

7/30 & 9018

Public Works (1896) Department.

G.O., No. 3165

DATED 5th November 1896

[Despatch Abstract.]

*Makabrook. Sath/Lascas. Kumoolo^{to} informed with
reference to his petition, that the Govt. having inquired
into his case, considers that he was rightly dismissed.*

BACK PAPERS.

FURTHER PAPERS.

P. w. s.

Read current - $\approx 7130 \pm 9018$

No. 3165 w 75" November 1896.
Order -

Petitioner is informed that the Gov. having inquired into his case, considers that he was rightly dismissed.

21/10/96

20 the Petitioner ✓
S-S. III ✓
with 24 documents
returned.



Public Works (1896) Department

CURRENT No. 9018

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For Orders

*Consider this man was rightly
dismissed.*

ASH 19.10.96

*Submitted with
reference to His Excellency's
note of 13.8.96 on current
no 7130. (referred A)*

19/10/96

W

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From *The Supt. Engineer,
III Circle,
Bellary*

No. 1853 *W*

Dated 25 September 1896

Received 28

Sept 28. 10. 96
Enclosures 2 *(1 file of papers)*

Spare copies

SUBJECT.

Mahabooob Saib-

*Forwarding a precis of
the case of Lascar - together
with the documents connected
therewith.*

434

9/10 R 19/10

BACK PAPERS.

FURTHER PAPERS.

A precis of Lascaz Mahab.
sail's case, Thomas L. Dickinson.

Lascar Mahaboot saik was appointed as lascar in the Kurnool Division in October 1885 and was dismissed in October 1888 for absence without leave, was reinstated for another 12 in January 1889 as a tappal lascar on a reduced pay.

In June 1889 Mr. Johns the Engr. Engineer finding a man to be very lazy transferred him to stores as store-watcher thinking that would suit him, but here too he proved himself unfit and Mr. Dawson the Storekeeper submitted a report on 12th May 1890 stating that he was very irregular in his attendance and absented himself without leave.

To the Executive Engineer

lin

in his No. 75 dated 14th May 1890 + No. 2.
recommended to the Superintending
Engineer his dismissal from
service but on Supty. Engineer
asking the Exe. Engineer to
submit papers as follows. x no. 3.

1. Charges brought against Lascar
2. His defence
3. Exe. Engineer's Order.

The Exe. Engineer reported in
his No. 115 dated 18th June 1890 + No. 4
that there was no specific
charge against the man,
except that he was careless
and continually absent from
duty and he will therefore give
him a further chance; accordingly
Exe. Engineer in his No. 249 + No. 5.

dated 19th June 1890 ordered his
transfer to Oork, but as he
did not join the station and
refused to give a written
statement showing the cause
for disobedience by not
joining

+ No. 6.

Joining his duty at Oork he
was suspended in letter No. 274
dated 1st July 1890 and the matter
reported to Supty. Engineer for
final orders.

+ No. 7.

The Supty. Engineer in his No. 1099
dated 17th July 1890 ordered that
transfer order of the Lascar be
communicated to him personally
by the Exe. Engineer. So early
in August (about 2nd) the Supty.
Engineer's Order was given effect
to at Nandial and the Lascar
directed to join Oork in two days.

It transpired subsequently that
the Lascar instead of proceeding
to Oork returned to Kurnool.
Thereupon all the events were
detailed in writing and the
Lascar dismissed from 1st
July 1890 (the date on which
he was suspended) a copy
of the above order was
furnished to the Lascar.

Mahabood

Mahaboo Saib on getting
his dismissal order petitioned
to the Chief Engineer on 18th September
1891 which was forwarded to
this Office for report and on
this Office submitting report
(No 1850 dated 10th October 1891)
the Chief Engineer replied the
petitioner in No 1622 C dated
21st October 1891 stating that
after due consideration he sees
no reason to interfere in his favor.

x No. 8.

x No. 9.

On receipt of Chief Engineer's
Memo Mahaboo Saib petitioned
to His Excellency the Governor.

This petition was forwarded
to this Office by the Chief
Engineer with his Memo
No 3273 C dated 29th Jan 1892.

x No. 10.

The Chief Engineer in his
Memo quoted above stated
that "apparently the Exe.
Engineer did not issue
any written orders transferring
the

the lascar to Cawk either to the
man himself or to the Officer at
Cawk under whom he was to
serve and if he had gone to Cawk
under these circumstances the
Officer would have refused to
receive him. If the lascar's
statement be borne out by facts,
he has been harshly treated.

The Exe. Engineer to whom the
above petition was forwarded
reported fully the cause of the
dismissal in his No 296

x No. 11.

x No. 12.

thereupon, he was ordered in this
Office No 1845 dated 12th September/92

x No. 13.

to give the lascar one more
chance of joining at Cawk.

x No. 14.

The Chief Engineer was
informed of the above fact
in this Office No 2296 dated
29th October 1892 who recorded
the same and called for
further report in G.O. No

x No. 15.

3079 W dated 8th November 1892

and

And this further report
was made in this Office No.
433 dated 16th May 1893 in
which it was suggested that
leave without pay be granted
for the period of absence as
it constituted a break in
the service, and this was
sanctioned in G.O. No. 1472^x No. 17.
dated 2nd June 1893.

