M.R.O. 1—82 600—23-11-37

MADRAS RECORD OFFICE.

Government of Madras.

Statistics DEPARTMENT.

Confl. 1935-1

G.O. No. 1195-96 Press Mis.

Dated 20-7-36 18 .

Not to be folded or roughly handled

No. 51. Read the following letter from T. J. KNOX, Esq., Acting Collector of Masulipatam; to H. FORBES, Esq., Acting Secretary to Government, dated 4th November 1857, No. 35.

SIR,

Para. 1. I trust I am justified in submitting to Government, a plain statement of my present position, and the injury the interests of Government are at this moment suffering.

2. Part of H. M's. Royals, a Regiment of 2 Battalions are now landing, and there is great anxiety to push them on to Hydrabad. I enclose a copy of a letter* received from Lieutenant Beatty describing the first 40 miles of their march, and I entirely agree with him that the road from this to Bezoarah, "is the worst that can be imagined" and when this Regiment with its train of carts can get through this mud, I cannot say at present all that Engineers can do, is being done.

* Dated 1st November 1857.

3. Again I have a quantity of Electric Telegraph wire urgently required near Ellore, and I cannot get it 4 miles out of this place, although I borrowed Elephants from the Commissariat, it has been returned to the Arsenal to-day, and the delay will be very serious. Moreover the Arsenal and Commissariat godowns are full of stores, to be sent to Hydrabad and Kamptee.

4. The only remedy for this state of country, is pointed out by Lieutenant Beatty, though I think the Canal should be carried into Masulipatam.

5. I know how peremptory the orders of the Supreme Government are to keep expenditure as low as possible, but I respectfully and earnestly submit the importance of completing the Canal, whose banks will also afford a pathway from this to Bezoarah.

6. Any expenditure that facilitates the transit of European Regiment, should surely be readily incurred, although it would entail a stoppage in more remunerative Public Works, in my humble opinion every Public Work should be stopped till ample funds are provided to hasten and facilitate the occupation of every doubtful post by European Troops, the wants of a District must be overlooked in the emergency of the Empire. It is wrong that Regiments that left England on 3 days notice, should be detained here 3 weeks.

Letter from 1st Lieutenant J. BEATTY, Executive Engineer, Kistnah Division; to T. J. KNOX, Esq., Acting Collector of Masulipatam, dated Camp at Bunder, 1st November 1857, No. 61.

SIR,

I have the honor to bring the following matter particularly to your notice.

The road by which passengers, bandies, &c., proceed from Masulipatam to Bezoarah, is, as you are aware, about the worst that can be imagined, carried direct from village to village, and almost in a straight line from end to end, without reference to ridges and valleys over a deep black cotton soil, with no surface metalling, and provision for drainage being most imperfect, it is liable to be, by occasional or periodical rains rendered useless as a means of communication, and the traffic along it entirely stopped.

Where the line passes through valleys, a bank of earth has been thrown up to form a road-way, the surface of which, during, and for some time after, heavy rain, becomes, by the action of the feet of passengers, cattle, &c., of the consistency of paste making progress along it most difficult. Frequently, owing to drainages being insufficiently provided for, portions of this bank are swept away, and breaches formed, which are most effectual obstacles to further progress.

Nor are those parts of the road on high ground better circumstanced now than the rest of it. Here no raising of the road-way appears ever to have been done, at least it has long since disappeared, and the road is now on the same level with the cultivated lands on both sides of it. Formerly this was not of great consequence, as there was only the natural drainage to be allowed for, and the greater part of it flowed off by the few outlets provided without doing any injury to the road. Now however, that the road is bordered for miles (as above and below Cunkepaud) by wet

cultivation (the drainage from which, greatly augmented by the unnecessarily large supply of water taken by the Ryots for their cultivation, becomes extremely difficult to divert) the case is entirely altered. There is no raised road-way to be washed away, but where the water finds its way across, deep holes are soon formed, which passengers are glad to avoid by taking a circuit through the adjoining paddy fields.

Even in dry weather the present line does not form a tolerable road. The surface certainly becomes hardened, but the deep wheel tracks and hollows remain, and the dry heat creates fissures and sand cracks, so that bandies can, at such time move much more easily in the fields on either side of it.

Such being the case as regards the road, now that troops, ammunition, stores, &c., are being moved up from the coast to the interior in this direction, the want of a good means of communication is greatly felt.

