

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT

G.O. No.	Press Mis.
Dated	18 3/4

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 8th September 1857.

No. 30. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 21st August 1857, No. 3079.
SIR,

1. In continuation of my letter No. 2868, dated 12th Instant, on the subject of the Right Honorable the Governor's Minute communicated to the Central Office, in Extract Minutes Consultation, No. 463, dated 13th March 1857, I have the honor to forward copy of a letter No. 517, of the 21st Ultimo, from the Acting District Engineer of Kurnool, containing, with reference to paras. 84 and 85 of the Minute, observations on the Ghaut, and road, from Calwah via Pauniem to Nundyall.

2. The Ghaut which is only 1 mile in length, commences 4 miles from Calwah, at the 24th mile from Kurnool, from the 25th mile the road passes through the Tamrazpilly Valley, the first 5 miles being over a very level and easy line, but in the remaining 4 miles, some defects in the trace are pointed out, the road having been unnecessarily taken over several short spurs which run out from the range of Hills bounding the Valley to the south, thus causing a number of short, but rather steep ascents, and descents.

3. At the 34th mile from Kurnool, the road enters the open country near Pauniem, and from that point, to Nundyall, there is no rise of any consequence.

4. On the Ghaut itself, the road way within the last few months, and subsequent to the period of the Right Honorable the Governor's visit, has been considerably increased in width, no portion of it now being less than 18 feet. The gradients are irregular, being steeper in the lower than the upper part of the Ghaut, but the average gradient is supposed to be about 1 in 15. Lieutenant Shaw Stewart, after a careful examination of the Ghaut is of opinion, that it may be improved, and the only two zigzags at present on it avoided.

5. That Officer bears testimony to the great local value of the road running as it does through four of the richest Talooks of the District, and connecting them with several large Markets, its chief importance however is derived from its forming part of the line from Madras, via Cuddapah, and Kurnool, to Hyderabad, and Nagpore, and also from Bellary, and Kurnool, via the Nundycanama Pass, and Cumbum, to the Eastern Coast.

6. With the easy communication now formed between Nundyall, and Cumbum, it certainly appears a desirable arrangement, as suggested by the Right Honorable the Governor, that the Cumbum Talook should be transferred to the Kurnool District.

7. The Acting District Engineer will be requested to keep in view the necessity of carrying out the suggested improvements to the Ghaut, and road through the Tamrazpilly Valley.

No. 31. ORDER THEREON No. 1682; dated 5th September 1857.

With reference to paras. 84 and 85 of the Minute of the Right Honorable the Governor, dated 24th January and communicated to the Chief Engineer on the 13th March 1857, Colonel, Faber submits a letter from Lieutenant Shaw Stewart, the Acting District Engineer of Kurnool, reporting on the Ghaut and road from Calwah via Pauniem to Nundyall.

2. The Ghaut is only one mile in length, commencing from the 4th mile from Calwah, or at the 24th mile from Kurnool, and extending to the 25th mile. The road then passes through the Tamrazpilly Valley, being carried, for the first five miles, over a very level and easy line, and for the next four, over several short spurs which run out from the range of hills at the south of the Valley; thus causing a number of short, and rather steep ascents and descents. The road then emerges from the valley, and enters the open country near Pauniem, from which place to Nundyall there is no rise of any consequence.

3. Since the Ghaut was visited by the Right Honorable the Governor, considerable improvement has been made in the roadway, which is now no where less than 18 feet in width. The gradients are however irregular, being steeper in the lower than in the upper portion of the Ghaut, the average being 1 in 15. The Acting District Engineer has lately examined the Ghaut,

and expresses his opinion that, by selecting a better line at the lower part, the gradient may be made easier, and the two zigzags, which now exist in the Ghaut, be avoided. The Chief Engineer, it is observed, has requested Lieutenant Stewart to keep in view the improvements which he has suggested to the Ghaut and road.

4. With reference to para. 85 of the President's Minute, Lieutenant Stewart bears testimony to the great value of the road, especially as forming part of the line from Madras, via Cuddapah and Kurnool, to Hyderabad and Nagpore, and from Bellary and Kurnool, via the Nundykanama Pass and Cumbum, to the Eastern Coast; and states that with such easy communication between Cumbum and Nundyall, the transfer of the former Talook to Kurnool will, as His Lordship remarks, prove a great convenience to the inhabitants. The Government observe that it has already been decided in Extract Minutes Consultation of the 7th January last No. 29, that the Cumbum Talook should be transferred to Kurnool, no orders therefore are required on the subject in this place.

