

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1469	Press Mis.
<i>601-602.</i> Dated	27-5-1868.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
27th May 1863.*

Read again Proceedings, Revenue Department, 25th February 1863, No. 525.
No. 601. Read also the following Proceedings of the Madras Government in the
Public Works Department :—

Communicating to Revenue Department certain
papers containing remarks by the Superin-
tending Engineer, 3rd Division, on the strict-
ures of the Collector of Kurnool, with refer-
ence to delay on part of the Public Works
Officers. (Here enter 16th April 1863, No. 1,147.)

No. 602. ORDER THEREON, 27th May 1863, No. 1,469.

Miscellaneous.

1. In forwarding with his letter of the 20th January last an estimate for the construction of a District road, the Collector of Kurnool took occasion to animadvert strongly on the delay which he alleged had been caused by the Officers of the Department of Public Works in the case of the road for which an estimate was then sent, and in other instances specified by him. Mr. Chase further instituted a comparison between the despatch with which certain famine roads had been completed, at a moderate outlay under the superintendence of a Revenue Officer, as compared with the manner in which similar works are conducted under the Engineer Officers.

2. Having before them the replies of Major Moberly, the Superintending Engineer, and Captain Hunter, the Executive Range Officer, the Government, while giving Mr. Chase credit for a sincere desire to insure despatch and efficiency in carrying out the local works entrusted to the Revenue Department, are constrained to remark that the facts of the cases cited did not warrant him in passing the strictures contained in his letter, or in imputing either to Major Moberly or Captain Hunter any intentional obstructiveness in the execution of work.

3. With regard to the District road leading to the Zorapore bridge, delay does appear to have occurred in the preparation of the estimates, but there is nothing to warrant the supposition that the delay was designed, while, as regards the portion of the road within Municipal limits, looking at the wording of the Order of Government of the 9th September 1867, Revenue Department, they are of opinion that the Superintending Engineer cannot be held responsible for the non-submission of an estimate.

4. In the case of the Eldurti and Ramulkota road, it is evident that considerable delay did occur, but the Government are willing to accept Captain Hunter's explanation, as to the stress of other and more important works to make way for which the estimates for this road, designed to meet a temporary necessity which subsequently passed away, were laid aside. Captain Hunter's suggestion as to the mode of obviating delay in the preparation of plans and estimates for Local Fund Works has been anticipated by G. O., No. 2,388, Revenue Department, dated 10th October 1867.

5. A mistake of Mr. Chase's own creation appears to be the basis of his strictures on the Public Works Department, in the case of the road from Paramancherla to Nagatore, while the expediency of a comparison between the cost of the

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27th May 1868.*

roads named in the 4th paragraph of Mr. Chase's letter to the Board, the quality of the works, the energy displayed by the Revenue Officers in their construction, and the alleged apathy of the special Department, would have been doubtful, even if the grounds for such comparison had been more carefully ascertained.

6. It has been ascertained from the Collector that the cost of these two roads, which are stated by the Executive Engineer to be incomplete, was Rupees 16,500, and not Rupees 1,65,000 as given in his letter to the Board, apparently by a clerical error.

(True Extract.)

(Signed) W. HUDLESTON,

Secretary to Government.

To the Public Works Department.
„ the Board of Revenue.
„ the Collector of Kurnool.

ad. S. T. Augustin.

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

Read the following papers:—

No. 231. From the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Bellary, 14th March 1868, No. 3,364.

G. O., No. 705, of 3rd March 1868.

„ „ 744, of 5th do.

1. I have the honor to acknowledge the receipt of the Orders, as per margin, which, agreeably to instructions,

I have passed on to Captain Hunter for such explanation as he may wish to offer, and for the preparation of the plans and estimates called for.

2. As I think I can give full explanation on the subjects mentioned by the Collector of Kurnool, in which he has, as I consider, unfairly blamed this department, I submit this letter without waiting for Captain Hunter's reply.

3. Before making the charges in paragraphs 2 and 3 of his letter No. 30, of 20th January 1868, to the Secretary to the Board of Revenue, I think it would have been better for the Collector of Kurnool to have made himself thoroughly acquainted with the facts of the case, and to have perused the Government Orders connected with the subject.

