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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	1709.	Press
B.P. No.		Mis.
Dated	21-7-1876	196

Not to be folded or roughly handled

1709

*Proceedings of the Madras Government, Public Works Department,
23rd June 1876. No. 1,569.*

No. 462. Read the following endorsement of the Chief Secretary to Government, dated Ootacamund, 19th June 1876, No. 918:—

Read the following Proceedings of the Board of Revenue, dated 6th June 1876, No. 1,487.

Read again Proceedings of the Board of Revenue, dated 11th May 1876, Miscellaneous No. 3,885.

Read the following letter from R. DAVIDSON, Esq., Acting President of the Local Fund Boards, Ganjam, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Digupudi, 5th April 1876, S. No. 421.

In forwarding an extract from the Proceedings of the Local Fund Board, Chatterpore Circle, No. 22, dated the 29th March 1876, I have the honor to request that the Board will be pleased to place at the disposal of the Public Works Department a sum of Rupees 3,000 from the unappropriated balance of the general funds of the Chatterpore Circle for 1876-77 for constructing groynes in the Rushkulia River at Aska.

2. As will be seen from the above extract, the construction of groynes in the Rushkulia River is emergently required; I have, therefore, at the request of the Local Fund Board, authorized the District Engineer to commence the work in anticipation of sanction.

3. With regard to the independent professional inspection to the embankments and roads therein mentioned, a separate report in the Revenue Department will shortly be sent.

Extract from the Proceedings of the Local Fund Board, Chatterpore Circle, dated Aska the 29th March 1876.

PRESENT.

R. DAVIDSON, Esq., Acting President.

Major H. SMALLEY, R.E., Officiating District Engineer, Ganjam.

F. J. V. MINCHIN, Esq.

SRI BRAJASUNDARASINGH DEO, Zemindar of Dharakota.

G. SRINIVASA RAO PANTULUGAR, Acting Deputy Collector.

G. BALARAMAYYA PANTULUGAR, Tahsildar of Berhampore.

(2.) Read letter from the District Engineer, dated 29th February 1876, No. 427, forwarding, for sanction and allotment of funds, an estimate, amounting to Rupees 1,395, for emergent repairs to the road from Aska to Itchapur via Digupudi, and requesting the President to authorize the execution of the work in anticipation of sanction.

Read also reply from the President, dated 11th March 1876, declining to sanction the money, as the road is not yet finished and is still in the hands of the Public Works Department.

The Board observe that Lieutenant Lever, in submitting his estimate for emergent repairs, gave no explanation whatever either as to the emergency of the work, or the occasion of it. The District Engineer, in forwarding the estimate, merely remarked "breached in September and October's rains." Although the damage is said to have occurred in September and October in some fifteen places, the estimate was only prepared on the 12th February, and was forwarded on the 29th idem.

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When the Board refused to take over this road (*vide* paragraph 20 of the Local Fund Board's Proceedings, dated 20th August 1874), they returned an unexpended balance of Rupees 3,400. Of this sum, Rupees 2,284-10-4 were spent last year, and by the Progress Report for February, Rupees 1,182 had been expended up to the 29th of that month. There was thus a considerable balance in hand. The Board, Major Smalley dissenting, decline passing the estimate for repairing a road which they have not yet taken over, pending the receipt of full particulars of the expenditure already incurred on this road, and the necessity for the extra expenditure now sought.

(True Extract.)

(Signed) R. DAVIDSON,
Acting President.

THE Board await the receipt of an estimate for the proposed groynes which, it is observed, the District Engineer has been requested to prepare.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

Read also the following letters:—

From R. DAVIDSON, Esq., Acting Collector and President of the Local Fund Boards, Ganjam District, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Chetterpore, 3rd May 1876, No. 1,243.

As promised in paragraph 3 of my letter, dated the 5th ultimo, No. 421, I have the honor to report on the river embankments at Aska and on the roads.

2. In their letter, (copy enclosed,) dated the 29th March last, Messrs. Minchin Brothers and Co. brought prominently to the notice of the Local Fund Board the "inefficient state of the Engineering works in their locality (Aska) and the very serious dangers to which they had thereby been lately exposed," and remarked, among other things, as follows:—

"The bed of the Rushkulia river is fast filling up with sand and is now nearly level with the surrounding country; the river threatens to turn its course through the very centre of our property, which it entered and flooded from the west corner on 17th September last, swamping dwelling houses and out-houses to the depth of from two to three feet.

"The Government embankment along the bank of the Mahanaddy is a constant source of peril to us and of terror to the villagers living within its protection.

"This embankment for the fourth or fifth time breached, again on 18th September last, to the extent in one place of 1,229 feet in length and 12 to 15 feet deep, besides three or four minor breaches.

"This mass of water tore across the country and into these works already flooded by the overflowing of the Rushkulia, carried away two boundary walls, and rose in the buildings and dwelling houses of the Factory to the height of two to four feet, destroying sugar and rice which could not be removed in time."

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3. They further animadverted on the "dilapidated state" of the roads in the circle, which they described as apparently going from "worse to worse," and remarked on the "astonishing absence of any provision for repairs, neither metal nor gravel being anywhere to be seen on the road side."

4. They then claimed protection "from floods and disasters over which they can possibly have no control," and asked—

1st.—That means be taken to remove the great accumulation of sand above the bridge.

2nd.—That groynes be constructed to protect the town and these works (Factory) from the encroachment of the river.

