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MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 409 Press Mis.

273. 274

Dated 17 - 8 - 1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department.
17*th August* 1865.

No. 273. Read the following Proceedings of the Madras Government in the Public Works Department :—

Requesting to consider, in the Revenue Department, the application from the Superintending Engineer, 3rd Division, for a maintenance allowance of Rupees 50 per mile, from Local Funds, for certain roads in the Bellary District. } (Here enter 12th August 1865, No. 2,344.)

No. 274. Local Funds.

ORDER THEREON, 17th August 1865, No. 1,909.

Communicated to the Revenue Board, who will arrange for the provision of the requisite maintenance allowance from the Local Fund.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,344.

Exd. S. T. Augustin.

Proceedings of the Madras Government, Public Works Department, 10th January 1865.

No. 148. Read the following Proceedings of the Board of Revenue, dated 17th November 1864, No. 7,509.

Read the following letter from A. HATHAWAY, Esq., Collector of Bellary, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 1st November 1864, No. 197 :—

SIR,

1. I have the honor, with reference to the Proceedings of the Madras Government, Public Works Department, No. 2,787 of the 26th September, which accompanied the Board's Proceedings of the 8th ultimo, to submit the following remarks for the consideration of Government.

2. The Government observe in paragraph 4 of the said Proceedings, that they have read my two letters (alluded to therein) with surprise, that in my first I made a sweeping statement as to the bad condition of the tanks in the District, and asserted that the repairs were badly executed; while in the second, I explain away all that I had formerly said, and wish my remarks upon the *past* to be considered as *prospective*, and as intended to strengthen the hands of the Public Works Department.

3. The Government have accepted as perfectly trustworthy, a report from the Superintending Engineer, based mainly upon reports received from subordinate Officers, whose work I am supposed to have impugned. I presume therefore they will not refuse me the simple justice of believing my own statements, as contained in my second letter, to be true.

4. I can only regret that when penning my first letter to the Board of Revenue, my composition was so infelicitous as to convey a meaning other than that intended by me, and to repair which defect I wrote the second letter in question.

5. I had just personally and carefully inspected the Nagalapoor Ghât, the road thence to Bellahoonsi, and from Bellahoonsi to Hospett; heavy rain had fallen, and more was likely to fall. And on my adopting the plan pointed out in paragraph 9 of the above Proceedings, and writing to the Superintending Engineer, he expressed his inability to [illegible] roads reported for want of sufficient agency; acknowledged that the important Táluq of Hospett would be left without any one to look after it, and added that his remonstrances as to the *utter insufficiency* of the present establishment had had no effect whatever.

6. It was to the roads and tanks in these Western Táluqs that my first letter had special reference. Had Colonel Hemery, in reply to my letter, informed me that he would have the roads alluded to by me attended to, and appointed Captain Fischer (as, subsequent to the receipt of the Proceedings of Government of 8th July 1864, No. 1,966, he was able to do) to the charge of the Táluq of Hospett, I should have taken no further steps whatever in the matter.

7. His letter however was virtually to the effect " I can do nothing to remedy the evil you " complain of. I have repeatedly brought to the notice of Government the utter insufficiency of " the present establishment; you had better therefore rest and be, if not thankful, content."

8. The first letter to the Board of Revenue, based upon the above correspondence, was written more hurriedly and less explicitly than it ought to have been, under the pressure of an excessive amount of work, which had, through circumstances, been thrown upon me; and had I given the letter more care, the first portion of paragraph 4 of it would undoubtedly have been differently worded. To this extent I admit that I am open to blame, and regret that I should thus have caused extra trouble to Government. I however do not assent to the idea that I wrote upon matters of which I was ignorant, and as to which I did not take the ordinary means of acquiring information. As regards the roads, the damage done was before my own eyes. Colonel Hemery had officially expressed his inability to repair it, and I felt satisfied that with what Colonel Hemery himself styles " the utter insufficiency of the present establishment," it was not likely repairs would be efficiently done.

9. As a proof that the main object of my first letter was to obtain the re-appointment of a Covenanted officer to the District, and not to throw blame upon the Department, I would refer to paragraphs 1, 2, 3, and the concluding portion of paragraph 4.

