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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 1187 Press
B.P. No. —Mis—

Dated 29-6 CR 75 —195—

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 29th April 1875.

No. 681. Read the following letter from Colonel F. J. MOBERLY, R.E., Superintending Engineer, Chingleput, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Guindy, 15th April 1875, No. 191:—

In reply to G. O., No. 160, dated 20th March 1875, I have the honor to call the remembrance of Government to the circumstances under which Order, No. 2,494, dated 11th October 1873, was passed.

2. Estimates were prepared for such work as was absolutely necessary to allow the navigation of the East Coast Canal, and items were selected from them for expenditure against the grant of Rupees 20,000 transferred from Salt, and of Rupees 12,000 standing in Special Fund Budget for 1873-74 under Repairs as available for expenditure by Department of Public Works. These were submitted to, and approved by, the Inspecting Engineer for Communications as ordered in No. 2,494.

3. The members of the Department of Public Works were all under the impression that they were sure of a further grant being made in 1874-75, possibly for work to be executed by the Salt Department, but certainly for a work, the importance of which was so strongly urged by the Collector and supported by the Board of Revenue.

4. Our time was very limited, and every endeavour was made to get the channel immediately passable for boats partially loaded; this we could deepen in May and June, as further funds became available and the water fell in depth. The maistry on the Southern Canal who was urged on all sides to push on did not adhere to the limits laid down by Mr. Lowry (who had plenty of other occupation), and, under the belief that any excess would be paid for by the next year's grant, allowed deepening in excess of the estimate, but not I would point out of the proper depth which has never really been attained.

5. The flood of May 1874 lying over the country admitted of easier navigation, and anxiety ceased to exist. The channel was slightly worse than it was before, but there was more water; work was stopped, and no grant was made in 1874-75; but for the cyclone in May the Salt Department would probably have been compelled to go on with the clearing, and would have gladly paid the Rupees 4,631-8-7 which was laid out by mistake, in anticipation of sanction, on work which was emergently necessary and important in March.

6. I take the opportunity of calling the attention of Government to the canal, and particularly with reference to G. O., No. 11, of 1st March 1875; as with all deference I think that my No. 1,044, dated 23rd July 1873, has been entirely misunderstood.

7. The canal was excavated to an uniform depth of 4 feet below M. S. L. connecting together, and in the beds of the backwaters which receive and pass to the sea the drainage of the country; in its lower parts it cannot be embanked, because the banks would obstruct this drainage.

8. The salt branches lead from it to the pans, which occupy parts of the low-land lying close to the East Coast Canal; they are on *the same level* so far as surface goes as the main canal, as may be seen by the flow of the tides and the passage of the boats. There is no reason why the whole area should not be protected from land drainage by a judicious employment of the spoil. Such enclosures could obstruct the drainage very slightly, and the banks would prevent the necessity for re-excavating.

J. Reeves.

9. But even as matters now stand, I respectfully submit that, if Rupees 500 per mile are necessary on the branches, Rupees 100 are not sufficient for the main canal.

10. The Collector and Deputy Collector have utterly misunderstood my expression regarding rates. I was not speaking of cost of work. I beg that my No. 1,044 may be reconsidered. I submit that it speaks entirely of quantity, and I urge again that, if the allowance for the branch canals at Rupees 500 per mile is necessary, certainly Rupees 100 per mile for the main canal, double its section, is nothing like enough.

11. The canal is in very poor order now; the floods of 1874 have brought in a great deal of silt, and, if the maintenance allowance is not to be increased, we must have special grants, or navigation will be stopped.

12. I trust I may be excused also for re-opening the question of employment of subordinates. I had no intention of finding fault with Mr. Barlow's proceedings. I only brought to the notice of Government the anomaly of their rules as between two departments running together.

13. The man in question was educated by officers of the Department of Public Works and bore a very good character for practical knowledge and common sense, but I could not find any grounds on which to base a request to Government to exempt him from examination for appointment as an Overseer. Mr. Harington recommended him, but he could not help me over the difficulty; and failing to get him promotion in the Department of Public Works, he mentioned him to the Collector who gave him a post of Rupees 80, or Rupees 30 more than we could pay him for doing, under the Collector, precisely the same work as he had been doing for us till the charge was transferred to the Salt Department.

14. I beg to repeat that I cited this as an instance of the unfair working of rules. If the maistry had been a pupil of mine, and I had an opportunity, I would certainly have done the same as Mr. Harington did; but I should grudge the loss of his services, and should not approve of the principle.

No. 682.

ORDER THEREON, 29th April 1875, No. 1,187.

CIVIL WORKS, No. 42.

COMMUNICATED to the Revenue Department with reference to Order in that Department, No. 325, of 26th February 1875. Much confusion in dealing with expenditure from Canal and Salt Funds appears to have arisen from the funds in question not having been formally transferred for inclusion in the Public Works Imperial or Provincial Budgets.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Chingleput.
" Revenue Department.
" Financial do.
" Controller of Public Works Accounts.
Exd. A. Grubert,
Spare Copies

No 191

Chingleput Engrs Office Chingleput
Guindy 15th April 1875.

From
The Superintending Engineer
Chingleput.

To
The Secretary to Government
P. W. D.

Sir,

In reply to G.O. No 160 dated 20th March 1875, I have the honor to call the reference of Government to the circumstances under which order No 2494 dated 11th October 1873 was passed.

