and Sumballaoping Reddy, both of whom are personally interested in the tope in question. Fails to see any reason why he should visit the whole length of the Channel when there was no necessity for it. Your orders regarding the construction of a head sluice have been forwarded to the Revenue and begs to request you will, (as you have given the orders for a head sluice) that you will inform me whether it is the self acting one or not, what measures you would wish to be adopted to regulate the discharge of the water; for as far as he understands your Docket, your proposed plan of a head sluice is simply an effort made to save the Channel from being breached after a heavy shower of rain: and there are no records in this Office to show that a three feet vent is sufficient to discharge the water. Would again remind you that he alone saw the Channel in full flood and again distinctly states that if the Channel does breach, he himself is personally irresponsible. It

10. Oct/70

Chas. Roberts & Co. Ltd. 188
Surveyor Engineer & Draughtsman

Correspondence regarding
the Costa Humidum to
Jaffrey Alamed

1871 4029/50
Aug. 9. 1871. W. A. 1. 152

Remarks on your Inspections in March
as shown in your Inspection Report for that
month. You appear to have taken 4 days (one was
a Sunday) to inspect a Sank only 5 miles from
your Head Quarters which the undersigned in-
sider might have been done in one day; and, in
his opinion, a march of 5 miles without doing any
work cannot be looked upon as a fair day's work.
Again the trip on the Angallo, the taking the
section of the stream on the Madr. a pullup
side of the above named Village, and the return
back might have been done on the same day,
instead of taking three days.

He cannot help considering that you have taken undue advantage of the rules and so agreeably to G.O. No 30 of 30th November 1865 he disallows 11 days travelling allowance - if however you should wish to appeal to Government he will be prepared to submit your letter

Copy of Report of the 23rd April 1870 from the Officer
in Charge Madnapur Range to the Superintending
Engineer &c. &c.:-

Yours Docket No. 117 of 13th April 1870.
I trust he will reconsider his decision
regarding the visit of inspection to the Malpandra
Tank. The distance he travelled in going to

It was some 14 miles and in returning some 12 miles or so. the greater portion of the first journey was performed on foot, as the way led over hills which were not rideable. the next days journey was also performed on foot. The fact of a Sunday intervening was accidental. On the return journey, some 4 miles was over a non-rideable road and brought him out on to the Veglabaye at the 73rd mile stone. The journeys were very fatiguing. As regards Angallos, he had no intention of taking undue advantage of the rules. but, as the annual returns were being prepared, he did not start for Angallos till late in the evening - in order that he might be present to hurry on the work.

P.S. It was an oversight entering the distance as 5 miles. It was measured on the office off. the map, and it is about that distance as "the Crow flies".

Endorsement of 30th April 1870.

Inform that his opinion was formed on the data you submitted - if this was wrong, you alone are to blame.

(Signed) A. S. Moberly M.B.E.
Supt. Engineer 3rd Div.

Copy of Memo No. 18 of the 20th April 1870 from the Controller of M. Accounts to the Officer in ch. Madras Pulley Range:-

As Captain Regbie, Executive Engineer, returned to his fixed station on the 7th March 1870, and did not encamp at a quarter distance than 5 miles from Head Quarters on any of the 9 following days, the Travelling Allowance claimed for that period is inadmissible.

2. It is not known in this Office under what circumstances travelling allowance for 11 days has been disallowed by the Superintending Engineer.

Copy of Pocket No. 657 of the 17th June 1870 from the Superintending Engineer 3rd Div. to the Officer in charge Madras Pulley Range:-

Inform that, after careful consideration, he sees no reason for altering the decision already arrived at in this Office Pocket No. 117 of 13th April 1870. Again inform that, if you wish to appeal to Government, he will be prepared to submit your letter.

10. Oct 1870.

(Signed) A. S. Moberly M.B.E.
Supt. Engineer 3rd Div.

Copy furnished on the
subject of the above
also forwarding a letter
for Captain Begbie

W. H. 4029/30
Aug. 1870 in 1. 1870

N. 1501.

Supy. Engr. Office 300.
Camp Mundaloor
Pulampett Taluk
Cuddalore District.
11. Oct. 1870

From The Supy. Engr. 300.
To The Secretary of Govt
Sir,

I have the honor to forward
the accompanying original letter
N. 580 of 21st Sept. 1870 from the
Officer in charge Madnapally
Range with my remarks in the
margin and request you will have
these last entered in the copy submitted
with my letter N. 1481 of 10th. Just
as the same were by an oversight
omitted to be entered.

I have &c.
W. H. 4029/30
Supy. Engr. 300.

M 1870. 74 Sept
Pro. of Govt. for 2057
From No 4057

The Supy. Engr.

(11) 300

The Secy. of Govt.
M.D.

Dated 11th October 1870.

Recd. 12 —

N. 1501

Encl. 1 Return to Govt.
Forwards an original
letter from Captain
Begbie giving reasons
with reference to some
deficiencies noticed by
the Supy. Engr.

No 2681-9 Nov 5/70

No 153

to 19 Oct 70

M.D.

