M.R.O. 1—82 406—92-11-90

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons 23-6-87

G.O. No. 1218	Press Mis.
162-163	
Dated 23-6-	18 87

Not to be folded or roughly handled

No. 102. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 10th June 1857, No. 1092.

SIR,

1. In accordance with the instructions of Government conveyed in Extract Minutes of Consultation No. 966, dated 20th May 1857, I have the honor to submit a report* on Captain Collyer's letter, No. 43, dated 3rd April last, regarding certain roads in the Collectorates of Bellary, Cuddapah, and Nellore.

* With sketch Map.

2. Captain Collyer notices the following roads in succession.

1st. Bellary to Humpsaugur.

This road is stated to be in fair order, but an unfinished portion of it near Bellahoonsha, which in the fine weather, causes great inconvenience to the traffic, is, during the monsoons impassable for days together.

The completion of this road is provided for in the estimate of Rupees 59,250 forming item No. 169, in statement No. 2 of the Current Budget.

2nd. Bellary to Adony and Rampoor.

The direction of this road between Bellary and Haulhully, requires to be changed, to cross the river Huggry at Permadavenhully, instead of at Mookay, the object of the change being, that, one bridge may serve both for it, and for the road to Ghooty.

The Collector of Bellary observes* that though the direction of the line may be changed, when the bridge is in progress, the present road between Bellary (Via Mookay) and Auloor, should on no account be abandoned, and recommends, that the few small bridges and drains urgently required to complete it, should be undertaken in which opinion, I cannot but fully concur on account of local convenience and saving of distance by the direct Auloor line from the Capital.

* Vide accompanying statement No. 12175.

The attention of the District Engineer will be called to this point.

3rd. Bellary to Ghooty.

Of this road, 22 miles only have been partially formed, the masonry works remaining to be constructed, of the portion between Guddacul and Ghooty, the trace even does not appear to have been completed, in some parts, the line has been ploughed up, in others, work has been commenced, and in others nothing has been done.

This road being a portion of the line connecting Bellary with Kurnool, and Dhony its early completion is highly desirable.

4th. The road from Bangalore to Secunderabad, is recommended for completion.

5th. The road from Anantapoor to Pennacondah requires to be bridged.

6th. The road from Ghooty to Cuddapah, viâ Yadahee, Taudputty and Appiapully, is also recommended for completion.

7th. The road from Bellary, viâ, Ooderpedroog, and Anantapoor (Trunk road No. 12) to Mahal on Trunk road No. 11, requires to be finished. There is a very considerable traffic between the Collectorates of Bellary, and Cuddapah, and it is also essential to open up the line throughout to facilitate Police operations, the part of the country about Yadahee, and Taudputty being, I am informed by Captain Collyer, much infested by robbers, many parts of the road are stated to be excessively bad, and an emergent Estimate of Rupees 8,800 forwarded by Captain Collyer for making passable some 4 miles of it between Appiapully and Peerzodputt, in the Cuddapah District, was disposed of in Extract Minutes of Consultation, No. 1000, dated 26th May 1857.

Between Bellary and Coodairy, the construction of the road is provided for in the estimate of Rupees 57,051, which forms item No. 116, in statement No. 2 of the Current Budget.

8th. The road referred to, from Hundy Anantapoor, viâ Munilla, Dumpetla, Cuddree &c., to meet the bridge across the Bahoonuddy at Mahomedpoor, or Mahal, on the road from Cudda-

pah to Madras (Trunk road No. 11) is a continuation of Trunk road No. 12, an estimate for which will be submitted for entry in the Budget of 1858-59.

9th. It is considered advisable to connect Cuddree, with Pennacondah in Bellary.

10th. A road is much required from Peddapully to Roichoty (on Trunk road No. 11) to be continued on viâ, the Sonepay Ghaut to Chetwail, to open up an intricate, and at present an almost impassable tract of country to the coast, viâ the Raupoor Ghaut.

11th. The completion of the following roads should be expedited.

From Bellary viâ Kodamoor to Kurnool, and from Kurnool viâ Panium, and Nundial to the Nundy Cunnama Ghaut, from Tunroazpetta to Panium, this road is very imperfectly made and thence to Nundy Cunnama, it is not even traced.