2. Estimates were prepared for such work as was absolutely necessary to allow the navigation of the East Coast Canal, and items were selected from them for expenditure against the grant of Rs 20000 transferred from Salt and of Rs 12000 standing in Special Fund Budget for 1873-4 under Repairs as available for expenditure by P.W.D. These were submitted to and approved by the Superintending Engineer for Communication as ordered in No 2494.

3. The members of the D.P.C were all under the impression that they were sure of a further grant being made in 1874-75 possibly for work to be executed by the Salt Department but certainly for a work the importance of which was so strongly urged by the Collector, and supported by the Board of Revenue.

4. Our time was very limited, and every endeavour was made to get the Channel immediately passable for boats partially loaded; thus we could deepen in May, June as further funds became available and the water fell in depth. The ministry on the Southern Canal was urged on all sides to push on, did not adhere to the limit laid down by Mr Conry (who had already other reclamations) and under the belief that any excess would be paid for by the next year's grant allowed deepening in excess of the estimate; but not to include such of the proper depths which had never really been attained.

5. The flood of May 1874 lying over the country admitted of easier navigation and anxiety ceased to exist. The Channel was slightly wider than it was before, but there was more water. Work was stopped, and no grant was made in 1874-75. Had not the cyclone in May the Salt Department would probably have been satisfied & go on with the clearing and would have gladly paid the Rs 4631-8-pointed out by Mr Latter, in anticipation of sanction, on work which was eventually necessary and unfortunately in March

6

6. I take the opportunity of calling the attention of Government & the Canal and particularly with reference to G.O. No 1105/1st March 1875; as with all deference I think that my No 1044 dated 23rd July 1873 has been entirely misunderstood.

7. The Canal was excavated to an uniform depth of 4 feet below M.S.L. connecting, together, and in the beds of the backwaters which receive, and pass to the sea the drainage of the country - in its lower parts it cannot be embanked because the banks would obstruct this drainage.

8. The salt branches lead from & to the pans, which occupy parts of the low land lying, close to the East Coast Canal - they are on the same level, so far as surface goes, as the main canal; as may be seen by the flow of the tides and the passage of the boats. There is no reason why the whole area should not be protected from land drainage by a judicious employment of the spoil. Such enclosures could obstruct the drainage very slightly, and the banks would prevent the necessity for reservations.

9. But even as matters now

stain I respectfully submit that if Rs 500 per mile are necessary on the branches, Rs 100 are not sufficient for the main Canal.

10. The Collector and Dy Collector have utterly misunderstood my expression regarding rates. I was not speaking of cost of work. I beg that my No 1044 may be re-considered. I submit that it speaks entirely of quantity. and I urge again that if the allowance for the Branch canals at Rs 500 per mile is necessary, certainly Rs 100 per mile for the main Canal, double its section, is nothing like enough.

11. The Canal is in very poor order now, the floods of 1874 have brought in a great deal of silt, and if the maintenance allowance is not to be increased, we must have special grants, or navigation will be stopped.

12. I trust I may be excused also for reopening the question of employment of subordinates. I had no intention of finding fault with Mr Barlow's proceedings. I only brought to the notice of Government the anomaly of their rules as between 2 Departments running together.

13. The man in question was educated by officers of the D.P.W. and bore a very good character for practical knowledge and common sense, but I could not find any grounds on which to base a request to Govt to exempt him from examination for appointment as an Overseer. Mr Harington recommended him, but he could not help me over the difficulty and failing to get him promotion in the D.P.W., he mentioned him to the Collector who gave him a post of Rs 80, or Rs 30 more than we could pay him for doing, under the Collector, precisely the same work as he had been doing, for us till the charge was transferred to the Salt Department.

14. I beg to repeat that I cited this as an instance of the unfair working of rules. If the master had been a pupil of mine, and I had an opportunity, I would certainly have done the same as Mr Harington did. but I should grudge the loss of his services, and should not approve of the principle.

C

I have the honor to be
Sir
your most obedient Servant

J. Thackeray Colonel R.E
Supg Engr Chinglepet

O.M. 1875 Feb.

From No 2503.

The Supg Engr
Chittagong

To The Secy to Govt
D.P.W.

Dated 15th April 1875

Received 17th.

No 191

Submits his explanation as to the cause of the unauthorized expenditure on the Southern Canal in the Chittagong District during 1873-74.

G.O. No: 1187. 29-4-75.

From the Executive Engr
Chittagong

To The Secy to Govt
P.W.D.

No 1187 of 29th April 1875.

Sir,

I have the honor to forward herewith Report No 191 of 15th April 1875 from the Superintending Engineer Chittagong Circle, submitting explanation as to the cause of the unauthorized expenditure on the Southern Canal in the Chittagong District during 1873-74.

I have the honor to be
Sir
Your most obedient Servant
[illegible]
Executive Engineer
Chittagong Division
Dated 18-5-75.

P.W. Dept
No. 2503
Dated 19th May 1875.
Forwarded to the Executive Engineer Chittagong for information.
By order
[illegible]
Secretary to Govt

G.O. 20 Mar/75 No 160
" 5 Augt/73 - 69-73
" 19 Oct/ " - 291-292
" 11 Feb/ " - ~~1746~~ 1746-1753
" 1st Mar/75 - 11

No 687.

G.O. 20-4-75

2503

Govt. of 1875 Madras.

PUBLIC WORKS.

To

The Superintending Engineer, Chingleput

Dated 1st

Rec'd. 29th Oct. 1875 / Encl. 1187

Nos 681-682

Southern Canal, Chingleput District - The explanation of the Superintending Engineer as to the cause of the unauthorized expenditure on the ——— during 1873-74, communicated to the Revenue Department with remarks -