10. I also, for the same purpose, enclose a copy of Mr. Wedderburn's letter to the Board of Revenue of the 13th February of this year, to which I alluded in paragraph 6, as also copy of the item in his Diary of 4th December which accompanied it, as showing his opinion of the efficiency of some of the subordinates of the Department Public Works, and to show the cause of my writing the said letter, I enclose a copy of my letter to Colonel Hemery of the 4th June and his reply thereto.

11. Colonel Hemery having received the Proceedings of Government, Department Public Works, of the 8th July, No. 1,966, while on his return from the Sub-division to Cuddapah, called upon me at Gootty; and I then told him that I was surprised at my letter having been interpreted so contrary to what I had intended; that my main object was as stated above, and that I proposed writing to the Board to that effect. I confess therefore that I am somewhat surprised that he should not acknowledge this fact, and still more so, that he should use the words he has done parenthetically in paragraph 26 of his letter of the 25th August.

12. Aware as I am how delicate a matter it is to give utterance to opinions which may seem to run counter to a system adopted by the higher authorities, I would rather receive remarks such as those lately recorded, unpalatable though they be, than, through moral cowardice, supinely fold my arms and take no steps in the matter; especially as the only error I am conscious of having committed, is the not having taken sufficient care to make my first letter to the Board of Revenue more explicit than it was.

13. I did not, and do not, consider the present staff sufficient to provide that careful supervision of work which alone can ensure its being well done. The late Acting Collector, Mr. Wedderburn, held the same views, and I would wish the opinion of Captain Fischer, R. E., who is now at the Presidency, and who I suppose knows ninety per cent. more about the District than Colonel Hemery does, as to whether the present subordinate staff, receiving the travelling allowances they do, having the ranges which they have, and uncontrolled by the inspection of any Covenanted Officers, save in one instance, are likely to efficiently superintend the roads and irrigation works in this large District; also as to the condition of the roads kept up by the Local Fund, in the Western Táluqs when he lately saw them, subsequent to the penning of my first letter to the Board.

14. I certainly was under the impression that tanks, if constructed with sufficient waste weirs and good material, ought to be able to retain the rain which had fallen in the Western Táluqs up to the time when I wrote the said letter; but as suggested in paragraph 3 of my second letter, the Superintending Engineer has shown that with very heavy rain, added to the neglect of the villagers, there is nothing to be surprised at in their bursting.

15. I was also under the impression that the Range officers might bring to the notice of the Collector, all such omissions on the part of the villagers, if their reports on such matters to the Tahsildars were unheeded, and when necessary make the requisite repairs to ensure a tank's safety, and get the Collector to recover the expense thereof. In this, however, it appears I am in fault, and must content myself with receiving, as is ordinarily the case at present, such information in the quarterly progress reports; and on which, I may add, I have always punctually acted.

16. To show how barren of results have of late been my references to the Superintending Engineer about alleged deficiencies in the Department Public Works, I may instance (first) my letter to Colonel Hemery of the 4th June 1864, which, as stated above, led to my writing my first letter to the Board; secondly, a letter from me to the same Officer, No. 524 of the 21st July, enclosing a report from the Tahsildar on the state of the Kudlighi tank, which was met by a copy of a report from the Executive officer whose work was impugned, an assertion on the part of

the Superintending Engineer "that I had been misled by deliberate false statements made by the Tahsildar," and advice to look after my own people "instead of always trying to find fault with the department;" thirdly, a letter of mine of 10th September, No. 697, which accompanied a report of my Head Assistant Collector relative to work badly executed in the Kudlighi range. This was met by a copy of a report furnished by the same Mr. Hasler, and a letter from the Superintending Engineer (copy herewith forwarded), in which he stated that he is quite satisfied at the very efficient manner in which the works in that range have been, and are being, performed by Mr. Hasler; which is as much as to say "future references of this nature will be useless."

17. With reference to my remark on paragraph 8 of my letter of the 16th July No. 117, and to which no allusion has been made by Government, I may instance one case of the inconvenience which occurred, from the Superintending Engineer passing on to me a report received from the same Mr. Hasler, based on the report of a Táluq Overseer, which turned out after I had acted upon it to be completely untrue. The copies of letters herewith enclosed will speak for themselves. I severely punished the village officers for their part in the transaction; but am not aware if any notice was taken of the Táluq Overseer's conduct. I, on the 8th October 1864, requested the same Executive officer to report whether any objection existed to the construction of a tank by a private party, enclosing at the same time the Táluq Overseer's report. Instead of taking the trouble to verify the latter, which was what I wanted, he replies (as per enclosure) that the Táluq Overseer had reported on the matter; and refers to a point upon which his opinion had never been asked.