12th. A road is recommended and considered very important from Paipully on the Kurnool and Ghooty road (viâ Dhone) to the Nundy Cunnama Ghaut, by Boganapelly.

13th. A connecting line is required between Kurnool and the Munteral Cunnama Ghaut.

14th. Also between Nundial and Cuddapah viâ Dovoor.

15th. In addition to the foregoing communications which are the most important in the Eastern range of the Bellary District, the Collector notices the road from Bellary viâ Herahal, Kodlighee, &c. to the Western Coast, as claiming a share of consideration, as also the small piece of road from Darojee to Cumply, which will connect the town of Cumply with that of Bellary. The estimate for the former is under preparation, and the attention of the District Engineer will be called to the latter.

16th. The following main lines are also noticed by Captain Collyer.

The Bellary and Cuddapah Central line of famine road viâ Budwail and Dorenal, this road is in an advanced state, and already carries a great traffic, but it requires bridging, and in many parts, earth work, and metalling.

The direct Cuddapah and Madras road via Chetwail, being in abeyance, until the publications of the Current Budget. Captain Collyer at the time of writing was not aware, that sanction had now been accorded for commencing work on it. Item No. 151, in Statement No. 2.

17th. Captain Collyer observes in para. 13 of his letter, that the improvements to the communications which have of late years been effected, are fully appreciated by the Mercantile Gentlemen, and wealthy native traders and Merchants of Cuddapah, and Nellore, who are most anxious for the completion of the two main lines last noticed.

3. In the Nellore District, the roads requiring immediate attention are.

1st. The repairs of Trunk road No. 6.

2nd. The Raupoor Ghaut viâ Chetwail by Goodoor to the river Rampairoo which has commenced, and the completion of which is provided for in the estimate of Rupees 17,790, forming item No. 90, in Statement No. 2 of the Current Budget.

3rd. The Cumbum and Ongole road, being the continuation of the Nundy Cunnama Ghaut.

4th. A line of road is recommended from the Cusbah Cunnygherry to Singaroycondah, on Trunk road No. 6, viâ the Cusbah, Ponaloor, and Cundacoor, to open up the Sub Collectorate.

5th. Roads are also recommended from Oodiagherry to Cauvilly, on Trunk road No. 6, viâ Cullygherry.

And from Cullygherry to Sungum, which will connect a populous District, and the Moonsiff's station, with the Nellore, and Cuddapah road.

4. On the above roads which are considered the most important, Captain Collyer recommends, in the event of its being found inexpedient to spend at the present time large sums of money that a certain expenditure (for which estimates will be required) should be sanctioned for making some of the worst portions passable, and for here and there, bridging impassable

Fort Saint George, Public Works Consultation of 23rd June 1857.

streams, as such undertakings would not in any way impair the integrity of the estimates to be finally carried out. Captain Collyer further suggests, that other necessary improvements should be carefully considered, and leisurely traced out with the views; of having work ready in case of famine.

5. In paras. 18, and 19, Captain Collyer remarks on the expenditure incurred on the roads during the famine season, and observes, that the whole of the money so expended, should not be put down actually to the roads, as thousands of starving men, women, and children, were fed, who never did, or could do a days work.

6. The extent of road more or less completed, is given at 415 miles, the expenditure due to which, at Rupees 2000 per mile, (exclusive of masonry works) would have been Rupees 8,30,000 instead of the Rupees 12,59,478 actually disbursed, under the urgency of the case, and from causes over which at the time there was no control.

7. It appears unnecessary to follow Captain Collyer further in his remarks, which forcibly illustrate the very great advantages that have already been derived by partially opening up the inter-communication between the District treated on, and the coast and equally strongly demonstrate the evil consequences of the latter interruption caused, either by want of funds, or by further expenses.

8. Captain Collyer gives every credit to the Officers who were employed in constructing the famine roads, but very properly points out the defects in construction, which were to be expected as a natural consequence, where experience in Superintending such works was wanting.

9. I quite agree in Captain Collyer's remarks on the system to be followed in constructing roads, and that which obtained generally in the late Road Department, is the one I would advocate viz., that the primary estimates should provide for all earth work and smaller masonry works, and the final estimates, for metalling and bridging the large rivers.