Had the Masulipatam channel been completed, even so far as Panmurroo (which would probably have been done 'ere now, if no stoppage of the works had occurred) carriage by boats on the channel between that place and Bezoarah would have, in a great measure, compensated for the want of a road, and I should strougly recommended that this should now be done.

At present the Veerunky Lock and Calingulah, and the excavation of the channel between Irrumpoody and Panmurroo, being unfinished, and the Irrumpoody Tunnel unbuilt, the 24 miles of navigable channel already completed cannot be made use of in this manner.

By a further expenditure of about 25,000 Rupees, the navigation from Bezoarah to Panmurroo a distance measured along the channel, of about 30 miles might be opened. The road then being used only as far as Panmurroo, the worst part of it which lies between that place and Cunkepaud, would be avoided.

If a whole Regiment with its stores, &c., were going up at the same time, and a sufficient number of boats could not be procured, the baggage might go by water, and the Troops march along the bank of the channel, which at present, where completed, forms an excellent road for foot passengers and cattle, though from want of metalling and breadth it would not do for bandy traffic.

The completion of the channel as far as Panmurroo would also allow of a large tract of land in the Goodewadda and Tsullapully Talooks being irrigated from it.

The expenditure mentioned above would be occasioned as follows:

Completing Veerunky Lock	14,000
Do. excavation of the main channel between Irrumpoody and Panmurroo...	9,000
Constructing a drainage tunnel near Irrumpoody...	2,000
Total Company's Rupees.....	25,000

No. 52. ORDER THEREON, No. 2195; dated 27th November 1857.

The Acting Collector of Masulipatam submits, for the consideration of Government, a letter from Lieutenant Beatty, Executive Engineer of the Kistnah Division, representing the impassable state of that portion of the Hydrabad road which lies between Masulipatam and Bezwadah, and urging the immediate completion of the channel from Bezwadah to Panmurroo, as the only means that can at present be adopted for restoring the communication. Lieutenant Beatty points out that, in consequence of the Verunky Lock and Calingulah, and the excavation of the channel between Irumpoody and Panmurroo, being unfinished, and the Irumpoody tunnel unbuilt, the 24 miles of navigable channel already completed cannot be made use of; but that, by a further expenditure of about 25,000 Rupees, the Navigation from Bezwadah to Panmurroo, a distance of 30 miles, might be opened. The Acting Collector concurs with the Executive Engineer, that the road in question "is the worst that can be imagined;" and, adverting to the

difficulties and delay recently experienced by a portion of H. M.'s Royals in their passage over it, he supports the Executive Engineer's recommendation that the channel should be completed as suggested, adding only that it should, in his opinion, be extended as far as Masulipatam itself.

2. The Right Honorable the Governor in Council entirely concurs in the necessity which exists for keeping open the communication between Hydrabad and the Coast. The line adverted to is the great Military road by which Troops, Ammunition, and Stores of every description, are sent up to Hydrabad and the interior; and the importance of it cannot be too highly estimated, especially at the present juncture. The road however has never been made, and nothing can now be done to render it available for the purposes for which it is required. The only alternative is that suggested by Lieutenant Beatty, viz., the completion of the channel. Adverting therefore to the great importance, in a Military and Political point of view, of keeping open the communication between Hydrabad and the Coast, the Right Honorable the Governor in Council resolves to press on the earnest consideration of the Government of India, the expediency of granting sanction for the immediate prosecution of the channel from the Poolairoo to the Canal basin at Masulipatam, entered as No. 66 in Statement No. 2 of the Budget of 1857-58.

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

No. 53. Ordered in consequence that the following letter be despatched.

From H. FORBES, Esq., Acting Secretary to the Government of Fort Saint George; to the Secretary to the Government of India, D. P. W., dated 27th November 1857, No. 2196.

SIR,

In the Budget of 1857-58, was an item for the completion of a Canal from Bezawadah to Masulipatam, the estimate had been sanctioned by the Honorable Court, its total amount was Rupees 2,37,107, and up to the close of the last official year, Rupees 10,152 only had been expended.

Statement No. 2—No. 66.

2. It was proposed to continue the work in the present year, and it was anticipated that a further sum of Rupees 50,000 would have been worked out, but under the restrictive orders of the Government of India, dated the 3rd July 1857, No. 3265, the progress of the work was arrested.

3. The Government have lately had before them such conclusive evidence of the pressing necessity for the completion of this work, that I am directed to submit the matter to the Government of India with an expression of the opinion of the Right Honorable the Governor in Council that sanction should be immediately given for a resumption of operations.