3rd.—That independent professional opinion be taken in regard to the present condition of the embankment along the Mahanaddy, which has lately been repaired and which the natives and they (Messrs. Minchin Brothers and Co.) believe to be no safer than before, and submitted whether it would not be better to run an embankment "across from one river to the other just above the town of Aska, and so confine its protection to the comparatively small area formed by this delta."

5. I may here mention that the town of Aska and the Factory are situated between the rivers Rushkulia and Mahanaddy rather less than a mile above their junction, and as both rivers are liable to flood simultaneously the town and Factory are periodically subjected to great danger thereby.

6. Owing to the large sand bank which has been permitted to accumulate on the other side of the Rushkulia bed in consequence, as Messrs. Minchin Brothers and Co. believe, of no provision having been made "through the bridge's flooring for the sand to escape," the bank on the Aska side of the river has been greatly encroached on of late.

7. In 1874 the Public Works Department prepared an estimate, amounting to Rupees 369, for the purpose of opening a passage through the sand bank and thus arresting the river encroachment on the Aska side.

8. In May 1874 the work was undertaken, and it is said to have been completed in June at a cost of Rupees 361, but no good resulted from the outlay.

9. Taking advantage of the meeting of the Local Fund Board at Aska on the 29th March last (on which day Messrs. Minchin Brothers and Co.'s letter was presented) and of the presence there of Major Smalley, the District Engineer, the members made a careful inspection of the Rushkulia bed and the bridge, and being unanimously of opinion that it was essentially necessary to the safety of the town and bridge that strong stone groynes should be forthwith thrown out from the Aska side, commencing above the temple, the Local Fund Board at once voted a sum of Rupees 3,000 which Major Smalley considered sufficient for the immediate prosecution of the work, and the District Engineer was requested by the President to commence the work in anticipation of the sanction of the Revenue Board, sought for in my letter, dated 5th ultimo, No. 421.

10. With a view to facilitating and expediting operations Mr. Minchin, with the District Engineer's approval, undertook to procure the necessary materials, and it was arranged that a survey should be made by the Public Works Department.

ment, as without it the sites for the groynes, where Mr. Minchin was to deposit the materials, could not be decided upon; but I regret to have to mention that nothing has yet been done either in the way of surveying or pointing out the sites of the groynes to Mr. Minchin, who is most anxious to see the work completed before the freshes set in.

11. So far as regards the Rushkulia protective works it will thus be seen that the Local Fund Board have done all that lay in their power to afford relief. I can only hope that the continued inaction on the part of the Public Works Department may not be attended with disastrous consequences.

12. I come now to the subject of the Mahanaddy embankments, and here I may mention that I made a very careful inspection of them in company with Mr. Minchin, and paid particular attention to the restoration of the breach specially referred to in Messrs. Minchin's letter, and measuring 1,229 feet. The embankment has breached more than once at this same place, which is situated between two and three miles above Aska.

13. Major Smalley mentioned at the meeting that the embankment had merely been restored to the condition it was in before it was breached.

14. I question the breached portion being so strong now as it was before, inasmuch as it is composed of sand faced with turf, is of uneven dimensions, and appears to be weak throughout and insufficient to withstand the rush of water which will set in upon it in the event of a heavy fresh coming down the river.

15. In their Proceedings, dated 29th March 1876, the Local Fund Board resolved, in compliance with Messrs. Minchin Brothers and Co.'s request, to apply to Government to obtain independent professional advice with regard to the Mahanaddy embankments and the roads. Since then, however, Messrs. Minchin Brothers and Co. have written to propose "that as Mr. G. Leggatt is about to visit Aska he be requested to give his opinion on the points raised by us. If you approve of this proposal we shall be quite satisfied with his opinion, and what is of great importance much valuable time will be saved."

16. Mr. G. Leggatt has just assumed temporary charge of the District Engineer's Office in consequence of Major Smalley's departure for England, and as Messrs. Minchin Brothers and Co. have expressed their entire confidence in him (Mr. G. Leggatt), as I share that confidence, as Mr. Leggatt's protective works in the Langulia at Chicacole have answered their intended purpose admirably, and as "much valuable time will be saved" by his immediate action, I would propose that the duty of reporting upon, and if necessary remedying the defects of the Mahanaddy embankment scheme be left in his hands. He has been requested to lose no time in executing the Rushkulia protective works.

17. The last, though not the least important subject on which I have to touch is the condition of the roads in the Chatterpore Circle, I do so with considerable reluctance and only as a matter of duty and necessity.

18. In 1874 Mr. Leggatt, after assuming charge as Range Officer of this circle, and immediately before being transferred to Chicacole, brought to the notice of the Local Fund Board the "most deplorable state" of the trunk road, and "the very bad state of others" in this circle. He also brought to the notice

of the Local Fund Board that they lost by fraud or otherwise about 50 per cent. of the material for which they paid, owing to the existing practice of the Public Works Department paying for it as delivered at the pit side instead of at the place of utilization. He further opened out avenue nurseries at various localities, and placed matters altogether on such a satisfactory footing in the circle that, had his plans only been carried out by his successors, the condition of the circle would have been very different to what it is.