10. I would observe in conclusion that Captain Collyer's letter was in the first instance merely submitted as an interesting document for the perusal of Government, but I have now as directed reviewed the several roads referred to though it does not appear that any special orders are called for from Government beyond the general expression of an opinion, as to whether the lines of road selected, are considered appropriate, or otherwise. My own views coincide entirely with those of Captain Collyer, and it now remains for the Collector's and Engineer Officer's in communication, to give effect to the suggestions offered, as far as may be considered expedient, with special reference to the wants of their respective Districts in irrigation, and other works.

No. 103. ORDER THEREON, No. 1218; dated 23rd June 1857.

In a resolution under date 28th April 1857, the Chief Engineer forwarded for the information and orders of Government, a report from the Superintending Engineer Central Circle, upon the roads in the Collectorates of Bellary, Cuddapah, and Nellore, through which he had lately passed on a tour of inspection. In reply the Government pointed out that they were unable to pass orders upon the reference, as detailed information respecting the advantage of each of the projects was wanting, as well as the Chief Engineer's own opinion. That officer was accordingly requested to submit Captain Collyer's propositions in a more complete form, with his own recommendations.

Extract Minutes Consultation 20th May 1857, No. 966.

2. The letter noted above is in answer to this order; Colonel Faber comments upon all the Superintending Engineer's proposals, and adds his own opinion and remarks; he also explains that Captain Collyer's letter was in the first instance merely submitted as an interesting document for the perusal of Government; and states that the object in laying the question before them, was merely to elicit an opinion, as to whether the lines of road selected were appropriate or otherwise.

3. The Governor in Council regrets that he is still unable to pass any orders upon these suggestions, until plans and estimates of the cost of each project, and the detailed opinions of

the local officers are before him. The Government fully admit the value of Captain Collyer's and Colonel Faber's recommendations, and will be prepared to give the schemes their careful consideration when laid before them in due course. The Governor in Council must however recal the Chief Engineer's attention to the Extract Minutes Consultation of the 30th April 1857 No. 822, in which the opinion of Government was expressed that there were already projects sufficient to form a Budget for 1858-59, either estimated for, or approved for investigation, and they do not consider it expedient that the time of the District officers should be now occupied in estimating for works, which either will not be executed for two years to come, or can be executed only in supersession of works already approved by Government.

4. In Clause 7 of para. 2 of his letter, Colonel Faber states that "the road from Bellary "via Oodarpidroog, and Anantapoor, Trunk road No. 12, to Mahal on Trunk road No. 11, "requires to be finished" and goes on to state that "there is a very considerable traffic between "the Collectorates of Bellary and Cuddapah, and it is essential to open out the line to facilitate "Police operations." These remarks, and some that follow, refer to the road from Ghooty to Cuddapah, as the places mentioned,* are not situated on Trunk road No. 12, nor does the Extract Minutes Consultation No. 1000 of 27th May 1857, quoted by the Chief Engineer, nor the assertion respecting robbers apply to No. 12, but to the one from Ghooty to Cuddapah.

* Yadahee, Taudputty, Appiahpilly, Peerzalpett.

(Signed) H. TORRENS,
Acting Secretary to Government.

Central Office of P.W.
No. 1092 Fort St. George 10th June 1857.

From The Chief Engineer
To The Secretary to Government
P.W. Department.

Public Roads.

Sir,

1. In accordance with the instructions of Government conveyed in Extract Minutes of Consultation No. 966, dated 20th May 1857, I have the honor to submit a report on Captain Collyer's letter, No. 43 dated 3d April last, regarding certain roads in the Collectorates of Bellary, Cuddapah, and Nellore.

* With Sketch Map

Enclosures 2
1 Sketch Map
1 Statement

No. 12175 From the Collector Bellary to be obligingly returned

2. Captain Collyer notices the following roads in succession.

1st Bellary to Humpsagur.

This road is stated to be in fair order but an unfinished portion of it near Bellahoonsha, which in the fine weather causes great inconvenience to the traffic, is during the Monsoons impassable for days together.

The completion of this road is provided for in the Estimate of Rupees 59,250. forming item No. 169, in Statement No. 2 of the Current Budget.

Bellary

2d Bellary to Adony and Rampoor.