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

12547

From Lieutenant J. H. Mr. Shaw Stewart
A. District Eng^r of Kurnool
To The Chief Engineer in the P. W. Works
Fort St. George
Sir

With reference to Memo: No. 97 of the 16th Ultimo, in which you call my attention to paras 84 and 85 of the Minutes by the Right Hon^{ble} the President in Council on the subject of his tour, I have the honor to lay before you the following observations on the Ghaut between Calwah and Aurium. The Ghaut commences 1 mile from Calwah, at the 24th Mile stone from Kurnool, and extends to the 25th Mile stone, being only one mile in length. The road then passes through the Samraggully Valley, being taken for the first five miles along a very level and easy line - For the next four miles, viz. from the 30th to the 34th Milestones, the road continues in the same valley, but it is taken, unnecessarily, I think, over several short spurs which run out from the range of hills that bounds the South side of the valley, thus causing a number of short bits of rather steep ascent and descent. At the 25th Mile from

from Kurnool, the road emerges from the valley, and enters the open Country near Ganim, and from that point to Nundyall, there is no rise of any consequence. —

2. With reference to the Ghaut itself, the roadway has, within the last few months, been widened considerably. When the Governor visited it, a great portion was not above 10 feet in width, now there is no part of the road narrower than 18 feet. As regards the gradient, it is not to be denied, that it is rather steep - the averaged for the whole Ghaut being, I think, about 1 in 15. This gradient however is by no means uniform, the lower portion being considerably steeper than the upper. I have lately made a careful examination of the Ghaut, and the adjoining Spurs, and have no doubt that a better kind of road might be obtained for the lower portion, I am convinced that this would not only ensure a better and easier gradient, but it would do away with the only two zigzags which at present exist on the Ghaut. —

3. With regard to para 80 of the President's Minutes, I can only bear my strongest testimony to the great Service, which the road has already conferred on the District, and the still more important results which may be expected from it. It

runs

runs through four of the richest Talooks of the District, connecting them with several large Markets, and the benefits thus conferred on them can be easily imagined. —

4. But besides its advantages as a District Road, to fully appreciate its importance, it is only necessary to mention, that it forms part of the great line from Madras via Cuddapah, and Kurnool, to Hyderabad, and Nagpore, - and also from Bellary and Kurnool, via the Nandyauama Pass, and Curnam, to the Eastern Coast, with such easy communication between Curnam and Nundyall, the transfer of that Talook to Kurnool, will as his Lordship remarks, prove a great convenience to the inhabitants. —

Kurnool, D^y Office —
Camp at Nundyall, 21st July 1857.

Shaw J^r
(Signed) J. H. M. Shaw Stewart Esq.
D^y Dist. Eng^r of Kurnool.

[True Copy]

W. H. Colwell
Chief Engineer

Public
Roads

From The Chief Engineer
To The Secretary to Government

Public Works Department.

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1. In continuation of my letter No 2868, dated 12th Instant, on the subject of the Right Honorable the Governor's Minutes, communicated to the Central Office in Extract Minutes Consultation, No 463, dated 13th March 1854, I have the honor to forward Copy of a letter No 547 of the 21st Ultimo, from the Acting District Engineer of Karnool, containing, with reference to paras. 84, and 85 of the Minute, observations on the Shant, and road, from Calwah via Panion to Nundyalb--

2. The Ghaut which is only 1 mile in length, commences 4 Miles from Calcutta, at the 24th Mile from Kharoob. From the 25th Mile, the road passes through the Samragpilly valley, the first 5 Miles being over a very level and easy line, but in the remaining 4 Miles, some defects in the trace are pointed out, the road having been unnecessarily taken over several short spurs which run out from the ranges of hills bounding the Valley to the South, thus causing a number of short, but rather steep ascents, and descents.

3. At the 34th Mile from Kurnool, the road enters

1 Inclosure
1 Copy of a Letter
from the Asst. Secy
of the War Dept.
to the Secy of the Navy
dated 10/10/1871

15

10

Presented in a letter from
The Chief Engineer D. H.
to the Secretary to Government
J. M. D.

Dated 21st /
 Dec^r / August 11/1857

1830/9.

1897/12/15

Copy of a letter from the State
of New York to the
Governor of New York. Concerning
information regarding the
State of New York. Copy of the
letter of the State of New York
to the Governor of New York.

enters the open country near Janicim, and from that point to Hundyalb, there is no rise of any consequence.

4. On the Ghaut itself, the road way within the last few months, and subsequent to the period of the Right Honorable the Governor's visit, has been considerably increased in width, no portion of it now being less than 18 feet. The gradients are irregular, being steeper in the lower than the upper part of the Ghaut, but the average gradient is supposed to be about 1 in 15. Lieutenant Shaw Stewart, after a careful examination of the Ghaut is of opinion, that it may be improved, and the only two zigzags at present on it, avoided.