19. For six months after Mr. Leggatt's transfer to Chicacole the circle was without a Range Officer, and the Board of Revenue in their Proceedings, dated 15th February 1875, No. 358, in remarking on the subject "fully concurred with the Local Fund Board in their opinion that it is impossible for the District Engineer to discharge satisfactorily the duties of Executive Officer in either range, together with those of Supervising Officer throughout the district. The latter duties are fully sufficient to occupy his time."

20. As the anticipated result of the dual arrangement the roads suffered, and in spite of the Local Fund Board's protest—*vide* my letter, dated 2nd October 1874, No. 1,998, embodied in Board's Proceedings, dated 3rd November 1874, No. 3,160—Lieutenant Lever was placed in charge of this range, and from that time, as mentioned in Messrs. Minchin Brothers and Co.'s letter, matters have gone "from worse to worse."

21. I inspected the roads in the Chicacole Circle in November 1874, and again in November 1875 and February 1876, so that I am in a position to form an opinion as to what has been done in that circle during that time and what might have been done in the Chatterpore Circle under careful and efficient supervision, and it is a great satisfaction to be able to state that a marked improvement has resulted in the Chicacole Circle from Mr. Leggatt's judicious and energetic management. The roads besides having been put into thoroughly good condition have an abundance of material stored on platforms of uniform size and at convenient distances on each side, many miles of avenues have been planted with valuable trees of sorts, all of which are in a most flourishing condition, edge-ridging and drains have been provided and cared for, and an abundant stock of young plants has been secured in the nurseries opened out for the purpose. In fact the Chicacole Range in general presents the aspect of being intelligently and efficiently supervised.

22. Marked is the contrast which presents itself in crossing into the Chatterpore Circle near Cassiboogah. Apart from the road still continuing to be in "a most deplorable state" there is what Messrs. Minchin Brothers and Co. have aptly styled an "astonishing absence of any provision for repairs, neither metal nor gravel being anywhere (almost) to be seen on the road side." Turfing and edge-ridging are rarely to be seen, and as almost all the nurseries which Mr. Leggatt left in such flourishing condition, and which the Local Fund Board permitted him to open out in portions of public bungalow compounds, have been allowed to die out there is no avenue reserve either for present or future wants, while some of the roads are disfigured with rows of decayed banian limbs.

23. All these matters have been repeatedly brought to the notice of the District Engineer, as also the fact that during my tours the mile coolies have

frequently complained to me that from not being provided with material they could do no work, this too at a time when Lieutenant Lever was applying for additional funds to be expended in digging pits for avenue trees, and other sundry works on which the mile coolies ought to have been profitably employed when they were left unprovided with road material.

24. I attribute the absence of material on the road side, and consequent deterioration of the roads, partly to the old abandoned system of paying for material at the pit side instead of at the place of utilization (alluded to in paragraph 18 *supra*) having been revived by Lieutenant Lever in direct opposition to the wishes of the Local Fund Board, and partly to his admitted inability to enforce obedience among his subordinates, but be the cause what it may the result has been disastrous to the interests of the circle.

25. As Messrs. Minchin Brothers and Co. had, in their letter of the 29th March last, specially remarked on the dilapidated state of the roads in the neighbourhood of Aska and towards the coast, and as the District Engineer had on the 29th February last forwarded Lieutenant Lever's estimate of Rupees 1,395 for the emergent repairs of the damages done in September 1875 to the road from Itchapur to Aska *via* Digupudi, Mr. Minchin and I, after the close of the Local Fund meeting on the 29th March last, inspected between twenty and thirty miles of the said road where the damage is represented to have occurred.

26. We found no work of an emergent nature requiring to be done; what little damage had been done in the way of breaches by the September rains had been repaired at a cost of about Rupees 144, as explained in writing by the Public Works Department subordinates who are in immediate charge of the road. This is exclusive of a culvert which may eventually have to be replaced at a cost of about Rupees 150 extra.

27. The balance of the estimate was made up of ordinary turfing, edge-ridging, &c., which had been omitted at the time the road was originally constructed, which ought not to have found a place in an emergent estimate which was intended to rectify the damage done by the September rains, and which ought to have been met either from the balance of Rupees 3,400 handed back to the Public Works Department when the Local Fund Board declined to accept the road in its unfinished condition, or from the annual maintenance grant of Rupees 100 a mile, which was intended to save the road from deterioration until its completion.

28. Lieutenant Lever is not, however, to blame for the original defective construction of the road which was made by his predecessor, Mr. T. D. Harris, the late Range Officer.

29. I enclose copy of Proceedings, dated 29th March 1876, passed regarding the necessity of the so-called emergent estimate for this road, but as the District Engineer's reply has not yet been received it would be premature to express any further opinion on the subject at present.

30. I have little doubt that so long as Mr. Leggatt is in charge of the district he will insist on the remedial measures which he has already inaugurated being fully carried out, and much good may therefore be expected to result

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during his tenure of office, but so long as Lieutenant Lever continues in charge of the range I apprehend that the interests of the circle must continue to suffer. It can hardly be otherwise when he frankly acknowledges his inability to enforce obedience and order among his subordinates.

31. It is not without great reluctance that I feel myself called upon to comment so unfavorably on Lieutenant Lever's work, especially after the views which Government were pleased to record in G.O., dated 8th May 1875, No. 1,319, Public Works Department. I may, however, be permitted to state, with reference to paragraph 9 of the Government Order in question, and to paragraph 7 of the District Engineer's letter therein embodied, that the District Engineer's allegation, to the effect that the Ballipodra bridge therein alluded to "was built in 1864 and 1865" by Lieutenant Lever, is quite inaccurate. The District Engineer has since apologized for having contradicted my statement, to the effect that the bridge was built three or four years previous to January 1875, and has explained that he was misled into error by Lieutenant Lever. Further that officer, Lieutenant Lever, has himself admitted that he merely guessed at the date, and that the bridge in question was one of the last works finished before the completion certificate was sent in for the road.