The direction of this road between Bellary and Hanhully requires to be changed, to cross the river Hagry at Ramadaenhully, instead of at Mootkee, the object of the change being, that one bridge may serve both for it, and for the road to Ghooty.

The Collector of Bellary observes that tho' the direction of the line may be changed, when the bridge is in progress, the present road between Bellary (via Moodgay) and Adoor, should on no account, be abandoned, and recommends, that the new bridges and drains urgently required to complete it, should be undertaken, an opinion, I cannot but fully concur, on account of local convenience and saving of distance by the direct Adoor line from the Capital.

vide accompanying Statement No 12/78.

The attention of the District Engineer will be called to this point.

3d Bellary to Ghooty

Of this road 22 miles only have been partially formed, the masonry works remaining to be constructed, of the portion between Cudalasil and Ghooty, the trace even does not appear to have been completed - in some parts, the line has been ploughed up, in others, work has been commenced, and in others nothing has been done.

This road being a portion of the line connecting Bellary with Kurnool and Adony, its early completion is highly desirable.

4th The road from Bangalore to Secunderabad, is recommended for completion.

5: The road from Anantapoor to Penaconda, requires to be bridged.

6: The road from Ghooty to Cuddapah, via Gadahee, Sandputty and Appiapilly is also recommended for completion.

7: The road from Bellary, via, Poderpedroog, and Anantapoor (Trunk Road No 12) to Mahal on Trunk Road No 11, requires to be finished. There is a very considerable traffic between the Collectorates of Bellary, and Cuddapah, and it is also essential to open up the line throughout to facilitate Police operations, the part of the country about Gadahee, and Sandputty being, I am informed by Captain Collyer, much infested by robbers. Many parts of the road are stated to be excessively bad, and an Emergent Estimate of Rupees 8,800 — forwarded by Captain Collyer for making passable some 4 miles of it between Appiapilly and Peragodputt in the Cuddapah.

the

Cuddapah District, was disposed of in Extract Minutes of Consultation No 1000 dated 26th May 1857.

Between Bellary and Goodaroy the construction of the road is provided for in the Estimate of Rupees 5,705, which forms item No 116, in Statement No 2, of the Current Budget.

8th The road referred to from Hindy Anantapoor via Munilla, Dumpetla, Cuddree &c., to meet the bridge across the Pandoondaty at Mahomed Noor or Mahal, on the road from Cuddapah to Madras (Trunk Road No 11) is a continuation of Trunk Road No 12, an Estimate for which will be submitted for entry in the Budget of 1858/59.

9th It is considered advisable to connect Cuddree with Pennacondah via Bellary.

10th A road is much required from Goldapilly to Roichoty (on Trunk Road No 11) to be continued on via the Soneparu Ghaut to Chetwail, to open up an intricate and at present almost impassable tract of Country to the coast, via the Rampoor Ghaut.

11th The completion of the following roads should be expedited.

(1) From Bellary via Kodamoor to Kurnool and from Kurnool via Paniums and Rendial to the Nundy Cummama Ghaut. From Tumracherla to Paniums this road is very imperfectly made, and thence to Nundy Cummama, it is not even traced.

12th A road is recommended and considered very important from Panipully on the Kurnool and Ghooty road (via Dhone) to the Nundy Cummama Ghaut, by Bogamapelly.

13th A connecting line is required between Kurnool and the Munderal Cummama Ghaut.

14th Also between Rendial and Cuddapah via Davoor.

15th In addition to the foregoing communications which are the most important in the Eastern range of the Bellary District, the Collector notices the road from Bellary via Herahal, Kodlighee &c. to the Western coast, as claiming a share of consideration, as also the small piece of road from Darojee to Cumply, which will connect the town of Cumply with that of Bellary. The Estimate for the former is under preparation, and the attention of the District Engineer will be called to the latter.

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16th The following main lines are also noticed by Captain Collyer.

The N Bellary and Cuddapah Central line of famine road via Gund. wail and Coorenal. this road is in an advanced state, and already carries a great traffic, but it requires bridging and in many parts, earth work and metalling.

The direct Cuddapah and Madras road via Chetwail, being in abeyance, until the publication of the Current Budget. Captain Collyer at the time of writing was not aware, that sanction had now been accorded for commencing work on it. Item No 151 in Statement No 2.

