

2201-202-2113

MADRAS RECORD OFFICE

Government of Madras.

DEPARTMENT.

G.O. No.

Pier

118

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 10th March 1857.

Read the following papers.

No. 75. From Colonel C. E. FABER, Chief Engineer ; to J. D. BOURDILLON, Esq.,
Secretary to Government, dated 23rd December 1856, No. 9095.

SIR,

I have the honor to submit for the consideration and orders of the Right Honorable the Governor in Council, the accompanying

Ganjam	February 28th 1856	July 16th 1856
Vizagapatam	June 24th	do.
Rajahmundry	July 9th and 22nd	do.
Masulipatam	June 24th	do.
Guntoor	May 18th	do.
Nellore	July 12th	do.
Cuddapah	Aug. 2nd	do.
Bellary	July 2nd	do.
Kurnool	July 3rd	do.
Chingleput	May 23rd	do.
North Arcot	Octr. 28th	do.
South Arcot	July 4th	do.
North Arcot	April 7th	do.
Trichinopoly	June 25th	do.
Madura	May 13th	do.
Trinnevelly	June 12th	do.
Coimbatore	Aug. 24th	do.
Salem	June 28th	do.
Canara	Nov. 10th	do.
Malabar	April 25th	do.

reports from the Collectors of the Districts noted in the margin, on roads and communications for the year 1855, and the first four months of 1856. As most of these roads have been already mentioned in the Progress report lately prepared for the Government of India, and will be also noticed in the report on the operations of the Public Works Department, called for in paras. 11, 12, and 13 of the Code, and now nearly ready for submission to Government, it is unnecessary for me to do more than offer a few brief remarks upon the documents now forwarded.

2. Before proceeding however to consider the several District Reports, it is desirable, I think, to solicit the attention of Government to the opinion commonly entertained by the Collectors, that the preparation of the road reports, agreeably to the orders of Government of the 11th January 1853, would have formed one of the duties of the District Engineer. It was owing, indeed, to this belief that Mr. Whittingham's report, for which all the others have been detained, was withheld until the end of October, when the business in the Central office did not admit of its being taken up. I am anxious to express my own opinion, for the favorable consideration of Government, that it is very undesirable to relieve Collectors of their present duty of reporting on the state of the communications in their Districts ; and so far from thinking that the transfer of the executive should cause their exemption from reporting annually on the roads, I am clearly of opinion, that, whether as a means of obtaining the judgment of functionaries so well able to arrive at correct conclusions, or as a means of increasing the personal interest which Collectors usually take in the state and progress of the communications of their Districts, it would be better in every respect that the reports should be prepared as they now are, and be forwarded by the Collector, as soon after the close of the *official* year as may be found practicable.

Ganjam.

3. The report of the Collector of Ganjam is dated so long ago as February last, and has reference to the state of affairs at that time, which, in many respects, was different from the existing posture. The Collector has adhered to the Calendar year, though the substitution of the Official Cycle has often been enjoined, and the accompanying statement of work is unfortunately so tabulated, as only to show the total outlay on each grant, without exhibiting the actual expenditure of the year.

4. The roads throughout the above District are still under construction, but the traffic on them is already very considerable. The Collector suggests the desirability of employing a staff of road lascars in order to rake kunker or broken stones into worn out bandy tracks, and do other petty repairs, assisted, if necessary, by coolies ; a proposition, which is simply another form for the process carried on by the former Trunk road Department on the allowance for maintenance. The Chicacole bridge has been completed, and the new roads through that Town are in progress, as is the Itchapore bridge, whose arches were being turned when Mr. Knox wrote. The road between Rambah and Berhampore is now in very fair order, and so is that between Aska and Berhampore. Lieutenants Harington and Phillips advocate the extension of the new line of road from Kimeddy to Calingapatam as far as the latter town, instead of stopping at the point where it joins the main Trunk road No. 6. This extension, the Collector considers, desirable,

Fort Saint George, Public Works Consultation of 10th March 1857.

and the project was recommended to Government in my application of the 9th December 1856, branch roads to Barwa and Sonapore are also much wanted.

Vizagapatam.