32. The completion certificate, which is filed in my office, shows that the road was completed on the 27th March 1872, precisely as I had stated after very careful personal inquiry on the spot. It was carried away in 1874, and the result has been that the Local Fund Board have been called upon to provide the sum of Rupees 4,730 to replace the bridge. The estimate was submitted with my letter, dated 4th ultimo, S. No. 376, and an additional estimate, amounting to Rupees 11,500, is under preparation by the District Engineer for submission to Government for embanking a portion of the Mahanaddy, with the object of protecting the said bridge from being carried away by its flood-water.

33. As the District Engineer permitted himself to be led by Lieutenant Lever into an error of eight years, in regard to the time of the bridge's construction, so it is equally possible he may have been misled in regard to the quality of its workmanship, for he admits having made his remarks without having had "an opportunity of personally inspecting the work."

34. The opinion, which after careful personal inspection I originally expressed of the inferior quality of the work would seem to be strongly corroborated by that of the two gentlemen*

* Majors Clay and Smith.

who also personally inspected it. I

enclose copies of their letters, dated 14th and 15th June 1875, Nos. 831-621 and 705.

35. I trust that Government will see that it is not without very substantial reasons, and after having given Lieutenant Lever a fair trial, that the Chatterpore Local Fund Board seek to be relieved of his services.

36. In Government Order last referred to, Government expressed it as their opinion that "supported as Lieutenant Lever is by the opinion of the District Engineer, other causes besides remissness or incapacity on the part of Lieutenant Lever have led to the bad state" of certain works, &c. I beg to acquaint Govern-

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ment that Major Sinalley, before quitting the district, informed me that he had now arrived at the same opinion as the Local Fund Board in regard to Lieutenant Lever's unfitness to have charge of this range, and I understand he has placed his views on the subject on record.

37. I have only to add that so little interest has Lieutenant Lever evinced in the Local Fund affairs of the Circle, that he has only attended one meeting of the Board during the thirteen months he has been in charge of the range.

38. To sum up briefly the chief objects which the present reference is designed to attain are—

1st.—To acquaint the Board and Government that Messrs. Minchin Brothers and Co., and the Circle Board, will rest perfectly satisfied with the opinion and action of Mr. Leggatt, the officer now in charge of the District Department of Public Works, in regard to the Rushkulia and Mahanaddy protective works at Aska, instead of the independent professional advice for which they contemplated applying to Government, as intimated in my letter, dated 5th ultimo, S. No. 421.

2nd.—The Circle Board find Lieutenant Lever unequal to the task required of a Range Officer, and therefore desire to be relieved of his services.

3rd.—The Circle Board are particularly anxious to retain Mr. Leggatt in charge of the district as long as Government can make it convenient to allow him to remain so. It is of paramount importance that he should complete the Aska protective works, the unfinished road from Aska to Sonnapore *via* Digupudi referred to in paragraph 25 *supra*, and organize arrangements for improving the condition of the trunk road, for which a total provision of Rupees 28,970 has been made in the current year's Budget, under the heads New and Repair, being at the rate of upward of Rupees 330 a mile.

ENCLOSURE No. 1.

From MINCHIN BROTHERS and CO., Proprietors of Aska Works, to R. DAVIDSON, Esq., Acting President of the Local Fund Board, Chatterpore Circle, dated Aska, 29th March 1876.

We take the opportunity of the Local Fund Board assembling in this town to invite your attention to the inefficient state of the Engineering works of our locality and to the very serious dangers to which we have thereby been lately exposed.

2. The bed of the Rushkulia River is fast filling up with sand and is now nearly level with the surrounding country. The river threatens to turn its course through the very centre of our property, which it entered and flooded from the west corner on 17th September last, swamping dwelling houses and out-houses to the depth of from two to three feet.

3. The cause of this, we may state without any pretensions to Engineering knowledge, is said to be, that when the bridge below these works was built, no provision was made through its flooring for the sand to escape; hence the accumulation of sand both opposite these works and the town, of which we respectfully request an inspection by the Board.

4. The Government embankment along the bank of the Mahanaddy is a constant source of peril to us and of terror to the villagers living within its protection.

5. This embankment for the fourth or fifth time breached; again on 18th September last to the extent, in one place, of 1,229 feet in length and 12 to 15 feet deep, besides three or four minor breaches.

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6. This mass of water tore across the country and into these works already flooded by the overflowing of the Rushkulia, carried away two boundary walls and rose in the buildings and dwelling houses of the factory to the height of two to four feet, destroying sugar and rice which could not be removed in time.

7. The height to which the water rose has been registered on all the principal buildings, and can, if desired, be inspected by the Board.

8. These works are of considerable value to the district, as giving employment directly and indirectly to many hundreds of people, and affording to many a cultivator a market at his door, enabling him the more readily to meet the demands of Government.

9. We believe we have thus established some claim for protection from floods and disasters over which we can possibly have no control and we therefore ask—

1st.—That means be taken to remove the great accumulation of sand above the bridge.