4. The Country between Bezawadah and Masulipatam is one large alluvial plain, no road has ever been maintained, the communication is a mere track, and a very little rain serves to turn the whole communication into heavy mud. During the monsoon, or in any heavy weather, traffic is impossible, and the first forty miles of the communication from the Coast to Hyderabad is thus at times cut off.

5. Her Majesty's Royal Regiment of Foot has lately been landed at Masulipatam en route to Secunderabad, and, owing to the late heavy weather, has been for some days quite unable to commence its march; the great exertions which were made in England to hurry out this Corps, in common with all other Regiments, have been temporarily neutralized by the want of the communication referred to, and the heavy expences incurred by the Honorable Court in the sudden transport of the Corps have been apparently incurred in vain.

6. His Excellency the Commander-in-Chief has expressed a very decided opinion that the freest communication between Hydrabad and the Coast should be available at all times. The Royal Regiment, Sir Patrick Grant observes, may not be the only Corps which it may be necessary to send to the Nizam's Dominions, and thence into Berar, and Military Stores, Ordnance, and Ammunition, should not be wanting for the supply of the British Force.

7. The Right Honorable the Governor in Council persuades himself that these views will at once commend themselves to the Government of India, and that, in a Military point of view, they will admit the paramount importance of completing a line of canal, which shall give communication between Hydrabad and the Coast.

8. All other works being arrested, the attention of the Public Works Department can be centered on this canal, the labor of the District can be collected on the work and a far larger sum than, in the Budget for 1857-58, it was proposed to expend in the current year, can certainly be worked out during 1858.

9. It is therefore the direction of His Lordship in Council that I should apply for the very early sanction of the Government of India for the immediate prosecution of this Canal, as an emergent Military work.

No 35

Masulipatam Collectorate
Cutcherry 4th November 1857

From
T. J. Thrust Esquire
Acting Collector of Masulipatam

To
H. Forbes Esquire
Acting Secretary to Government
Revenue Dept.
Fort St. George

Sir,

Para 1 I trust I am justified in submitting to Government a plain statement of my present position, & the injury the interests of Government are at this moment suffering —

2 Part of H. M. Royals, a Regiment of 2 battalions are now landing, and there is great anxiety to push them on to Hydabad. I enclose a copy of a letter received from Lieutenant Beatty describing the first 40 miles of their march, & I entirely agree with him that the road from this to Nogradak, "is the worst that can be imagined" and when this Regiment with its train of carts can get thro' this mud, I cannot say at present all that Engineers can do, is being done —

Dated 1st November 1857

3 Again I have a quantity of Electric Telegraph Wire urgently required near Ellore, & I cannot get it 4 miles out of this place, altho' I borrowed Elephants from

from the Commissariat - it has been returned
to the Arsenal to day, & the delay will
be very serious - Moreover the Arsenal
& Commissariat Godowns are full of Stores
& ~~&~~ are sent to Hyderabad & Kamptee -
4 The only Remedy for this state of Country
is pointed out by Lieutenant Prather, viz
I think the Canal should be carried into
Manjikpalam
5 I know how peremptory the orders
of the Supreme Government are to keep
expenditure as low as possible, but I
respectfully & earnestly submit the
importance of Completing the Canal,
whose banks will also afford a Railway
from this to Bezwada -
6 Any expenditure that facilitates
the transit of European Regiments, should
surely be readily incurred, altho' it
would entail a stoppage in more
remunerative Public Works - in my humble
opinion every Public Work should be
stopped till ample funds are provided
to hasten & facilitate the occupation
of every doubtful post by European
troops - the want of a District must
be overlooked in the Emergency of the
Service - It is wrong that Regiments -

that

that left England on 3 days notice,
should be detained here 3 Weeks - JB

I have the honor &c &c
Sir
Your Most Obed.t Servant
J Rees
Acting Collector

No 61

98

From 1st Lieutenant J. Beatty
Executive Engineer K.D.R.

To
J. S. Knox. Esqre
Acting Collector of
Masulipatam

Sir,

I have the honor to bring the following matter particularly to your notice

The road by which passengers, bandies, &c proceed from Masulipatam to Bezwarah, is, as you are aware, about the worst that can be imagined. carried direct from Village to Village, and almost in a straight line from end to end, without reference to ridges and valleys over a deep black cotton soil, with no surface metalling, and provision for drainage being most imperfect, it is liable to be, by occasional or periodical rains rendered useless as a means of communication, and the traffic along it entirely stopped.