18. As regards the reports forwarded with Colonel Hemery's letter to Government in the Department Public Works, I do not purpose to notice them now, as I have not at hand the necessary information; but I think it right to observe that Colonel Hemery is incorrect as to the supposed invariable mode of my travelling (paragraph 32), and as to my inability to distinguish a road maistry.

19. I believe I am as competent to do the latter as himself; my mode of locomotion is not confined to one description; and I have had ample facilities of observing what I have reported.

20. The matter of the sluice of the Kudlighi tank, alluded to in paragraphs 21, 22, 23 and 24 of Colonel Hemery's report, has formed subject of a separate letter from me to the Board, and upon it they have recorded their Proceedings of the 20th ultimo, No. 6,920.

ENCLOSURE No. 1.—Copies of correspondence.

1. Ordered to be submitted for the consideration of Government, with reference to their Proceedings quoted by the Collector.

2. The Board give Mr. Hathaway full credit for an earnest desire to bring defects to light in view to their removal or remedy, without intending captiously to condemn the individuals on whose work he may have to report.

(A true Copy and Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 149. ORDER THEREON, 10th January 1865, No. 67.

1. In the foregoing Proceedings the Board of Revenue forward for consideration a letter from the Collector of Bellary submitting, with reference to G. O., No. 2,787, dated 26th September 1864, his explanation of the complaints of neglect and inefficiency brought by him in a previous communication against the working of the Public Works Department.

2. Mr. Hathaway's object may have been what he states, but he did not certainly take the proper way to attain it. His letter of the 20th June 1864, could only be regarded as an attack upon the *past* management of the Department Public Works in his District, made hastily and on insufficient grounds. If he has been misapprehended it has been his own fault. The tone of Colonel Hemery's correspondence was no doubt objectionable, but he has left the country, and

the Government trust that there will henceforth be a better understanding between Mr. Hathaway and the Officers of the Department Public Works, and that he will be more cautious in the statements he may think it necessary to lay before Government.

3. The special attention of the Superintending Engineer is requested to the state of the roads and irrigation works throughout Bellary, and especially to the roads in the Western Táluqs kept up by Local Funds.

(True Extract.)
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division.
„ Collector of Bellary.
„ Board of Revenue.

Exd. T. O'Connor.

Dated 10th May 1865, No. 1,269.

No. 210.

CIVIL WORKS, No. 28.

1. In his letter of the 28th October 1864, No. 125, the late Superintending Engineer of the 3rd Division applied for the services of an extra Overseer to be placed at his disposal for the special superintendence of the Toongabuddra channels in the Bellary District, but the Government were, at that time, unable to comply with the requisition. The late augmentation of the Department has, however, added an Overseer to the Establishment in Bellary, who will be available for the duty in question.

2. Captain Moberly will immediately proceed personally to inspect the whole of the Toongabuddra channels in Bellary, and he will submit without delay a full report upon them, explaining generally the means adopted for their conservancy, and stating, in detail, the measures taken for their annual repair.

3. In paragraph 3 of the Order of the 10th January 1865, No. 67, the special attention of the Superintending Engineer was directed to be given to the state of the works of irrigation and communication throughout Bellary, and especially to the roads in the Western Táluqs kept up from Local Funds. There is no information before Government to show to what extent these instructions have been attended to, and Captain Moberly will therefore now report whether he has taken any measures to make himself personally acquainted with the state of those roads, and he will explain what arrangements he has made for their repair and maintenance during the current year.

(True Extract.)
(Signed) CHARLES A. ORR, Colonel, R. E,.
Secretary to Government.

To the Superintending Engineer, 3rd Division.

Exd. T. O'Connor.

No. 325. Read the following letter from Captain A. S. MOBERLY, R. E., Superintending Engineer, 3rd Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Bellary, 19th July 1865, No. 82:—

SIR,

1. In G. O. No. 1,269 of the 10th May 1865, I was desired to report upon the roads in the Western Táluqs which have been kept up from Local Funds. During the past month I have inspected the roads in the Hospett Táluq, and now beg to submit my report thereon. As regards the other roads in the Harpenhully and Hoovin Hadgully Táluqs, as also in the Bellary Táluq, I will report further as soon as I have had an opportunity of inspecting them.