4. In G. O., No. 2,109, of 9th September 1867, in the Revenue Department, which was communicated with G. O., No. 2,839, of 13th idem, in the Public Works Department, the Collector of Kurnool was directed to give immediate attention to the formation of so much of the road in question as is chargeable to the District Road Fund, and to ascertain and report what is likely to be done to the portion of the line which is in municipal limits. I beg to draw your particular attention to this last part of the Government Order.

5. The order in question was received by me on the 20th September 1867; and was communicated on the same day to Captain Hunter, with a request to submit the necessary estimate, &c. In the meantime, however, the Collector of Kurnool, in his letter No. 66, of 17th September 1867, wrote to Captain Hunter, and sent to me a copy of his letter, in reply to which I informed him that I had already directed Captain Hunter to submit the survey, &c., for the road from the Jorapoor bridge to the Gadidamadgu road. I made no mention about the other portion, which, being in municipal limits, is not under my charge.

6. On the 23rd December 1867 I received from Captain Hunter the survey, &c., referred to in paragraph 4 of Mr. Chase's letter, and as the survey plan was not countersigned by the Collector in token of approval, I forwarded it to him "for signature and approval." At the same time I requested to know if it was the line of road required, or if it would not be better to make it to run in a more easterly direction; in which case, however, the estimate would be greater, as perhaps some masonry works would be wanted.

7. Mr. Chase, with his letter No. 14, of 6th January 1868, received by me on the 10th, returned the plan, and stated that he considered the road as laid down by Captain Hunter the best line that could be taken; he, however, had not signed the survey plan, as I had asked him. On the 11th January, I sent the survey, &c., to the Collector of Kurnool, with my letter No. 2,741, of 11th January 1868.

8. As regards paragraph 5 of Mr. Chase's letter, I beg to state that, until the 10th January, I did not know that Captain Hunter had sent any estimates to

Mr. Chase, which had been returned as being excessively high. If I had known that Captain Hunter was preparing the survey and estimate for the portion of road in the municipal limits, for which I had made no call, I would have informed both Mr. Chase and Captain Hunter that this department had nothing to do with it, as stated in paragraph 4 of my letter No. 2,741, of 11th January 1868. I can only suppose Mr. Chase was ignorant of G. O., No. 2,768, of 31st August 1866, in the Public Works Department, or he would neither have used the expression "I consider the refusal as unjustifiable," in the last part of paragraph 2 of his letter, nor would he have written as he has done in the latter part of paragraph 5.

9. Reverting now to the last part of paragraph 4 of this letter, in which I have drawn your particular attention to the latter portion of G. O., No. 2,109, of 9th September 1867, in the Revenue Department, I beg to inform you it was not until the receipt of G. O., No. 364, of 1st February 1868, in the Public Works Department, communicating G. O., No. 236, of 28th January 1868, that I became aware any report had been submitted by Mr. Chase, and so I contend that this department is neither to blame in this matter, nor was my refusal unjustifiable.

10. Before concluding the subject of the road from the Jorapoor bridge to the Gadidamadgu road, I consider it my duty, as Superintending Engineer of this Division, to state that the line of road which has been sanctioned does not meet the objects of the Chief Engineer of the Madras Irrigation and Canal Company, as stated in his letter which accompanied the Endorsement of the Consulting Engineer for Irrigation, attached to G. O., No. 2,109, of 9th September 1867. A glance at the survey plan will show this, and I am sure if the question is referred to those two Officers, they will both say that the line now sanctioned from the Jorapoor bridge to the Gadidamadgu road will not shorten the distance from Kurnool, to which the Chief Engineer of the Irrigation and Canal Company particularly refers in clause I, of paragraph 1, and paragraph 4 of his letter already mentioned.

11. As regards the submission of the estimate for the road on the north side of the bridge, which is entirely in municipal limits, as called for in paragraph 2 of G. O., No. 236, of 28th January 1866, I beg to inform you that I received the survey, &c., on the 10th instant from Captain Hunter, who stated that they were sent to me at the request of the Collector. I immediately sent them on to the Collector without my signature, as, being a municipal road, it is not under my charge.

12. As regards paragraph 6 of the Collector's letter, I beg to say that the estimate for the road from Yeldcorty to Ramalcotta was sent to the Collector with my letter No. 2,981, of 7th February 1868. The estimate, &c., were received by me on the 19th December, and were returned by me for some alterations and corrections; they were re-transmitted by Captain Hunter on 24th January, and after examination in my Office were forwarded to the Collector on 7th February.