17th Captain Collyer observes in para 13 of his letter, that the improvements to the Communications which have of late years been effected, are fully appreciated by the Mercantile Gentlemen, and wealthy native traders, and Merchants of Cuddapah, and Nellore, who are most anxious for the completion of the two main lines last noticed.

3. In the Nellore District, the roads requiring immediate attention are.

1st The repairs of Trunk Road No 6.

2d The Ramapoor Chaut via Chitwail by Goodoor to the river Ramparoo, which has been commenced, and the completion of which is provided for in the Estimate of Rupees 17,790 forming item No 90 in Statement No 2 of the Current Budget.

3d The Cumbum and Ongole road. being the continuation of the Dundy Cumbum Chaut.

4th A line of road is recommended from the Cushak Cumcherry to Singarayacondah, on Trunk Road No 6, via the Cushak Ponaloor, and Cundacoor, to open up the Sub Collectorate.

5th Roads are also recommended from Oodiacherry to Cavilly, on Trunk Road No 6. via Cullycherry.

and from Cullycherry to Sungum, which will connect a populous District and the Moonsiffs station, with the Nellore and Cuddapah roads.

4. On the above roads which are considered the most important Captain Collyer recommends, in the event of it's being found inexpedient, to spend at the present time large sums of money, that a certain expenditure (for which Estimates will be required) should be sanctioned for making some of the worst portions passable and for here and there, bridging impassable streams

Co[n]structions, as such undertakings would not in
Co[n]any way impair the integrity of the Estimates
d[u]e to be finally carried out.- Captain Collyer
further suggests, that other necessary im=
th[e] provements should be carefully considered,
for and leisurely traced out, with the view of
for having work ready in case of famine.
Co[n]5.- In paras 18, and 19 Captain Collyer
remarks on the expenditure incurred on the
th[e] roads during the famine season, and ob=
Co[n]serves that the whole of the money ex=
the pended, should not be put down
Br[o]actually to the roads, as thousands of
d[e] starving men, women, and children were
a[t]fed, who never did, or could do a days
for work.
th[e]6. The extent of road more or less
completed, is given at 415 miles, the ex=
Co[n]penditure due to which, at Rupees 2000 p[er] mile,
N[o] (exclusive of Masonry works) would
have been Rupees 8,30,000 instead of
fr[o] the Rupees 12,59,478 actually disbursed
Co[n]under the urgency of the case, and from
So[m] causes over which at the time there was
an[d] no control.-
im[p]
vic[e]7.- It appears unnecessary to follow
Captain Collyer further in his remarks,
no[t] which forcibly illustrate the very great
advantages that have already been derived

by

by partially opening up the inter-communication
between the District treated on, and the coast,
and equally strongly demonstrate the evil
consequences of the later interruption caused,
either by want of funds, or by further expenses.
5.- Captain Collyer gives every credit to
the Officers who were employed in constructing
the famine roads, but very properly points
out the defects in construction, which were
to be expected as a natural consequence,
where experience in superintending such
works was wanting.-
9.- I quite agree in Captain Collyer's
remarks on the system to be followed in
constructing roads, and that which ob=
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partment, is the one I would advocate, viz.
that the primary Estimates should provide
for all earth work and smaller masonry
works, and the final Estimates, for metal=
ling and bridging the large rivers.-
10.- I would observe in conclusion,
that Captain Collyer's letter was in
the first instance merely submitted as an
interesting document for the perusal of
Government, but I have now as directed
reviewed the several roads referred to, tho'
it does not appear that any special
orders are called for from Government

beyond

beyond the general expression of an opinion as to whether the lines of road selected, are considered appropriate, or otherwise. My own views coincide entirely with those of Captain Collyer, and I now remain for the Collectors and Engineer Officers in communication to give effect to the suggestions offered, as far as may be considered expedient, with special reference to the wants of their respective Districts in Irrigation, and other works.

I have the honor to be
Sir
Your most obdt Servant

Central Office P.W.D.
Rd Lhenge
16 June 1837.

(Colonel
Chief Engineer)

W
A. Dept Engr N.C.

P. W. D.

No 1218

Chief Engineer's Minutes of Consultation
Under date the 3rd June 1837.