2. Road from Codatunny to Kumply.

This road leaves the Bellary and Dharwar road at the village of Codatunny, passes through Darojee and close past Davallapúr and Mettra to Kumply, where there is a ferry across the Toongabuddra river, and thence into the Nizam's territories: after leaving the left bank of the river it divides into two branches, the one leading to Kulladaghee and the other to Sholapúr: the old line after turning off at Codatunny passed through Yailbenchy and Jonk and crossed the Toongabuddra river at Hurlyhally, a village a short distance lower down the river than Kumply. The traffic now passes through Darojee and Kumply, both of which are very large and important villages.

3. The distance from Codatunny to Kumply is 20 miles, and I think a great mistake has been made in including it in the District roads; as, in my opinion, it should be looked upon as a main line of road, it being the direct line from Bellary to Sholapúr and Bombay.

4. From Codatunny to Darojee the road has bridges and tunnels and is in fair order, but, in one place, I observed that the waterway of the tunnel was insufficient, and that the water had passed over the road. After passing Darojee there is a short pass which is rather steep and much cut up; just before reaching the village of Davallapúr, where the road to Camalapúr turns off, a road dam is required to carry off the drainage from the hills, another small road-dam is also required just beyond Davallapúr. Besides these two, there are several other small road dams which are very necessary, and which might be constructed gradually, if an annual maintenance allowance is granted; but there are two drainage nullahs, one to the south, and the other to the north of Mettra, for which separate provision should be made.

5. The expenditure on this road, during the last nine years, is shown in the accompanying Statement, and, considering that there has been no annual maintenance grant for keeping what had been made in repair, it is a wonder that the road

is in such good order as it is: on the whole it may be said to be in very fair order, though much cut up in parts in consequence of the catch and side-drains being choked, and thus causing the water to run over the road.

6. An annual maintenance allowance is required for keeping this road in proper repair, and as I have already stated that I consider this road should be looked upon as a main line of road, I would request an annual grant of Rupees 100 per mile from the Imperial Funds; the whole distance being 20 miles, the grant required is Rupees 2,000.

			Rs.
From Codatunny to Darojee	...	...	270
Do. Darojee to Kumply	...	...	270
			540

7. For the present year there is an allowance of Rupees 540 in the Local Fund Budget under the head of "Repairs," the greater part of which will be swallowed up in clearing the catch and side-drains and repairing the pass near Darojee.

8. Road from Darojee to Camalapúr.

This road turns off from the Darojee and Kumply road at the village of Davallapúr; for about a mile it is in fair order, but then it is very rocky and stony as far as the village of Ooperhully; from thence to Nellapúr it is very passable, but after passing Nellapúr it goes down a ghaut which is very rough and stony: beyond that into Camalapúr, though I cannot say it is good, it is in fair order.

9. The distance is 12 miles, and the expenditure during the last nine years has been Rupees 2,710-3-10, as shown in the accompanying Statement.

10. The great requirement of this and all the other roads is an annual maintenance grant; if Rupees 50 per mile or Rupees 600 for the whole distance were allowed, in a few years this road might, I think, be brought into order.

11. Road from Hospett to Kumply.

This road is 20 miles long; it passes through the villages of Camalapúr, Venketapúr, Bookasaugur and Ramsaugur. In the Statement this road is entered in two portions, but I have entered it as one, as I consider that it should be looked upon as one road.

12. I cannot hear of any survey or estimate having been made for this line of road, and it appears to me as if merely portions, here and there, had been put in order, and no regular line marked out.

13. On leaving Hospett the road has been made for a short distance; then there is a gap where the road follows the old bandy track; near the village of Malpangoody a small portion has been made, but, generally speaking, until within about two miles of Camalapúr, there is nothing but the bandy track, which, in many parts, is below the level of the fields on either side. On the last two miles into Camalapúr there has evidently been some expenditure, but the tunnels, having been constructed merely of rough stone in mud, are giving way.

Proceedings of the Madras Government, Public Works Department,
12th August 1865.

14. From Camalapúr to Venketapúr the road is in pretty fair order, but repairs are required: where it crosses the Gundlakerry nullah a good road dam is wanted. At Venketapúr an embankment has been raised and tunnels built, but sufficient water-way not having been allowed, this portion has been very much damaged by the drainage.