5. That Officer bears testimony to the great local value of the road running as it does through four of the richest Talooks of the District, and connecting them with several large markets, its chief importance however is derived from its forming part of the line from Madras via Cuddapah, and Kurnool, to Hyderabad, and Nagpore, and also from Bellary, and Kurnool, via the Hundy, Canara, Sapt, and Cumbrum, to the Eastern Coast.

6. With the easy communication now formed between Hundyalb, and Cumbrum, it certainly appears a desirable arrangement, as suggested by the Right Honorable the Governor, that the Cumbrum Talook should be transferred to the Kurnool District.

7. The Acting District Engineer will be requested to

keep in view the necessity of carrying out the suggested improvements to the Ghaut, and roads through Samrajilly Valley.

I have the honor to be,

Sir,

Your Most Obedient Servant.

Wm. Lister Colonel

Chief Engineer

W. Lister
Lt. Col. R. E. L. C.

The Secretary to Government

Public Works Department

C. W. Esq.

No. 1682
Extract from the Minutes of Consultation
Under date the 5th Sept 1857.

Read the follow-
ing letter from the
Chief Engineer.

(Here enter 21st August 1857
No 5079)

With reference
to para 84 and 85 of the
Minutes of the Right
Honorable the Governor,
dated 24th January and
communicated to the
Chief Engineer on the 13th
March 1857, Colonel
Faber submits a letter
from Lieutenant R. R. R.
Stewart, the Acting
District

At
Gy
M

24th June 17th March 1857

Colonel R. R. R.
No 5079
1857

From
the Chief Engineer
to the Secretary to the
S.M.C.

1857
No 5079
1857

Enclosed
in confirmation of the letter
of the 28th June 1857, and the
subject of the 18th March 1857, the
Minutes communicated to the
Colonel in 1857, and the
dated 15th March 1857, forwarded copy of
a letter from the 18th March 1857, and the
of the 18th March 1857, containing with reference
to para 84 & 85 of the Minutes, and the
nature of the 18th March 1857, and the
which are referred to in the

231 Aug - 123 1857

1830

District Engineer of Kurnool,
reporting on the Raub
and road from Culavah
via Pannim to Nand-
dyall.

The Raub is only
one mile in length,
commencing from the
4th mile from Culavah,
or at the 24th mile from
Kurnool, and extending
to the 25th mile. The
road then passes through
the Tamrazpilly valley,
being carried, for the
first five miles, over
a very level and easy
line, and for the next
four, over several short
spurs which run out
from the range of hills
at the south of the
Valley

Valley; thus causing
a number of short,
and rather steep as-
cents and descents.
The road then emerges
from the Valley, and
enters the open country
near Pannim, from
which place to Nanddyall
there is no rise of any
consequence.

Since the Raub
was visited by the
Right Honorable the
Governor, considerable
improvement has been
made in the roadway,
which is now nowhere
less than 18 feet in
width. The gradients
are however irregular,
being steeper in the
lower

lower than in the upper portion of the Ghaut, the average being 1 in 15. The Acting District Engineer has lately examined the Ghaut, and expresses his opinion that, by selecting a better line at the lower parts, the gradient may be made easier, and the two zigzags, which now exist in the Ghaut, be avoided. The Chief Engineer, it is observed, has requested Lieut Stewart to keep in view the improvements which he has suggested to the Ghaut and roads.

With reference to para 85 of the President's

Minute

Minute, Lieutenant Stewart bears testimony to the great value of the road, especially as forming part of the line from Madras, via Adelpah and Kurnool, to Hyderabad and Nagpore, and from Bellary and Kurnool, via the Nandyana Pass and Aurumb, to the Eastern Coast; and states that with such easy communication between Aurumb and Nandyall, the transfer of the former Talook to Kurnool will, as His Lordship remarks, prove a great convenience.

to the inhabitants. The
Government observe
that it has already
been decided in Extract
Mand. Cont. of the 1st January
last N^o 29, that the
Aumkum Talook should
be transferred to Kurnool;
no orders therefore
are required on this
subject in this place.

RS

9 Copies to the Chief Secy.
Dist^o 7th

Public Works 1857 Dept.
D. to Cons: 8th September.

N^o 1682.

Contract this: of Cons.
D. 5th Sept. 57.

31

Passing orders on the
Grant Road from Cal.
wash via Pannum to
Mundgall in the Har.
wood District.

N^o 30 & 31.

21st Aug & 23rd Sep.