

- (1) பக்கங்களின் எண்ணிக்கை 16
 (2) புதுக்கித் திருப்பிய நாள் 20/1/90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/2

தமிழ்நாடு ஆவணக் காப்பகம்.

(125)

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	<u>2226</u>	அச்சகம் பலவகை
நாள் :	<u>17 - 8 - 1891</u>	198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

20/1/90

8. Sheets

ஆவண, கா-1-18,006-15-6-87.

Ok 75. M 82481
H 2003 M

see

29/6

It is not clear
on what point the
S.S. requires the orders
of Fort.

As Controlling Officer
it is within the S.S.'s
competence to disallow
traveling allowance
for any journey which
is not made in the
interests of Fort.

It does not appear
from the papers sub-
mitted that Mr
Lambert has protection
against the S.S.'s
disallowance.

For orders.

Cy

11.8.70

There is nothing
from Mr Lambert
in the file, kept in C

Engineer's office, 4th Circle

in note of
inspection, and
his replies thereon
to Mr. D.L.'s remarks.

Under para art.
1290(a) of the C.S.R.

It is as Controlling

Officer has power

to make the disallowance

that is the case

to have done -

It is better might
be reconciled with

reference to that

para art -

Art. para 538

of R.W. Code

5013

11-8-91

No. 427.
22

Supg. Engineer's office, 4th Circle

23rd April 1891

Memorandum

Letter No. 2017, dated 4th April 1891, from
the Executive Engineer, Coimbatore Division,
requesting sanction to the carriage by rail
his camp equipage from Malur to Coimbatore
on the 15th March 1891.

Not sanctioned as the
journey was wholly unnecessary and
not in the interests of the Government
service.

(sd) Rlt. Drake-Brockman, Lt. Col.
Supg. Engineer, 4th Circle.

(True copy)

Rt. Drake-Brockman Lt. Col.
Supg. Engineer, 4th Circle.

No 391
Ct

Supy Engineer

18th April 1891

2026/3

Remarks on Notes of Inspection
from the Executive Engineer, Coimbatore
Division, for March 1891.

Encl:
1 Inspection notes
(to be returned)

The tour of inspection made by
the Executive Engineer during March
does not appear to have been laid
out and performed altogether in the
interests of the Government service.

2. The march from Anthravalli to
Dharampuri should have been taken
through Narandahalli first, and from
Dharampuri he could have spent
his time far better by joining the Rail-
way and inspecting works in the name
and Trichingode Taluq and the works
on Shadapalle channel now in progress.
There was no necessity for making
a purposeless jaunt through Anthra-
valli and Hosur to return all the
way round by Madhav & Jalapet
to Coimbatore. In passing from Nara-
dahalli to Royacottah, the Executive
En-

...the Insular
...lake, on which a large amount
of money has lately been spent and
which he has never yet inspected. The
...at the head of the Insular
channel was reported as of insufficient
length, and the Executive Engineer should
not have passed this important work
by without looking into its requirements.

3. Again in going on to Benharisath
to inspect a trifling work there, upon
which the Sub-divisional officer was per-
fectly competent to report, he should have
proceeded to Lake Tank and inspected
the improvements & the falling shuttles
which have been lately carried out
instead of returning to Kalamangalam.
4. His visit to Kuvur to inspect other
buildings which could easily have been
left to the Sub-divisional officer was
another unnecessary journey.

5. The Superintending Engineer
who is the judge of the necessity of
journeys performed by the officers
under him, cannot approve in this
instance of the manner in which
the Executive Engineer laid out his
time

time, and he is not prepared to
the journeys taken between
and Malabar to Coimbatore. He cannot allow
the Executive Engineer to count for purposes
of inspection a journey from Santharavalli
via Marandaballi, from Marandaballi
to Dharampuri, from Dharampuri to the
nearest Railway station and thence to
Coimbatore.

The Tank,
Supply channel
and Ancient
were utterly
ignored.

6. Whilst at Santharavalli he does not
appear to have inspected any of the River
works except a portion of $3\frac{1}{2}$ miles of the East
Main channel. He apparently did not
inspect it to its end and ascertain
its condition and that of the branches
lately excavated. It would be interesting
to know how many miles of this channel
and branches passed under the eye
of the Executive Engineer. At least 3
whole days could have very usefully
been employed in looking into all matters
connected with this project, the land
now under cultivation and that which
can in future be supplied. An Execu-
tive Engineer's inspection is perfectly
useless unless he lays himself out to
critically examine into the present
condition

and does not seem of
 7. He should have gone carefully into the
 reasons why the Lunsdale project has
 not proved a success and fulfilled
 its expectations instead of bestowing only
 a passing glance at the work.

8. There is a vast deal to be done and
 it is the duty of the Executive Engineer
 to do it more especially in these days
 when no labor of check measurement
 of work is required of him, and the sub-
 divisional officers have power to pay
 contractors and settle with them.

(d) Lt. Col. Drake-Brockman, R.E.
 Supg. Engineer, to Field.

(True copy)

Resd. Lt. Col. Drake-Brockman

St. Col.
 Supg. Engineer, to Field.

2026
 6

No. 499
 S.W.
 Supg. Engineer's Office
 8th August July 1891

From,
 Lt. Col. Drake-Brockman, R.E.
 Supg. Engineer, to Field,
 To,
 The Chief Engineer
 P.W. Department.