2nd.—That groynes be constructed to protect the town and these works from the encroachment of the river.

3rd.—That independent professional opinion be taken on the following points:—

The present condition of the embankment along the Mahanaddy, which has lately been repaired, and which the natives and ourselves believe to be no safer than before, rendering us liable at any moment to a repetition of the disastrous floods of September last.

Whether the embankment would not better meet the purposes for which it was constructed and be more economically maintained if it were run across from one river to the other just above the town of Aska, and so confined its protection to the comparatively small area formed by this delta?

Whether the embankment recently constructed beneath the bridge, for what purpose is not apparent, will, unless continued up above the bridge, not prove a source of danger to the bridge and to these works?

Before closing this letter, we beg, as being largely interested in the communications of the district, to be permitted to remark on the dilapidated state of the roads in this neighbourhood and toward the coast; they appear to us going from worse to worse. Especially would we point out the astonishing absence of any provision for repairs, neither metal nor gravel being anywhere to be seen on the road's side.

The branch road in this town we would point out is simply a disgrace.

(True Copy.)

(Signed) R. DAVIDSON,
Acting President.

ENCLOSURE No. 2.

From J. M. SMITH, Esq., Special Assistant Agent, Ganjam, to R. DAVIDSON, Esq., Acting President, Local Fund Boards, Ganjam, dated Russelcondah, 15th June 1875, No. 105.

I HAVE the honor to acknowledge the receipt of your letter No. 1,287, dated 9th June 1875, asking for an expression of my opinion on the quality of the bridge washed away last rains on the road between Russelcondah and Ballipodra.

2. I went out this morning to examine it again, and am of opinion that the foundations of the piers and buttresses were not sunk deep enough. One pier is left slanting as if half the foundation had sunk, part of the other pier has been washed away. One buttress has fallen over and with it a portion of the foundation has turned up out of the ground, this portion measures only about two feet in depth; there may be more of it under the sand. The chunam used in building the piers appears to me very bad. I send you two specimens I picked at random out of the middle of the broken stone-work of the piers.

3. There is a tremendous rush of water in this stream when the rains are heavy. I could understand the piers suffering, if trees were washed down the stream; but it flows through a

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comparatively open country, and I should think no trees are even washed down it. Again, with the heavy flood there was last year, I can understand the wood-work and roadway suffering or being destroyed; but if the chunam work and foundations were good, the piers and buttresses ought not to have suffered. It would be a great relief to the bridge if the water-courses under the road between the river and the bridge were made wider.

(True Copy.)

(Signed) R. DAVIDSON,
Acting President.

ENCLOSURE No. 3.

From Major A. O. H. CLAY, First Assistant Superintendent, Revenue Survey, in charge of Ganjam Survey and Demarcation, to R. DAVIDSON, Esq., Acting President of the Local Fund Boards, Ganjam, dated Berhampore, 14th June 1875, No. 881-621.

I HAVE the honor to acknowledge the receipt of your letter, No. 1,286, of 9th June 1875, requesting me to favor you with my opinion regarding the quality of a ruined bridge near Rushkulia.

2. I saw the bridge you allude to very frequently, and the impression conveyed to my mind was, that the foundations were bad, not calculated to stand scour; at the same time having no professional knowledge of bridge-building, I may be entirely mistaken in my opinion.

(True Copy.)

(Signed) R. DAVIDSON,
Acting President.

From R. DAVIDSON, Esq., Acting President of the Local Fund Boards, Ganjam, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Chatterpore, 15th May 1876, No. 1,324.

In my letter, dated 3rd instant, No. 1,243, I had the honor to bring to notice, among other things, the fact of Lieutenant Lever, the Chatterpore Circle Range Officer, having requested me to pass an emergent estimate of Rupees 1,395 in connection with the Aska and Sonnapore Road *via* Digupudi, without affording any information whatsoever either in regard to the necessity for the work, or the manner in which the damage had occurred.

2. I further mentioned that on Mr. Minchin, a Local Fund Board Member, and myself inspecting the road immediately after the Local Fund meeting on the 29th March last, we found that there were no breaches and no emergent work of any kind to be done, and that what little damage may have been caused by last September rains, had been repaired at a cost of Rupees 144.

3. I have now the honor further to report that Lieutenant Lever has applied for an additional sum of no less than Rupees 9,000, since raised to Rupees 13,193, to complete the Korakorry deviation line and bridge between Humma and Purushottapore, and Major Smalley has passed on the application to me, with a request that I will "on emergency allow the work being proceeded with in anticipation of the sanction of the supplemental estimate," which it appears is being prepared.

4. Not an iota of information has been given as to the necessity for this proposed enormous extra expenditure, nor has any explanation been vouchsafed

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as regards the "urgency" of the work which would alone justify my treating the matter exceptionally.

5. This is the road referred to in the Proceedings marginally noted. It was estimated to cost Rupees 34,650, and the actual expenditure on it, up to the end of March last, is reported to have been Rupees 33,996.

6. The work has been in progress for several years, and Lieutenant Lever was perfectly aware how the account stood all along. I submit, therefore, that it was his bounden duty as the officer in charge, to frame a supplemental estimate if necessary, and to set out fully and clearly the circumstances under which the original estimate had to be exceeded, and the reasons for requiring extra funds.