Read the following
Letter from the Chief Engineer
dated 2nd June 1837.

Sent letter No 1218 dated 3rd June 1837

Acknowledging receipt of
the Proceedings of the Board
of Inspection held under
Government Order of the 28th April 1837
on the Roads & Bridges
in the Collectorates of Ballary
Cuddapah and Chittoor

Ordered that Captain Hodges
attend the Board to-day at 12 o'clock
with a Statement of the Sums
required for the Government Works
in each Year of Stage mentioned
in the Proceedings of the Board

Ordered that a Letter be written
to the Secretary to Government
requesting sanction to the
Expenditure of the Sum of Rupees
Fifty Thousand in the Current Year
for the Purposes mentioned in
the Proceedings of the Board

Ordered that the Letter be
now read over and signed

Read over and signed

Pub. Works 1837 Despatch
Cover 23 Dated 16th June 1837 No 1197

From
The Chief Engineer
To The Secretary to Government
P. W. Department

Dated 10th June 1837.
Rec'd 14th.

2 Encls. Returned

No 1092

J. S. No 1218. 23rd June

Forwards as directed in
Gt. Imm. Cons. No 966 dated 20th May
1837. a Report from Captain Colleys
Letter No 43 dated 31st April last
regarding certain works in the
Collectorates of Ballary
Cuddapah and Chittoor

Cotto 26th May 37 Nos 67-68
— 26th — — — 1-2-

-1092-

16th June 1218

the projects was wanting, as well as the Chief Engineer's own opinion. That officer was accordingly requested to submit Captain Collyer's propositions in a more complete form, with his own recommendations.

2. The letter noted above is in answer to that order, i.e., Colonel Baker comments upon all the Superintending Engineer's proposals, and adds his own opinion and remarks. He also explains that Captain Collyer's letter was in the first instance merely submitted as an interesting document for the perusal of Government; and states that the object in laying the question before them, was merely to elicit an opinion, as to whether the lines of road selected were appropriate or otherwise

3. The Governor in Council regrets that he is still unable to pass any orders upon these suggestions, until plans and Estimates of the cost of each project, and the detailed opinions of the local officers are before him. The Government fully admit the value of Captain Collyer's and Colonel Baker's recommendations, and will be prepared to give the schemes their careful consideration when laid before them in due course. The Governor in Council must however recall the Chief Engineer's attention to the Excellency Govt's of the 30th April 57 & 1522, in which the opinion of Government was expressed that there were already projects sufficient to form a Budget for 1858/59 either estimated for, or approved for investigation, and they do not consider it expedient that

No

the time of the Divisional officers should be now occupied in estimating for works, which either will not be executed for two years to come, or can be executed only in succession of works already approved by Government.

4. In clause 7 of Para 2 of his letter Colonel Jacob states that "the road from "Bellary via Cadarpidroog "and Anantapoor, Trunk "road №12, to Mahal on "Trunk road №11, requires to "be finished" and goes on to state that "there is a very "considerable traffic between "the Collectorates of Bellary & "Cuddapah, and it is essential "to open out the line to facilitate "Police operations". These remarks, and some that follow, refer to the road from Ghooty to Cuddapah, as the places mentioned

2

x Gadahee
Sandpretty
Appeakpilly
Peergadpett

x mentioned, are not situated on Trunk road №12, nor does the Ex: Mins: Cons: №1000 of 27th May 1857, quoted by the Chief Engineer, mention a portion necessitating a deviation of №12, but to the one from Ghooty to Cuddapah.

J.D.

9 Copies to the Chief Engr. Cuddp. 24th with 2 Encls.

Public Works 1857 — 2nd Sett.
Cons 23d June.

No 1218.

Extract Minute of Cons.
of 23d June 1857.

From the Chief Engineer 7/13 July/57
No 1423 Cons: 28

Regretting that
government are still unable
to pass any orders on the re-
commendations of Captain Wellyer
regarding the various works in
the Collectorates of Bellary,
Cuddapah and Bellary,
until plans and estimates
of the cost of such projects
and the detailed opinions
of the Local Officers are
before them and calling
attention to the expensive
of Government that there
were

No 24103.

were already projects
sufficient to form a
Budget for 1858-59.

Cl'd June 1218 "