No 2681

Proceedings of the Madras Government

Under date 11th 9th October 1870
Read the following

From the Supy. Engineer
of the 3rd Div. (H.E. No 1481 of 10 Oct 1870)
From — Do — Do (H.E. No 1501 of 11 Oct 1870)

I think that Capt. Begbie,
if at all senior to the 3rd Div.
me which I think we could
sanction, should be
transferred to another range
in another Division with order
report upon his conduct & work
the expiration of six months.

3rd March 1870, No 692
15 June — — 1470
4th October — — 2390

At various periods
during the past two years the
Supy. Engineer of the 3rd Division
brought to the notice of Govern-
ment the very inefficient
manner in which Captain
Begbie conducted his duties
as the Officer in charge of the
Madrapally Range, and in
their orders marginally
noted the Govt. were com-
pelled to animadvert on
Capt. Begbie's conduct.

In the letter recorded
at the head of these Proceedings
Lt. Col.

Lieut. Col. Moberly submits specific allegations upon which he recommends Captain Begbie's removal from the Dep't.

The substance of the accusations may be briefly stated as follows:-

1. That Captain Begbie neglected to adopt the necessary measures for giving effect to the special instructions he had received from the Superintendant regarding the clearance of catch drains and the cutting of diagonal channels to prevent the drainage running on to, and damaging roads, and that, by the neglect of these precautions, an unprofitable outlay has been incurred on repairs.

2. That though Captain Begbie's Diaries showed that he was frequently on the move his inspections could have been only cursory and unsatisfactory, and his marches appeared to have been made with the object of drawing travelling allowance.

3. That these imperfect inspections resulted in the subordinates under Capt. Begbie's orders doing much as they pleased, and as his examination of their accounts was most superficial, there is reason to believe that money has been deliberately wasted.

Captain Begbie's explanations are contained in enclosure B. of Lt. Col. Moberly's report, but, after the fullest consideration, His Excellency the Governor in Council regrets to have to remark that

that they are not satisfactory.

In extenuation of his alleged short comings Capt. Bezpice complains of the inefficiency of some of the members of his subordinates staff, but it is difficult to reconcile this plea with the testimony which he hears in their favor in the Returns which form enclosures 7 and 8. Capt. Bezpice's explanations on the first of the foregoing allegations clearly indicate his too implicit reliance on his subordinates, and his neglect to exercise over their proceedings the supervision which is so essential a part of the duties of a

Range

Range Officer. Although the insufficiency of funds is adduced as an excuse for the neglected condition of some of the roads in the Range, enclosure 8 shows that the allotments were not being utilized. Captain Bezpice denies having taken any undue advantage of the travelling allowance rules, and to show the unfairness of the conclusions which have been arrived at on this matter he cites a case in which for a journey performed in company with the Inspectors, Colonel Moberly only paid to him (Capt. Bezpice) the ordinary

Travelling allowance while he
drew ^{for} himself the higher mile-
age rate. Col. Moberly
furnishes explanations
upon this complaint, but
the Govt. do not deem it
necessary here to notice it
further. As regards the
Accounts Capt. Regbie urges
that though he had made
certain arrangements for
remaining in the neigh-
bourhood of Madnapally,
which would have enabled
him to exercise the re-
sult check, Col. Moberly
objected to them. The latter
Officer however alleges that
he was not aware of those

But I would like to
know whether Col. Moberly
was right in charging
the higher mileage rate
for a mile of 10 miles.
not true.

Col. Orr must oblige me
by explaining the point
in question. V.V.

I should like to know
also what character
Capt Regbie has hitherto
borne in the Dept.

J. D. S.

arrangements until after Capt.
Regbie's inspection reports and
diaries had reached him, and
in para. 12 he enters into
explanations upon this sub-
ject. Capt. Regbie complains
of not having received the
support which he had expected
from the Inspecting in rendering
his Office establishment more
efficient, but the papers
which form enclosure A
sufficiently disprove this.
Finally, Col. Moberly sub-
mits the correspondence that
has passed regarding the
Peddammundinna Tank
as evidencing the untrust-
worthiness of Capt. Regbie's
estimates.

Dr

On a consideration
of the papers now before them,
the Govt. are satisfied that
much blame is to be attached
to Capt. Regbie for his remiss
management of his range,
but having only so recently
as on the 4th instant, while
expressing regret at the unfavor-
able opinion expressed by the
Superintendent of that Office, directed
the submission of a further re-
port at the end of the official
year, His Excellency the Governor
in Council is disposed to
allow Capt. Regbie, ~~this further~~
~~time within which the Govt.~~
~~hope there will be an im-~~
~~provement in the adminis-~~
~~tration of the Range~~

Proceeding No 2390.

the benefit of that decision, but
has taken an early opportunity
of transferring him to a Range
in another Division where his
conduct and management of his
work will be reported on after
a further trial of six months.

26
3
No. 15 1st 23 80m
Dec 2 10/11/70

Currents 4th 12th

Govt. of 1870 Madras.

PUBLIC WORKS.

To The Superintending Engrs.
- 1st & 3rd Divisions

Dated

Recd.

19

Further Recd 4988/17-3-71

9th Nov. 2681.

Nos. 152 & 154

regarding Captain -
giving orders on the
basis of the inefficient
manner in which Capt
Meghie has conducted
his duties as officer
in charge of the
Madraspally Range of
the Buddapah & Co.