7. Instead of doing this, he has deliberately worked out the original estimate, and when it is nearly exhausted, he has informed the District Engineer that a supplemental estimate is being prepared in the Range Office, and has applied through the District Engineer to be permitted "to continue the work according to the supplemental estimate (not yet before me) in anticipation of sanction, in consequence of the work being at present in such a state that it cannot be stopped. Rs. 9,000 asked for in the letter referred to is to complete the work in question."

8. Thus Lieutenant Lever seeks most improperly, I venture to think, to throw on my shoulders the consequence of his own culpable neglect, and in the event of my declining blindly to hand over to him nearly a thousand pounds of the Local Fund money, he will doubtless seek to hold me responsible for any damage that may hereafter ensue. I may add that the supplemental estimate referred to has since been submitted to Mr. Leggatt, the Acting District Engineer, who has rejected it as wanting in necessary particulars—*vide* copy of his memorandum, dated 6th May, No. 168, enclosed.

9. As President, I feel very strongly on the subject, and I am bound to add, however reluctantly, that I view with very considerable solicitude these attempts of Lieutenant Lever to obtain from me large sums of money into his hands without affording me any information whatever as to the necessity for it, and under a pretext of urgency when in reality there either is no urgency at all, or would be none but for his own remissness.

10. No provision was made in the current year's Budget for this unexpected call, as it was understood the allotment made to complete the work according to the original estimate would suffice for all purposes.

11. The whole available Road Fund Reserve amounts to only Rupees 9,440, much of which must necessarily be retained for works of real emergency during the currency of the year which has just commenced.

12. I consider it my duty to bring to the notice of Government, through the Board, the pernicious habit into which Lieutenant Lever has fallen of seeking to obtain money on the pretence of "emergency" in an exceptional manner, and without affording the Local Fund Board in the first instance the means of scrutiny, and I trust Government will be pleased to mark their displeasure of his conduct.

13. For the reasons given in my letter already quoted, I have recommended Lieutenant Lever's removal from this district. I will only therefore add that since last writing he has not only disregarded my formal request as President in a very important matter, but has instructed his subordinates to follow his example, as I shall proceed to explain.

14. The Port road through Gopaulpore is the most important in the district. It is liable to sand-drift, especially during the prevalence of southerly winds, and special provision is made for keeping it clear.

15. It was found from experience that Lieutenant Lever failed to keep it clear, and with the sanction of the Board of Revenue, *vide* their Proceedings,* dated 20th December 1875, No. 3,390, the Circle Board * * * determined to transfer it to Other Agency.

16. Meanwhile, Lieutenant Lever permitted sand to accumulate on the road to a depth of from three to four feet, and so great was the obstruction to traffic that I proceeded to Gopaulpore on the 6th instant to inspect its condition previous to its being taken out of Lieutenant Lever's hands, and on the following day I wrote from Gopaulpore to Lieutenant Lever (copy enclosed), with whom I had discussed the subject at Berhampore the previous day, and requested him to proceed forthwith to Gopaulpore and have the obstruction to traffic removed. Without assigning any reason he failed to comply with my request, and intimated (copy enclosed) that he would send his gumastah.

17. On the 12th instant, I received a communication from one of the Gopaulpore merchants to the effect that no gumastah had appeared and "that there were no less than thirty-four bandies stuck on the sand. This is very hard for shippers if the stuff is to go by steamer." Again, on the 14th instant, I received another communication from a Gopaulpore merchant to the following effect: "Not a soul has been near the sand, and it is melancholy to see bandies containing produce stuck there for hours."

18. On receipt of this last communication, I took advantage of the presence in Chetterpore of a Local Fund Sub-Overseer on short leave, and despatched him to Gopaulpore, with instructions to place himself in communication with the Master Attendant there, and with the aid of five or six hundred coolies to clear the road or traffic forthwith.

19. This Local Fund Sub-Overseer happens to be the same man whom I had occasion to take with me from Askani when I proceeded with Mr. Minchin, a member of the Local Fund Board, to inspect the road from Askani to Sonnapore *via* Digupudi referred to in my previous communication and in paragraphs 1 and 2 *supra*.

20. Lieutenant Lever first handed him up to the District Engineer for obeying my orders on the occasion, and then passed a general order to his subordinates "warning" them "not to attend to instructions from other than the Department of Public Works." Comment on such proceedings is superfluous.

21. I have hitherto very carefully abstained from interfering with Department of Public Works subordinates; but owing to the absence of the Officiat-

ing District Engineer at Chicacole, and to the extreme urgency of the Gopaulpore case, I was necessitated to act promptly and directly in the matter, as otherwise Imperial interests as well as those of the merchants would suffer materially.

22. I can hardly suppose it is the wish of Government that the members of the Local Fund Board should be deprived of the assistance of their own paid subordinates, no matter what the urgency of the case, wherein their aid is required, may be.

23. I would have addressed the District Engineer on the subject of Lieutenant Lever's order to his subordinates were it not that I find Major Smalley has himself remarked with reference to the very case that the President had "no right to take the man with him" (only for a day).

24. I am not aware under what authority such remarks and instructions should have emanated from Major Smalley and Lieutenant Lever, but I venture to think either that the Public Works Department officers in the district should be disabused of the erroneous idea which they would appear to entertain on the subject, and that they be required to cancel their aforesaid orders, or that the Local Fund Board should be relieved of the responsibility for the efficient condition of the roads in their Circle which Government have hitherto required of them.

ENCLOSURE No. 1.