5. The Collector states, that none of the roads projected in this District in 1853 have yet been completed, or rendered fit for traffic, even as regards their earthwork and metalling; that the road Department is not in a satisfactory state, and that too much was apparently attempted to be performed at once with very inadequate establishments, the result being that the province is reticulated with lines in a partial state of formation, and not a single line of magnitude is finished; while the completion of many is likely to be postponed for some, if not indeed for an indefinite period. The whole of Mr. Smollett's report will be perused, I apprehend, with regret, and that gentleman is apparently as little satisfied with what has hitherto been attempted, as he is desirous of more being undertaken, I am afraid, it must be admitted, that the road management in Vizagapatam has not been on a satisfactory footing during the period under review.

Rajahmundry.

6. The road through the hill Talooks of Juddunghy is in progress, and will be of great assistance to the Local Officers in preserving peace and good order, and in developing the resources of that part of the country. A new road from Samulcottah to Cocanada is very much needed, and the Collector strongly advocates the early authorization and speedy commencement of the same. The Canal connecting these important towns having been authorized, a road might probably be constructed on the surface of the dyke at a comparatively small expenditure, and the material for its future maintenance be conveyed by boats inexpensively whenever required.

7. In the Sub-division of the District, cross communications are much required. A passable road from eastward via Dodeputla; and towards Masulipatam, via Bheemanaveram; and from Nursapoor to Veeravasaram are much needed, as also a good cross road from Veeravasaram to Attely, and a new road through the Tademulla Talook to Niddavole, but the attention of the District Engineer having already been called to the consideration of these projects, I have recently had the honor to submit estimates with my recommendation for the sanction of Government.

Masulipatam.

8. The only improvements made to the roads in this country are, the commencement of the repairs of the Hyderabad road from Ibrahimpatam to Madeveram on the Nizam's frontier, the clearing of a few tracks from one village to another, and the partial formation of a road from Goodewada to Parimannoo on the Trunk road leading from Bezoarah to Masulipatam; the portion of this line already finished, having proved very serviceable. The great desideratum of a good road between Bezoarah to Masulipatam it has now been projected by Captain Orr to supply, by deserting altogether the former low and unmanageable route, and by constructing a new road on the top of the embankment of the new Canal connecting the two places. The Civil Engineer's proposal has been sent for the Collector's early report.

9. The newly sanctioned line from Ellore to Chintalapooty is in abeyance, in consequence of the recent orders of Government to stop all works not commenced on the 1st May 1856.

Guntoor.

10. The Collector states that the construction of the three bridges over the Sandole channel from Poonoor to Tennaly was suspended, owing to the incompleteness of the arrangements for the proposed Krishna channel, and that the inconvenience in consequence has been very great. The Butteprole bridge over the Nellatore channel, and the bridge over the salt Nullah near Carlapollem are both alluded to as having fallen, but the reason of these failures is not stated in Mr. Newill's letter. The construction of the platform bridge over the Coommamoor channel has also been delayed from the incompleteness of the arrangements for the Krishna channels. The other sanctioned estimates for road and tunnel works have been either completed, or were in progress, and bills of expenditure have been promised for the former in due course. The report is upon the whole meagre and destitute of particular interest.

Fort Saint George, Public Works Consultation of 10th March 1857.

Nellore.

11. Mr. Elton's report of the road works in the Nellore Collectorate, although of no great length, will be perused with considerable interest, showing as it does, that for a highly convenient and even complete system of main roads throughout the District, funds only are required, in order to complete the present excellent lines, on which some progress has been already made.

12. Of the three lines of road sanctioned by Government on 27th January 1854, the northern between Ongole and Cumbum is the only one that has made any very considerable progress during the past year; this line is likely to prove of great advantage, but it ought to be extended to the coast at Cottapatam, the most important trading port in the Nellore District. The progress made in Trunk roads Nos. 6 and 7 is highly satisfactory, and the short line of road connecting the Northern Trunk road with the town of Ramapatam, which is being constructed out of the discretionary allowance will be of great benefit to the trade in firewood between the jungles and that port.

13. The intermediate East and West lines to connect Cuddapah with the coast via the Dorenall pass and Budwail, have languished for want of money grants. A special sanction, however, for completing the road between Kistnapatam and Nellore was granted for this distance; and again from Nellore to Sungum with the new bridge over the Beepairoo; the road is open and found of much use. But on the Southern line connecting Cuddapah with Goodoor via Raupoor Ghaut, very little has been accomplished and the route as yet is only practicable for Bullocks.

Cuddapah.