Where the line passes through valleys, a bank of earth has been thrown up to form a roadway, the surface of which, during, and for some time after, heavy rain, becomes, by the action of the feet of passengers, Cattle, &c, of the consistency of paste making progress along it most diffienlt. Frequently, owing to drainages being insufficiently provided for, portions

of this bank are swept away, and breaches formed, which are most effectual obstacles to further progress.

Nor are those parts of the road on high ground better circumstanced now than the rest of it. Here no raising of the roadway appears ever to have been done, at least it has long since disappeared, and the road is now on the same level with the cultivated lands on both sides of it. Formerly this was not of great consequence as there was only the natural drainage to be allowed for, and the greater part of it flowed off by the low outlets provided without doing any injury to the road. Now however, that the road is bordered for miles (as above & below Cumbapaud) by wet cultivation (the drainage from which greatly augmented by the unnecessarily large supply of water taken by the ryots for their cultivation, becomes extremely difficult to divert) the case is entirely altered. There is no raised roadway to be washed away, but where the water finds it's way across, deep holes are soon formed, which passengers are glad to avoid by taking a circuit through the adjoining paddy fields.

Even in dry weather the present line does

does not form a tolerable road. The surface certainly becomes hardened, but the deep wheel tracks and hollows remain, and the dry heat creates fissures and sand cracks, so that bandies can, at such time move much more easily in the fields on either side of it.

Such being the case as regards the road, now that troops, ammunition, stores, &c are being moved up from the coast to the interior in this direction, the want of a good means of communication is greatly felt.

Had the Masulipatam Channel been completed even so far as Paumurroo (which would probably have been done ere now if no stoppage of the works had occurred) carriage by boats on the Channel between that place and Bezoarah would have, in a great measure, compensated for the want of a road. and I should strongly recommend that this should now be done.

At present the Veerunky Sect & Calingula, and the excavation of the Channel between Lunnpoody and Paumurroo, being unfinished, and the Lunnpoody Tunnel unbuilt, the 24 miles of navigable Channel already completed cannot be made use of

of in this manner.

By a further expenditure of about £25000 Rupees the navigation from Bezoarah to Pammurroo a distance measured along the Channel, of about 30 miles might be effected the road there being used only as far as Pammurroo, the most part of it which lies between that place and Sunkerkolla would be avoided.

If a whole Regiment with its Stores &c were going up at the same time, & a sufficient number of boats could not be procured, the baggage might go by water, & the troops march along the banks of the Channel, which at present, where completed, forms an excellent road for foot passengers and Cattle though from want of metalling & breadth it would not do for handy traffic.

The completion of the Channel as far as Pammurroo would also allow of a large tract of land in the Goodewada & Tenkasully Talooks being irrigated from it.

The expenditure mentioned above would be occasioned as follows.

	Rs
Completing Seerunky Locks	14,000
Excavation of the Main Channel between Drumsoody & Pammurroo	9,000
Constructing a Drainage Tunnel near Drumsoody	2,000
Total Company's Rupees	25,000

Chief Engineer's Office
Camp at Bunder
1st November 1857

J Rave Lieut
(Signed) J. Beatty 1st Lieut
Executive Engr Kist

(True Copy)

Acting Collector

PRO 30/26/221

4th Mar

153

My dear Forbes,

It is quite impossible to write in too strong terms of the difficulties of the communication between Bunder and Boyedah during the rains - but the mistake is to speak of a road where no such thing exists or ever was made. Had the channel not been stopped it might by this time have been opened nearly to Nidamole, within 8 miles of Bunder, but with a full load, I doubt whether it could advantageously have been used for the transport of troops, as they would have required carriage from Bunder to the landings of the Canal, and must have had first landings with other tents &c &c

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1857 Dispatches
Lt Col Outram &c
Letter Collection of
Political Letters
Received
Entered & Numbered
No 33

Secret Political Dept
Original Letter from
Lt Col Outram C.B.
Chief Commissioner
Oude - Calcutta 1857

Original & entire
Signed Letter from
Lieut Col Outram C.B.
Commissioner in Oude
to Secretary to the
Government of India
dated 4th March

awaiting them at Masulipatam. There
is nothing therefore to be done but pushing
on with the channel till it reaches Bunder,
any half measures or any attempt to im-
prove this road will be absolute folly.

The whole of the Royals
cannot have reached Bunder, and it is to
be hoped that before they do, that unusually
long march, the rain will be over. The amount
of expenditure can then till then by
the last accounts Ellore, having rain had
not ceased for 48 hours, and the whole
country was under water, so you may form
what like stuff the whole alluvium of the
Delta is to get through under such circumstances.