From 9th October 1892 the date
of reinstatement of the lascar
he has absented himself
from duty thrice as follows

- (a) 9th to 11th September 1893
- (b) 1st to 16th January 1894
- (c) 20th March up to 29th June 1894

Regarding (a) nothing can
be found from the records
whether he overstayed his
leave or absented himself
without leave.

As regards (b) he was granted

6 days casual leave from
1st January 1894, but he did not
return to duty till afternoon of
the 16th January 1894, but he has
^{x No. 18.} sent in an application for
leave which is dated 4th January
1894, but actually received by
the Overseer on 16th January 1894.
He was however allowed to
join his appointment and no
pay was given for the days he
absented himself viz 1st to 16th
January 1894, and he was
warned that the next
time he absents himself without
leave he will be severely punished.
As regards (c) the lascar
was granted 15 days leave
from 5th March 1894 and was
due on the 20th March but as
he did not report himself
for duty till 26th March 1894
on which date ^{by} the Sub Dist Officer
^{the fact} reported to the Exe: Engineer
for

for order. He was ordered
in Exec. Engineer's No. 183 dated
23 April 1894 to report the
date of lascar's joining and
also to obtain and submit
his explanation for final orders.

x No. 19.

The lascar did not join
till 17 May 1894 & therefore
the Exec. Engineer in his No.
553 dated 22 May 1894

x No. 20.

ordered that he should not
be allowed to join his appoint-
ment and filled up his
place permanently & reported
the fact to this Office in his
No. 991 dated 29 June 1894
and the Supt. Engineer in
his No. 887 dated 11 July 1894
approved of the Exec. Engineer's
action in the matter.

x No. 21.

x No. 22.

The order of dismissal does
not seem to have been commu-
nicated to the lascar nor his
explanation obtained for
the

the overstay before the dismissal.
The lascar in his application
dated 22 June 1894 states that
he went to join the appointment
but was informed that he was
dismissed and also states that
he has kept the overseer informed
of the state of his health &c. The
Exec. Engineer in his No. 995 dated
29 June 1894 to Mahaboo saib
states that the place was kept vacant
until 22 May 1894 but as he did
not join it was filled up. He
therefore lost his appointment and
past service under article 261 & 463 (b)
of Civil Service Regulations.

x No. 24.

- (1) Some days before October 1889.
- (1) Irregular attendance and absence
from January to May 1890 as reported
by Mt Dawson.
- (1) Disobedience to orders in not joining
Crew from 1-7-90 to 9-10-92.
Note - This break in service was sanctioned
in G.O. No. 1472 W of 2-6-93.
- (2) 9 to 11 September 1893.
- (2) 1 to 16 January 1894
20 of March 1894 to date of his dismissal.

The lascar absented himself
(1) without leave and (2) overstayed
his ^{leave} ~~lascar~~ as per margin from
the date of his entertainment
in the Department. He was
reinstated twice but still
as he persisted in absenting
himself continuously he was
dismissed

dismissed under Article
261 & 463 (b) of Civil Service
Regulations.

W. S. S. S.

Supp. Engrs. W. S. S. S.

22/9/76

of the state of his health. He
was given in 1870-71
of June 1872 to the state of his
state that he was not fit to
work in 1872-73 but as he did
not join in 1873 he was
therefore not fit for service
and was dismissed under Article
of Civil Service Regulations.

The case of the
(1) without leave and (2) overstay
will be taken up for consideration
the date of his retirement
in the Dept. of Public Works
reinstated but at the
as he was not in service
himself continuously he was

- (1) Some days before October 1872
- (2) Progress of the case and the
from January to May 1870 as reported
by the Government
- (3) Dismissed to order for not joining
back from 1-7-70 to 7-10-72.
Note - This case in service was considered
in J. G. No. 1428 W. S. S. S. 2-8-72
- (4) 9th October 1872
- (5) 1st January 1874
- 20th March 1874 date of his return

dismissed under Article
261 & 463 (b) of Civil Service

Regulations. He was
not fit to join the service
in 1872-73 but as he did
not join in 1873 he was
therefore not fit for service
and was dismissed under Article
of Civil Service Regulations.

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of June 1872 to the state of his
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work in 1872-73 but as he did
not join in 1873 he was
therefore not fit for service
and was dismissed under Article
of Civil Service Regulations.

No. 1853 W

Superintending Engineer

3RD CIRCLE.

Bellary *September 1896*.

FROM

W. B. de Winton Esq^r
SUPERINTENDING ENGINEER,

IIIRD CIRCLE,

To

THE *Chief Engineer,*
P.W. Department,
Cotacamund.

Sir,

Enclosures. 2

1 *Precis*
1 *Bundle of papers.*

With reference to your Memo. No. 1115D dated the 19th August 1896, I have the honour to forward herewith a precis of Lascar Mahaboo's case of the Kurnool Division together with 24 documents ^{being the complete records of the case,} referred to therein and to state that the order of dismissal does not seem to have been communicated to him nor his explanation obtained.

I have the honor to be,

Sir,

Your most obedient servant,

L. B. Chithu

Assty. Engineer, III Circle.

W. S. S. B.
28/9