From R. DAVIDSON, Esq., Acting President of the Local Fund Boards, Ganjam, to Lieutenant J. LEVER, Range Officer, Berhampore, dated Gopaulpore, 7th May 1876.

I REQUEST you will be good enough to proceed to Gopaulpore, without fail immediately on receipt of this letter to have the road to the beach here cleared of sand which is very seriously impeding the traffic at the port.

From Lieutenant J. LEVER, Range Officer, Berhampore, to R. DAVIDSON, Esq., Acting President of the Local Fund Boards, Ganjam, dated Berhampore, 7th May 1876.

I HAVE the honor to acknowledge the receipt of yours dated 7th instant, and, as requested, beg to inform you I have given orders to the Gumastah to have the sand removed off the road to the beach at Gopaulpore.

(True Copy.)

(Signed) R. DAVIDSON,
Acting President.

ENCLOSURE No. 2.

No. 168.

Letter No. 167, dated the 3rd instant, from the Officer in charge Berhampore Range, submitting supplemental estimate for constructing Deviation Line and Bridge over Korakory Nulla (herewith returned.)

No remarks by Range Officer through (sic) the original estimate has been exceeded by so large a sum as Rupees 13,193.

2. A revised estimate for the whole work including bridge road work and in due is neat (sic) is required together with a comparative statement showing excess in quantity and in value for the whole deviation line.

3. The Range Officer will submit the above with a full report as to the necessity for the supplemental estimate in detail.

CHICACOLE,
6th May 1876.

(Signed) G. R. LEGGATT,
Acting District Engineer.

(True Copy.)

(Signed) R. DAVIDSON,
Acting President.

IN the first of the foregoing letters, Mr. Davidson reports on the danger to the town of Aska and to the Sugar Factory of Messrs. Minchin and Co., owing to the accumulation of sand in the bed of the Rushkulia and to the insecure state of the embankments of the Mahanaddy; also on the state of the roads in the Cheterpore Circle, which are said to have deteriorated under the management of Lieutenant Lever, whom the Local Fund Board desire to have removed from the charge of the Public Works in their range.

2. During the last year's heavy floods, the waters of the Rushkulia flooded the town and factory at Aska, owing it is said by Messrs. Minchin Brothers, who are supported in their view by the Local Fund Board, to the accumulation of large banks of sand in the bed of the river above the bridge, and in consequence of no proper provision for the discharge of sand having been made when the bridge was built. In order to save the town and factory, it has been determined to construct groynes to protect the town of Aska, and as this work was concurred in by the then District Engineer Major Smalley, and is now in charge of the present District Engineer Mr. Leggatt, no more need be said about it. No doubt the groynes are necessary, but the cause of the accumulation of sand to so great an extent in the river bed above the bridge and the best means of effecting a permanent cure are matters of very serious moment and call for a full report from the District Engineer, for, unless the evil be promptly and effectively met, the town and factory of Aska and the bridge itself must be in constant danger of destruction.

3. The insecure state of the embankment of the Mahanaddy is another source of anxiety, and the Board recommend that the whole question be carefully examined by the Professional Department. The local authorities and those most interested are content that this duty should be performed by Mr. Leggatt. The reports when received will, the Board have no doubt, receive the attentive consideration of the Chief Engineer, as it is clearly a matter requiring the best professional advice.

4. The complaints against Lieutenant Lever are partly of a general and partly of a special nature, general deterioration of roads and avenues is said to have taken place since Lieutenant Lever assumed charge of the range, but in the President's first letter no special charge is made except in the matter of the estimate of the Digupudi Road to be noticed further on. As regards the bridge on the Russelcondah and Balipadra Road, however, Mr. Davidson shows that the charges made by him were not so devoid of foundation as Major Smalley's letter led the Government to suppose. Major Smalley was clearly wrong in the date he gave on Lieutenant Lever's information, and, as Major Smalley never inspected

the bridge, he could not certify to the workmanship. Mr. Davidson does not appear to have stigmatised it as bad without reason.

5. As regards the special charges, Mr. Davidson quotes two instances, one in the first and the other in the second letter, in which he considers Lieutenant Lever greatly to blame in endeavoring to get sanction for considerable sums on emergent estimates without affording the Local Fund Board information as to the necessity for the work. The first case was an emergent estimate for repairs to the Aska and Sonnapore Road for Rupees 1,395 rendered necessary by a heavy fall of rain. Mr. Davidson in company with another member of the Local Fund Board inspected the road, found that the damage done by rain, which was small, had already been repaired for a small sum, and that the greater portion of the estimate was made up of items for the completion of the road omitted from the original estimate and not in any way connected with the emergency which had been stated as the cause for its submission. The Board of Revenue have not had been stated as the cause for its submission. The Board of Revenue have not Lieutenant Lever's explanation, and can only say that, so far as can be judged from Mr. Davidson's statement, they consider the Local Fund Board had good ground of complaint.

6. The second case related to an emergent estimate for Rupees 13,193, being in addition to the original sanctioned estimate for the Korakory deviation line and bridge; this is detailed in letter, dated 15th May 1876, No. 1,324, paragraphs 3—12. The original estimate was for Rupees 34,650; nothing seems to have been said about the insufficiency of this estimate until Rupees 33,996 had been expended when a demand for Rupees 13,193 in addition was made on emergency and sanction requested for the expenditure in anticipation of estimates promised to be supplied afterwards. The application was supported by the District Engineer, but Mr. Davidson justly points out that no provision having been made in the Budget for this large sum funds are not available. No explanation by Lieutenant Lever being before the Board of Revenue, they can only say that, on a *prima facie* view of the case, they consider that the Local Fund Board have great cause for dissatisfaction.