15. From Venketapúr to Bookasaugur no work seems to have been carried out; after leaving Bookasaugur the road passes over a short ghaut which is steep, but in fair order, and continues in about the same state over level ground for about two miles, when it comes to a pass to the west of Ramsaugur: the work done on this pass is much damaged, and requires a great deal of repair; from thence to Ramsaugur it is pretty good. Through Ramsaugur, the road at one place passes over rock, some of which should be removed: after leaving Ramsaugur an embankment with tunnels has been formed for about 200 yards, but has been breached in several places, from the tunnels not admitting of sufficient water-way.

16. From this point as far as Kumply I could see no signs of any road having been made, but as the ground is hard and dry for the greater part of the way, no difficulty is experienced except at one place, near the village of Moodapúr.

17. An annual grant of Rupees 50 per mile, or Rupees 1,000 for the whole distance is required: the expenditure that has been incurred on this road has been Rupees 4,738-3-7 during the years 1861-62 to 1863-64; there was no money granted in 1864-65.

18. In conclusion, I would remark that it is of no use making any of these roads, unless an annual grant is given for keeping in repair work that may have been executed. I would beg to propose that an annual allowance be allotted, with which a fresh piece could be made every year, and what was done in previous years kept in repair. I am having prepared a Statement of all roads in the Bellary District on which funds are required, and which I hope to submit shortly.

Statement showing the expenditure from Local Funds, for the previous nine years, on the several roads in the Western Taluqs of Bellary District.

Roads.	Expenditure in.									
	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	Total.
		Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Road from Bellary to Sirgooppah	.....	... ...	... ...	.....	.....	... ...	2,333 15 10	2,820 0 11	2,009 4 4	7,163 5 1
Do. Darojee to Camalapúr.	.....	1,540 2 0	... ...	.....	.....	485 12 8	385 2 10	299 2 4	... ...	2,710 3 10
Do. do. to Codatunny ...	.....	482 9 6	424 7 2	.....	.....	527 1 10	500 15 2	300 0 0	... ...	2,234 1 8
Do. do. to Kumply ...	.....	... ...	... ...	.....	.....	1,026 8 1	429 5 9	300 0 0	... ...	1,755 13 10
Do. Hospett to Camalapúr	.....	... ...	... ...	.....	.....	1,502 4 10	434 13 10	200 10 0	... ...	2,137 12 1
Do. Camalapúr to Kumply.	.....	... ...	... ...	.....	.....	1,597 6 7	504 10 11	498 6 0	... ...	2,600 7 6
Camalapúr and Paupinoikenhalli roads	.....	556 4 0	... ...	.....	.....	... ...	... ...	... ...	... ...	556 4 0

(Signed) A. S. MOBERLY, Captain, R. E.,
Superintending Engineer, 3rd Division.

BELLARY,
19th July 1865.

No. 326. ORDER THEREON, 12th August 1865, No. 2,344.

CIVIL WORKS, No. 43.

1. Under the circumstances explained by the Superintending Engineer of the 3rd Division, the Governor in Council authorizes the transfer of the road from Codatunny to Kumply to the List of Imperial Lines, and sanctions the entry, in future Budgets, of a sum of Rupees 2,000 for its maintenance, being at the rate of Rupees 100 per mile.

2. The Superintending Engineer's application for a maintenance allowance of Rupees 50 per mile from Local Funds for the roads marginally noted, will be considered in the Revenue Department.

Road from Darojee to Camalapúr, 12 miles.
Do. from Hospett to Kumply, 20 do.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 3rd Division.
" Controller of Public Works Accounts.
" Accountant General.
" Revenue Department, with Proceedings Nos. 67 and 1,269 of 1865.

No. 1909.
Communicated to the Revenue Board who will arrange for the provision of the requisite maintenance allowance from the Local Fund.—

14th Oct. Board's Rev. Dept. Cir. Dept. No. 2044 dtd 17th Aug.

17th August/65.

Exd. S. T. Augustin.

Revenue 1865. Govt
Proceedings No 2238.
Proceedings of the
Madras Govt in
the P.W. Dept

Dated 12th Aug
Received 15th " 1865.
No 2344.

Requesting to
consider in the Revenue
Dept the application
from the Supy Engr 3rd
Div for a monthly
allowance of Rs 50 per
mile from Local Funds
for certain Roads in the
Bellary Dist

Pro of the Board of Rev
31 Aug 65 C 2424
From the Secy Engr 7
Recd 18 Sept 65 C 2824

No 273 & 274

Rep 17 Aug

Withdrawn Order