Sir,
 I have the honor to forward for the
 orders of Government certain correspondence
 that has passed between Mr. C. B. Lambert,
 late Executive Engineer, Composite Division
 and myself relative to his tour of inspection
 in the month of March last and the Travel-
 ling Allowances claimed by him for the same.

- Enclosures. 3.
1. Inspection notes
of Mr. Lambert.
 1. Journal of Mr.
Lambert for
March
 1. Copy of No. 427
of 23rd April 1891.

- 3
 1 copy of memo.
 No. 321 of 18-4-91
 4

2. Mr. Lambert obtained Casual Leave
 at the beginning of March to see his family
 off from Madras. He sent his baggage
 as far as Tanjore and met his family
 there on the 11th March on his return from
 Madras. He came on the next day to Tiru-
 patur, where he remained two days and
 looked at some trivial building works
 which would have taken less than an
 hour to inspect. He did not take a
 horse with him and so could only move
 from one camp to another in a common
 cart

Company with Conductor Kelly to Samudra, and the latter Subordinate drove him in his dog cart to another Bungalow. He bestowed a casual glance at the Sinnagondapam Tank although the question of the improvement of the irrigation of this tank passed in a petition from the ryots was referred to him for report. This petition he states he did not receive, whereas a receipt for the cover containing it, as well as some other papers, was acknowledged by the Head Clerk of his office. Most probably Mr. Lambert in his usual careless way mislaid the petition and he now states he had not received.

3. From another, Mr. Kelly drove him on to Bandarahalli on the East Main Channel of the Barur Tank. The next day he walked down $2\frac{1}{2}$ miles of the channel and returned, which was all the inspection of the works of this project that he has performed since June last, so there was ample reason for his inspection of the Tank, Supply Channel and Tribut on this occasion. It was clearly impossible for him however to have done this, as he had no means of locomotion.

4. His statement that my intended visit to Marandahalli on the 12 March upset the arrangements he had made for tour

222/1
tour is absurd. If he had not been so utterly dependent on his Subordinate, Mr. Kelly, for carrying him about, he could well have remained at Barur and completed his inspection of the Project works, but as Mr. Kelly had to meet me at Marandahalli on the 12th, Mr. Lambert arranged that Mr. Kelly should drive him into Shernampore on the 10th, for which he has claimed mileage. From Shernampore, visited for the first time since April 1890, Mr. Kelly drove him to Marandahalli, for which he has again claimed mileage. Similarly was he indebted to Mr. Kelly for taking him on to Royakotah.

5. From Royakotah Mr. Kelly drove him to Kilamangalam, and they both started at about 4 P.M. in a country cart for Sankanicottah, where they arrived at 7 P.M., inspected the Butchery in the Waxing Light of evening, and returned to their camp about 11 P.M. For this journey Mr. Lambert has also claimed mileage. He then was driven into Houn by Mr. Kelly and after inspection of a crack in the Subcollector's Bungalow, an old standing matter, and a thatched in famine tools shed, he made a detour via

on all the way to Jollapur and on to Coimbatore and has claimed mileage and double post fare.

6. I objected to allow him travelling allowance for the journeys made from Bandaraballi as they were wholly unnecessary, and he would have far more usefully employed himself in coming from Sharampuri to the nearest point by rail and prosecuting the Salem Sub Division, the considerable greater part of which, comprising all the Tank Restoration works and Irrigation works in progress, had not once been inspected by him since April 1890. The works he went to see at Denkanicottah and Hoasur were trivial and could easily have been attended to by the Sub Divisional officer. Mr. Lambert clearly made this defence in order to save himself trouble, to take advantage of Mr. Kelly's good nature in driving him about, and to obtain a largely increased travelling allowance both by road and rail.

7. Mr. Lambert's original intention was to have gone from Bandaraballi to Enorappur and thence by Sharampuri to Enorappur on the Railway and thence into Salem, and there was no reason whatever why this programme could not

in the way
of 1891 4.12.91
91

not have been a to, had he not been altogether dependent upon Mr. Kelly for taking him about.

8. On the grounds that the Superintending Engineer was the judge as to whether journeys are taken in the interests of the Government Service, and taking into account the vast number of works hitherto neglected by him that had yet to receive attention from him and the fact that mileage was charged by Mr. Lambert for journeys made by him at Mr. Kelly's expense, I disallowed travelling allowance for his movements subsequent to the 11th March. The only amount due to him, I consider, is mileage from Sharampuri to Enorappur and post charge from Enorappur to Coimbatore. This is not the first occasion I had to object to Mr. Lambert's mode of travelling, and claims of allowances, as his movements were always clearly studied so as to make the maximum travelling allowances possible with a minimum of expense and trouble to himself.

I have the honor to be,

Sir,

Your most obed^t servant,

P. Nedra. Bonchman Lt. Col.

Supg. Engineer, 4 Circle.

R

1000

1000

1000

1000

2

From

Supg. Engineers
W Circle

Dated 8th } August 1891
Desp'd " }

10-8-91

No 400
E.W.

Encls. 4.

M^r. G. B. Lambert, late
Ex. Engineer, Coimbatore D^o

Forwarded for orders of
Government certain correspondence
that has passed between him &
— relative to the tour of
inspection made by him &
Travelling allowance claimed
for March/91.

Recorded with
reference to Article
1290(a) Civil Service
Regulations and
para 538 P. W. Code

Recorded with
reference to Article
1290(a) Civil Service
Regulations and
para 538 P. W. Code

L
14.9

over
12.8.91

S.E. W circle 18/8
with 2 encls

59C 10/8 12/8 19/8

Oh 75.00
100.00
25.00