7. The last case noticed by Mr. Davidson is one relating to the clearance of sand from the Port Road at Gopaulpore.

It appears that during the prevalence of the south wind sand accumulates rapidly on the road leading to the shipping port at Gopaulpore. Special provision is made in the Local Fund Budget for clearing this sand and the duty has hitherto rested on the Range Officer; but the work has in the current year been transferred to Other Agency. Mr. Davidson having learned that the road was choked wrote and begged Lieutenant Lever to proceed at once to Gopaulpore from Berhampore, where he then was, and have the work done. Lieutenant Lever wrote that he would send his Gumastah to do it but after some days Mr. Davidson heard that it had not been done and took steps to have the work performed himself. Mr. Davidson complains of Lieutenant Lever's neglect to comply with his request to go to the spot at once. But Lieutenant Lever is not in direct subordination to Mr. Davidson, and the Board consider that Mr. Davidson is in error in thinking that he was empowered to direct his movements. Mr. Davidson and the Local Fund

Board had however very grave cause for complaint that the work was not performed; it was a work of urgent necessity; funds were available for its performance, and any Gumastah or Maistry could have superintended it. Moreover, Lieutenant Lever himself was within seven miles of the spot. The Board of Revenue of course are not aware what Lieutenant Lever may have to say in his defence.

8. Further, Mr. Davidson complained with reason, that Lieutenant Lever has issued instructions to his subordinates to obey none but Department of Public Works orders.

9. As already stated the Board of Revenue have no means of knowing what Lieutenant Lever may have to say in regard to all these points of complaint, and they have no authority to pass any orders in any matter of dispute between officers of the Revenue and Public Works Departments; but it is quite apparent that with the opinion entertained by the Chettipore Local Fund Board and their President of Lieutenant Lever, the public interests must suffer by the continuance of Lieutenant Lever in the charge of that Circle. Whatever inquiry the Government may think fit to make, or whatever may be their views of Lieutenant Lever's conduct, it seems evident that his continued employment in Ganjam cannot but be detrimental to the interests of the people and the country.

10. The retention of Mr. Leggat in charge of the district is also a matter with which the Board cannot deal, but they resolve to submit the correspondence for the orders of Government, with the recommendation that the wishes of the Local Fund Board be complied with, if possible.

(Signed) C. A. GALTON,
Acting Secretary.

TRANSFERRED to the Department of Public Works.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 463.

ORDER THEREON, 23rd June 1876, No. 1,569.

CIVIL WORKS, No. 55-A.

With these Proceedings the Board of Revenue submit letters from the President of the Local Fund Boards, Ganjam, under date the 3rd and 15th May.

2. The object of the first letter is summed up under three heads in its 38th and last paragraph. With reference to the first, the District Engineer will report at an early date, and in full detail, on the protective works planned at Aska along the Rushkulia and Mahanady; and will forward the Surveys and Sections on which those works were decided on. The second matter has been disposed of in G.O., No. 1,359, of 1st June, paragraph 4, transferring Lieutenant Lever to the Vizagapatam District. With reference to the third, it is remarked that Mr. T. D. Harris, an officer of long previous service in Ganjam, has been posted to the charge of that district, which he will have joined ere this.

3. Paragraphs 1 to 12 of the second letter call for no further notice, Lieutenant Lever having been removed. With reference to the remaining paragraphs it is not quite evident how the port road to Gopaulpore remained under Lieutenant Lever's charge on the 6th May, when the sanction of the Revenue Board had been asked to transfer it to other Agency, and obtained in the previous January. Lieutenant Lever however, having been confessedly in charge, will be called on by the District Engineer to report at once why he took no action in the matter between the 7th May, when he was informed of the state of the road, and the 14th, when it is stated that "not a soul had been near the sand." The error of Mr. Davidson's manner of calling Lieutenant Lever's attention to the work is properly pointed out in paragraph 7 of the Board's Proceedings. But unless Lieutenant Lever's inaction can be justified by him, Mr. Davidson's action, in the absence of the District Engineer, in taking with him the Sub-Overseer, is upheld, subject to the general rule that the services of Public Works Subordinates must be obtained through their own superiors.

(True Extract.)

W. Davidson Colonel,
Offg. Under Secy. to Govt., P.W.D.

To the District Engineer, Ganjam.
" " Vizagapatam.
" Revenue Department.

Exd. A. Grubert.
Spare Copies

1850
Revenue Dept.
Govt. of Madras.

PUBLIC WORKS.

To

THE DISTRICT ENGINEER,
GANJAM.

&c. &c. &c.

Dated June 23rd.

Issued.

Recd. 14 July

Encl.

G. O., 23rd June 1876, No. 1,500.

JUNE

Nos. 462 463.

Aska Town and Sugar Factory in the
Ganjam District.—Passing orders on en-
dorsement of the Financial Department
submitting Report from the President of the
Local Fund Boards on the danger to the —
and on the mismanagement of certain works
by Lieutenant Lever.

P. 1709

Communicated to the District Engineer

21 July 1876

14th July 1876 and by Revenue Dept. 21 July