13. As regards paragraph 10 of Mr. Chase's letter, I beg to inform you that G. O., No. 3,474, of 31st October 1866, was received by me on 5th November 1866, and was communicated to Captain Hunter on the same day. In paragraph 4 of that G. O. it is stated that the Consulting Engineer's suggestion, in paragraph 23 of his letter, to construct a road from the Tennapalli aqueduct in a south-west direction to join the road from Pannipatti, &c., will be considered in the Revenue Department. Since that date no further instructions have been received.

On the 5th instant I received a letter from the Collector of Kurnool on the subject, and immediately called on Captain Hunter for the survey and estimate.

14. With reference to paragraph 11 of Mr. Chase's letter, I beg to inform you that I have not had an opportunity of inspecting the road from Jonnagerri to Pyapully since November 1866, when I passed along it with the Honorable Mr. Ellis, who was on his tour of inspection of the famine districts. It is true that I made objections on the score of the road being so zigzag, but that was not my principal objection. What I chiefly found fault with was the kind of work that was being done, stones of all sorts and sizes were being thrown on the ground, and over them a layer of gravel was being spread, watered, and rammed. If these stones have not been all taken up, which I do not think is the case, we shall in a short time have to take them up; for they will soon wear up to the surface, and become a constant source of trouble and annoyance until we have got rid of them all, unless we adopt the other plan of breaking up the road and re-making it.

15. Immediately, after my inspection of the road, I requested Captain Hunter to prepare a survey, &c., of the road, to make arrangements for correcting the mistakes that had been made, to straighten the line where it was possible to do so, to make provision for the drainage, and not to allow any stone of longer dimensions than 1½ inch cube to be used on the road.

16. I am at a loss to understand how Mr. Chase, on the 20th January, could say that this road was completed, when, on the 5th February, he wrote and asked me for plans and estimates for two road dams; and in a survey which I received two days ago from Captain Hunter, only about half the length of this road is shown as completed. I have called on Captain Hunter to report when this survey was made. As regards the road from Pyapully to Rungapoor I did not say anything, as I have never inspected it.

17. Mr. Chase states that the road from Jonnagerri to Pyapully was made a little zigzag in order to save expense, and avoid having to pay compensation; it is a question, in my opinion, whether this is really economy, as compensation, except in paddy lands, is, I think, cheaper than the cost of road-making.

18. In paragraph 12, Mr. Chase seems to think that it should be only necessary to call for a survey and estimate, and that these should be immediately ready; he forgets that Range Officers and Overseers have other works to look after, and that it is often very inconvenient for the public service to depute a person at once for such duty. It is easy enough to get a party of coolies to collect stones of all sorts and sizes from the surrounding country, to throw them down without paying attention to the thickness spread, to put some gravel over the stones, and then call this a road; but it takes some time to choose a proper line, mark it out, and survey, &c., for the estimate.

No. 232. Endorsement of the Superintending Engineer, 3rd Division, dated Camp at Hospet, Bellary, 1st April 1868, No. 10.

From the Executive Engineer in charge of Kurnool Range, to the Superintending Engineer, 3rd Division, dated Kurnool, 24th March 1868, No. 676.

1. I have the honor to acknowledge the receipt of your Endorsement No. 3,395, dated 7th March 1868, forwarding Orders of Government No. 705, dated 3rd

*Proceedings of the Madras Government, Public Works Department,
16th April 1868.*

March 1868, calling for explanations from me regarding the strictures conveyed in certain paragraphs of a letter from the Collector of Kurnool.

2. These, as far as they concern me, are:—

First.—That I made alternative estimates for certain roads to be executed from Local Funds, allowing in the first case for a first rate road, metalled with broken stone; and, in the second, for the rough metal of stones unbroken, and merely picked up in the neighbouring fields, such as is very generally in use all over the district—in short for expensive first class roads and inexpensive roads of an inferior description.

Second.—For delay regarding a road from Parmancherla to Nagatore.

3. I think that I cannot better reply to the first charge than by referring to Mr. Chase's letter to the Board of Revenue, No. 170, dated 14th June 1867. To facilitate reference I quote from this letter:—

"I am sorry to see that round pebbles are constantly used for road repairs. These pebbles will not bind, and only become displaced by the traffic. My query, why such are used, is met by the reply, what can be done with only Rupees 100 per mile, and that the roads are good enough for the traffic. This is to be regretted, for no part of India is better provided with good road material than this district, in which a fine hard black stone, like whin stone, the best material in the world, abounds, and surely it would be better to make some small but really first rate repairs to the roads, than to make such repairs to a great extent as is at present the case; and the better the roads become, the better will become the conveyances used for traffic on the roads. These remarks apply particularly to the roads under the charge of Captain Hunter, R. E."