I have calculated that, to
put 6 inches of good metal on the road,
would cost nearly 4 lacs of Rupees; if,
carriage

carriage could be procured for it at
rates, which is not possible.

The only thing is to order
the channel to be proceeded with, and
to finish the Estimate for the road along
side of it which I am sending up.

Yours &c

[Signed] Charles A. Orr

lies between Masulipatam
and Bezwada, and urging the
immediate completion of the
channel from Bezwada to
Pummoro, as the only means
that can at present be adopted
for restoring the communication

Lieut

I think it is evident that nothing can be done at present beyond sending on the Party & Engineer to make & keep the road - if possible passable -

It is clear as Captn Orr states that his work can be continued & commenced in the Spring only for the present Emergency

I have ridden this road just at the close of the Rains & it is difficult & bad along on horseback. Loaded carts can move with baggage. No Expenditure on Emergency can make it passable

W

D.P.W. Ms

His letter June the acting Collector of Masulipatam gives a very bad account of the first 40 miles of the road from Masulipatam to Secunderabad, and there can, I fear, be no doubt, that the Bajah will meet with difficulty on this march.

I send the letter to Captain Orr, and it will be seen from his reply, which is enclosed, that Bezwada & Masulipatam

P.W.D. 2221/57

17

end Bab. in Lithuania,
nothing can be undone to
make the line practicable,
but to continue removing
- making the Channel &
to form a road on the
bank Balocie be made
& the earth taken from
the cutting - This acc
to a work of time; & for
the present unnecessary

I fear Bab nothing can be
done -
H. H. 11-5/7

Nothing effectual & must the present necessity can be done - but the future can be provided for - and to this end it is, I think, the absolute duty of this Govt. to give orders to complete the water communication between Bunder and Bezwarah with every practicable dispatch - & to the Govt. of India that this has been done -

P.W.D.

№ 2195.

Extract from the Minutes of Consultation
Under date the 27th November, 1857.

Read the following
Letter from the Acting Collector
of Masulipatam.

/ Rec'd enter 4th November 1857 /135/

The Acting Collector
of Masulipatam submits, for
the consideration of Government
a letter from Lieut. Beatty,
Executive Engineer of the Kistnah
Division, representing the im-
passable state of that portion
of the Hydrabad road which
lies between Masulipatam
and Bezwadah, and urging the
immediate completion of the
channel from Bezwadah to
Pummurroo, as the only means
that can at present be adopted
for restoring the communication

Lieut.

Lieut Beatty points out that,
in consequence of the Vennuby
Lock and Caligula, and the
excavation of the channel
between Irimpoody and Pan-
=murroo, being unfinished,
and the Irimpoody tunnel
unbuilt, the 21 miles of navi-
=gable channel already completed
cannot be made use of; but
that, by a further expenditure
of about 25000 Rupees, the
navigation from Bezwadah to
Pannmurroo, a distance of 30
miles, might be opened. The
Acting Collector concurs with
the Executive Engineer, that
the road in question is the
worst that can be imagined;
and, adverting to the difficulties
and delay recently experienced
by a portion of H. M. Royals
in their passage over it,
he supports the Executive
Engineer's

Engineer's recommendation
that the channel should
be completed as suggested,
adding only that it should,
in his opinion, be extended
as far as Masulipatam itself.

The Right Honble
the Governor in Council
entirely concurs in the ne-
=cessity which exists for keeping
open the communication
between Hydrabad and the
Coast. The line adverted
to is the great Military road
by which troops, am-
=munition and stores of
every description, are sent
up to Hydrabad and the
interior, and the importance
of it cannot be too highly
estimated, especially at the
present juncture. The road
however has never been
made,

made and nothing can now be done to render it available for the purposes for which it is required. The only alternative is that suggested by Lieut. Beatty, viz the completion of the Channel, and this measure is further recommended by the circumstances mentioned by that officer, that if, as is not improbable, an entire Regiment with its baggage and Stores, should be sent up to Hydrabad, and no sufficient number of boats could not be procured, the baggage could be conveyed by water, while the troops could march along the bank of the Channel, which, when completed, forms an excellent broad for foot passengers and cattle. Adverting therefore to the great importance, in a

a Military and political point of view, of keeping open the communication between Hydrabad and the Coast, the Right Honorable the Governor in Council resolves to press on the earnest consideration of the Government of India, the expediency of granting sanction for the immediate prosecution of the Channel from the Poolaroo to the Canal basin at Masulipatam, entered as N°66 in Statement N°2 of the Budget of 1857/58.