14. The works executed in the District during the past Official year, being almost exclusively of improvement, or formation, the Collector does not enter into any detailed notice, but refers to his report on Public Works for the necessary information. It may however, be stated generally, that want of funds has imparted a very non effective and unsatisfactory character to the road operations throughout the Cuddapah District, the money supply having failed, just when the working arrangements held out full promise of success.

Bellary.

15. The Collector of Bellary has not felt himself called upon to enter into any description of the road operations in his District, but contents himself with making a reference to his figured statement. As this, however, is found to exhibit a total expenditure during the 16 months, from 1st January 1855, to 30th April 1856, of Rupees 2,14,458, it would have been interesting to have learnt from Mr. Pelly, the results of so considerable an outlay in a District whose communications have long and notoriously been defective. The Collector observes, however, that no new lines have been undertaken, and that the expenditure has taken place in making improvements on previously existing roads.

Kurnool.

16. No new line has been constructed during the past year in this District, the expenditure incurred having been laid out in repairing and extending the roads previously begun in 1854. Two bridges on the Gooty line are completed; and one at Yeldoorty, and another at Kurnool, are in course of erection. The line No. 3 from Kurnool to Paniem has been completed, and trees are being planted all along the newly made roads. The total outlay during the 16 months has been Rupees (77,495) seventy-seven thousand, four hundred and ninety-five, and Captain Russell anticipates great benefit from the completion of the Nundy Canama pass and from the Kurnool District being connected with Guntoor and the Eastern Coast.

Chingleput.

17. Most of the roads in progress during the previous years have been completed in 1855, by the Collector's Department, and the remaining work is now in charge of the professional Executive. The cross roads provided for in the Budget of 1856-57 will, when completed, place this District, the Collector reports, in a suitable position as regards its lines of communications.

North Arcot.

18. There have been 5 roads completed in this District during the 16 months ending 30th April 1856, two of which are said to be of great public utility and benefit. Nineteen

5

Fort Saint George, Public Works Consultation of 10th March 1857.

roads are in course of execution, eight not yet commenced and 17 are awaiting the sanction of Government A tabulated list of these works is given in the statements A and B which accompany the Collector's letter; and it will be seen that rapid progress has been made towards the completion of the works which were under formation in 1855. The road from Vellore to Pennator was transferred from the Collector's charge to the road Department by order of Government, under date the 9th September 1854.

South Arcot.

19. The sums expended during the year 1855-56 from the general revenue, have amounted to Rupees 28,196, and they were all spent in opening out new lines of communications, and in improving and repairing those already in existence, 150 miles of road have thus been under construction and improvement during the above period independently of the works executed from the Anna road fund, regarding which, the Collector states, he has submitted a separate report through the Board of Revenue. At the present moment, there seems at length every prospect of the District becoming gradually well provided with roads and communications, which will of course add materially to the prosperity of the province.

Tanjore.

20. The total expenditure on roads and communications of this province in 1855 amounted to Rupees 1,56,917 of which Rupees 20,000 were charged to the Collector's discretionary allowance, and the rest to the head of occasional works; the former sum was appropriated in repairing 39 different roads, and 23 road tunnels; in erecting 34 new tunnels, and in constructing a small bridge. The occasional expenditure was made on earthwork, in repairing 27 old tunnels; and in erecting 284 new ones; and in constructing wholly, or in part, 27 small bridges. The Collector argues that the present allowance is wholly inadequate to keep the numerous Tanjore roads in good order, and solicits sanction for an additional sum of Rupees (9,563) nine thousand, five hundred and sixty-three for the maintenance of the road from the grand annicut to the Coleroon in Sheally, and that from Tanjore to Negapatam. This application was specially brought to the notice of Government in my letter of the 3rd May 1856, and was sanctioned in Extract Minutes of Consultation 19th May 1856, No. 727.

Trichinopoly.

21. The roads in this District are in very fair order, and far above the generality of communications in the neighbouring Zillahs. The made roads extend over a distance of 121½ miles, and for their maintenance, Government have allowed a sum of Rupees (7,465) seven thousand four hundred and sixty five, per annum.

Madura.