Surely, after so positive an expression of opinion as this, I had reason to believe that Mr. Chase really wanted roads made of broken whin stone; indeed, he goes so far as to say, better a very small portion of first rate road than a very large portion of anything else. It will be observed that Mr. Chase's expressions all refer to road "repairs," and must be, therefore, supposed to have additional weight when applied to road "constructions."

4. Now, I submit that the main object of making estimates is, that everybody concerned may, before actually incurring expenditure on a work, have an opportunity of seeing exactly what is to be done, and of weighing the advantages against the cost; and time spent in this way is not wasted; indeed, the delay incurred in making two estimates instead of one before commencing work, is infinitely preferable to that which must subsequently occur during the progress of a work subject to criticism and report by an officer whose ideas of the cost of different kinds of road-work are such as those expressed by Mr. Chase in his letter above quoted.

5. It seems to me that Mr. Chase's course here was either to adopt the more expensive estimate, and give his views in defence of it for the consideration of the Board, or else acknowledge that broken stone roads, though very desirable and infinitely preferable to the others, are too costly to be executed for the sums that Government wish to pay; instead of doing this, however, Mr. Chase blames me for believing that he meant what he wrote.

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16th April 1868.*

6. In paragraph 6 of his letter Mr. Chase says that on the 7th March, when he walked over the proposed road with me, I had a plan of it with me. He might have added that the plan was a trial survey made by a very young Overseer; that the line there proposed was rejected; that another survey had to be made; that the road in question was one of the famine roads; and that it was owing to his telling me that the pressing necessity for beginning on these roads in order to afford the means of living to the starving people, was over, that I postponed this estimate in favor of more emergent work. And I would here respectfully submit that my estimating staff is a small one, only one Draughtsman and Estimate-maker, and that the current work of the range gives myself and him ample occupation; during the past year especially the ordinary estimating work has been very heavy, including bridges for the Aspery and Gooty road, 40 miles of road estimate (Local Funds) from Nundicotcoor to Bairlooty, besides irrigation works and repairs, and alterations in the Cantonments and town as suggested by the Sanitary Commissioner and Military authorities; and I would suggest that the real plan of disposing of these estimates rapidly would be to sanction the employment, from the Road Cess, of an estimating establishment, Draughtsman and Estimator, at an aggregate cost of Rupees one hundred per mensem, as long as required.

7. In paragraph 10 Mr. Chase brings forward, what he calls, another case of delay. The facts of this case are very curiously put. The Government Order calls for a report from the Collector regarding a road suggested by the Consulting Engineer for the Irrigation Company, from the Terrigopalah aqueduct to Parmancherla, to enable them to decide probably whether to call for an estimate. This the Collector appears not to have sent, and accordingly finds fault with me for not making an estimate for a perfectly different line, viz., from Parmancherla to Nagatore.

8. In paragraph 11 Mr. Chase having apparently exhausted his objections to the practice of careful estimating, turns to the other side of the picture, and gravely congratulates the Board on the fact that he and his Deputy Collector have, untrammelled by estimates, surveys, or specifications, contrived to lavish the enormous sum of one lac and sixty-five thousand Rupees on 16½ miles of bad road, and further states that this is about one thousand Rupees per mile. The real mileage rate is ten thousand Rupees, and if these figures are right, Mr. Chase and his Deputy Collector deserve severe censure, and Government will probably hesitate before entrusting any more roads to a department and system that have failed so grievously here. I trust, however, that this is a clerical error, and Mr. Chase responsible for nothing more serious than a want of accuracy and arithmetic. In any case, it shows the paramount importance of being able at once to compare expenditure with estimate; and I must also add that the roads referred to in paragraph 12 of the Collector's letter have not been actually completed, that of the road from Pyapully to Jonnagiry there is one mile of road surface even undone, and nothing whatever has been done on the streams crossed by the road, except one small tunnel at the junction with the main line near Pyapully and three road dams, each under 20 feet in length.

9. On the Rampoor road the masonry works, though more frequent, are still incomplete, and many of them unfinished.

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16th April 1868.

Forwarded to Government with reference to G. O., No. 705, of 3rd March 1868.