Ordered that the following letter be despatched.

To Colo H. E. Butler
Secy to the Govt of India P.W.D.

P.R.

I Here enter 27 Nov 57 P.R. 2961

I Copies to the Chief Engr Dist 2d
I — Collr of Masulipatam

Public Works 1857 Deptt.
Dº to Govt: 1st Decr.

Nº 2195.

Extract Mins: of Govt.
Dº 27th Novr: 57.

From Govt: of India.
18 Decr 57 - No. 2345 -
rec'd 7 Jany/58
17-18.

Concurring with the Coll: of Masulipatam, regarding the necessity which exists for keeping open the communication between Hyderabad & the coast, & the soliciting for it's early consideration of the Govt: of India, the expediency of granting sanction for the immediate prosecution of the Channel from the Poolaroy to the Canal Basin at Masulipatam, entered as Nº 66 in Statement Nº 2, of the Budget of 1857-58. —

With Letter to the Govt: of India
Dº 27 Novr: 57 - Nº 2196.

1857 252

Steam Vessels
Dirt: 28
Dº Steamer

Public Works Dept.

Nº 2196.

To
The Secretary to the
Government of India.
P.W.D.

Sir,

Statement Nº 2. Nº 66.

In the Budget of 1857/58 was an item for the completion of a Canal from Bezwadah to Masulipatam - the estimate had been sanctioned by the Honorable Court - its total amount was Rupees 2,37,107 - and up to the close of the last Official year, Rupees 1015-2 only had been expended.

It was proposed to continue the work in the present year, and it was anticipated that a further sum of Rupees 50,000 would have been worked out, but under the restrictive orders of the Government of India dated the 8th July 1857 N. 3265 the progress of the work was arrested.

The Government have lately had before them such conclusive evidence of the pressing necessity for the completion of this work, that I am directed to submit the matter to the Government of India, with any

an expression of the opinion of the Right Honorable the Governor in Council that sanction should be immediately given for a resumption of operations.

The Country between Bezwadah and Masulipatam is one large alluvial plain - no road has ever been maintained - the communication is a mere track, and a very little rain serves to turn the whole communication into heavy mud. During the Monsoon, or in any heavy weather traffic

traffic is impossible, and the first forty miles of the communication from the Coast to Hyderabad is liable at times cut off.

Her Majesty's Royal Regiment of Foot has lately been landed at Masulipatam en route to Secundera-bad, and, owing to the late heavy weather, has been for some days quite unable to commence its march — the great exertions which were made in England to hurry out this Corps, in common with all other Regiments,

have been temporarily neutralized by the want of the communication referred to, and the heavy expenses incurred by the Honorable Court in the sudden transport of the Corps, have been apparently incurred in vain.

His Excellency the Commander in Chief has expressed and decided opinion that the direct communication between Hyderabad and the Coast should be available at all times — the Royal Regiment, Sir Patrick Grant

Grant observed, may not be the only Corps which it may be necessary to send to the Nizams Dominions, and thence into Berar, and Military Stores, ordnance, and ammunition, should not be wanting for the supply of the British force.

The Right Honble the Governor in Council persuades himself that these views will at once commend themselves to the Government of India, and that in a Military point of view, they will

they will admit the paramount importance of completing a line of Canal, which shall give communication between Hyderabad and the Coast.

All other works being arrested, the attention of the Public Works Department can be centered on this Canal; the labor of the District can be collected on the works, and a far larger sum than in the Budget for 1857/58, it was proposed to expend in

in the current year, can certainly be worked out during 1858.

It is therefore the direction of His Lordship in Council that I should apply for the very early sanction of the Government of India for the immediate prosecution of this Canal, as an emergent Military work.

Fort St. George
27th Nov. 1857

Public Works 1857 Dept.
Dº to Cons 1st Dec.

Nº 2196.

To the Secretary to the
Govt. of India, D. P. W.
Dº 27th November 1857.

From the Govt of India 18th Dec 1857 C
Nº 2545. in Cons: 12 Jany 58

Copy to the Chief Engr. &
Mily Dep - 11 Jany 58
R. 48.

Nº 53.

Applying for immediate
sanction for the prosecution of the
Canal from Begumabad to Ma:
Sulipatam, as an emergent
Military work.