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

No 233.

ORDER THEREON, 16th April 1868, No. 1,147.

LOCAL FUNDS, No. 29.

Civil Works.

Ordered that these papers be communicated to the Revenue Department, with reference to the Orders in that Department of the 25th February 1868, No. 525.

(True Extract.)



Colonel, R. E.,
Secretary to Government.

To the Revenue Department.

Superintending Engineer, 3rd Division.

Revenue Department.
No. 1469.

Proceedings of the Madras Government
Under date the 27th May 1868.

Read again Pro: Rev: Dept:
25th February 1868 No. 525. -
Read also the following Progs
in the P. W. Dept:

Communicating to Revenue
Department certain papers containing
remarks by the Sup^r Engr^r 3^d Divⁿ
on the structures of the Collection of
Revenue with reference to delay on
part of the P. W. Officers.

(Here enter 16th Apr/68 No. 1147)

with some modifications

W.M.

In forwarding with
his letter of the 20th January -
last an estimate for the con-
struction of a District road,
the Collector of Revenue took
occasion to announce strongly
on the delay which he al-
leged had been caused by the
Officers of the Department
of P. W. in the case of the
road

No. 525 Feb/68 No. 517-518

Revenue 1868 No. 4
No. of Collection
7/2-1237

Proceedings of
the Govt. the
17th Dec 1868

Dated 16th 3 a/c
Received 17th 1868.

No. 1147

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16th Apr/68

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the Supt. Engineer, and Capt.
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that, while giving Mr.
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3. With regard to the
District Road leading up
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~~is nothing but~~ ^{is nothing but} ~~the~~
~~unintentional~~ ^{delay} ~~supposed~~
the delay was intentional
which

while, as regards the portion of the road within Municipal Limits, looking at the wording of the order of Govt. of the 9th Sept. 1867 Re. D, they are of opinion that the Supt. Engrs cannot be held responsible for the non-submission of an estimate.

4. In the case of the Bidurbi and Ramulkata Road it is evident that considerable delay did occur, but the Govt are willing to accept Capt. Bunter's explanation, as to the stress of other and more important works to make many for which the estimates for this road,

Captain B. Bunter at the close of para 6 of his letter is deserving of attention & should thank himself he observed
N. —

Capt Bunter's suggestion is to the more of violating delay in the preparation of plans & estimates for Local Road works is shown and anticipated
J.P.D. No 2388 L.S. of 10 Oct/67

road, designed to meet, uniform. ~~which~~ subsequently passed away, were laid aside.
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been doubtful, even
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b. ~~According to the~~
It has been ascertained from
~~figures given by the~~
let the cost of
collectors these two.

Roads, which are started
by the Executive Engineer
to be incomplete, ^{has} appear
Rs. 15000. & not Rs. 15000
~~to have been constructed~~
as given in his letter ^{& 1/12/13} ~~apparently~~
~~at the rate of Rs. 10000~~
~~for a clerical error. It~~
~~is not Rs. 1000 per mile.~~

~~Mr. Chase will state the
real approximate cost,
and explain the apparent
mistake in his calculations.~~

The first request 73
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 2000

I would alter this Para.
It appears from
me that there is
merely a misprint
a decimal error in the
figures. 16 1/2 miles
of former road never
could have cost R. 1.65.00
It ought to have been
R. 16.500. -

21 Copies To the Mr Do p^t Dec^r 28
14 - - - - - (3d of Rues)
1 - - - - - Col^l of Chemoolⁿ

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a good thing to remove
Lake Hunter fr. Burnside
N.

I would omit the last
paragraph. I know
Capt. Hunter to be a
man of a sullen
obstinate temper. I am
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part of these delays
may not have been

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it was not right if
Mr Chase to say so
without being able to
prove it. I don't
think Mr Chase's
letter was unimpeachable
and I feel sure that he

and I feel sure that he
has suffered vexation
and that he has the
good of the country at heart.

I am bound to say that every
day discharges some and
error in the D. P. W.
I hope to see the ladies
Council. I have another you need (unusual
N)

~~less sacrimony into
any future comments
be any find it necessary
to make in the working
of the departments.~~

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It has been ascertained from
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The first report of 732
 lines in full some short
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21 Copies Folio Mr Do p^t 4 Dec 1728
14 - - - (3d of River)
1 - - - Colony Newmooln

I also think it would be
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paper shingles from - Burnside

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[Handwritten signature]