22. The roads generally in the Northern and Western parts of Dindigul are not in good order, but for the repair of sum of them, provision has been made in the budget of the Current year and the works will be shortly undertaken. The two rivers Munjalar and Vencataddrycottay are still unbridged, the bridges formerly erected over them having fallen. The Collector states that the renewal of these bridges, and also the construction of one near Peria Culum are much needed. The District Engineer's attention will be called to this subject, in order that the works may be provided for in the budget of 1858-59. In the Madura portion of the District, a new bridge over the Goondar river has been completed on the most important road in it viz. No. 4, and the Vygay is the only river that still remains to be bridged; for this, however, an estimate has already been submitted, and received the sanction of the Government of India on the 11th July 1856, as per Extract Minutes of Consultation 12th August 1856. The important salt road No. 16 has hitherto been much neglected, but provision is reported to have been made for its repair in the budget of the ensuing year.

Tinnevelly.

23. Independently of the principal Northern road No. 4, on which the largest outlay has been incurred, amounting to Rupees (30,871) thirty thousand, eight hundred and seventy-one, those communications on which the most considerable improvements were made last year, are the roads numbered 9 and 10, the former leading from Palamcottah due west to Tencassy and the latter from Tencassy, almost south to Panagoody and the Arambooly lines.

Fort Saint George, Public Works Consultation of 10th March 1857.

24. On road No. 8, a platform bridge of 18 feet $\times$ 4½ feet has been built across the Palica channel; and a new road between Trichendoor and Oodungody is in course of construction.

25. The Collector states that if the discretionary allowance at his disposal be increased by the addition of (5000) five thousand Rupees, he will be able to effect a much greater amount of miscellaneous improvements than he is able to do with his present means. This increase was applied for by him in a letter* dated 11th December 1855, which I regret to say has been overlooked in the office of the Superintending Engineer of the South-

* Enclosure in a letter from the Collector dated 11th December 1856, No. 1536.

ern Circle. It is however, now forwarded for the consideration of Government, with my earnest recommendation that the addition applied for may be sanctioned.

Coimbatore.

26. The road from Coimbatore to Metapolliem which was frequently injured by freshes in the Sunganoor Nullah, has been repaired at considerable expense, and is now in tolerable order, though it has been necessary to provide further waterway for the permanent security of this important line; and a project for an additional bridge is now before Government. The allowance for the Guzzlehutty ghaut and roads viz. Rupees (200) two hundred, is stated to be quite inadequate to keep the ghaut in common repair, or practicable even for loaded bullocks, and the Collector recommends that this allowance may be increased. Considering that the above line is about 49 miles in length which gives an average of only 4 Rupees per mile, there cannot, I think, be a doubt as to the utter insufficiency of the present allowance, which I would therefore recommend should be increased at least to Rupees (500) five hundred.

27. The large bridge across the Bowany river at Suttimungalum has been finished. The communications of this District generally are believed to be in tolerable good order from the exceedingly great attention paid to their preservation by the Collector.

28. The expenditure on roads and bridges in the low country in 1855 amounts on an average to Rupees 50 per mile, while on the Neilgherries it is Rupees 97. The average upon the whole gives Rupees 55 per mile.

Salem.

29. The Trunk road No. 5 has remained during the year in the same bad state as was described in last year's report, but an estimate for repairing it has been sanctioned since the close of 1855, for Rupees (24,000) twenty-four thousand. The branch road between Yadapaudy and Sunkerrydroog is nearly completed. The Topoor pass is quite finished, as also two bullock roads from Yercaud to Darampoory and the Salem side of the Shervaroy Hills. Repairs to the extent of (1,766) one thousand, seven hundred and sixty-six Rupees have also been performed to certain roads, and several bridges and drains have been constructed.

Canara.

30. Both the Collector and Sub Collector of this District have submitted very interesting reports on the state of the roads and communications in their respective charges, and the former has added a neat Map in illustration of the improvements effected during the period under review. About 35 ghauts and roads in the aggregate have been under repair, or in progress in the above period, and their condition generally is satisfactory, none of the works however seem to require detailed notice.

Malabar.

31. Trunk road No. 5 from Wallier to Ponany is described to be in a bad state, as also the road from Walliar to Palghaut, which has not been metalled, the present condition of all the cross roads, is said to be extremely bad excepting the road from Tanoor to Poodiangaddy and that from Tanoor to Pooraparamba. The road from Tellicherry to Cananore as well as the drain and bridges thereon are also in good order. The annual work of deepening the Sultan Todoo Canal was in course of progress at the date of the Collectors report.

32. I beg to append a general Statement of the works in progress during the period to which this report refers.

Fort Saint George, Public Works Consultation of 10th March 1857.

No. 76. Extract from the Proceedings of the Chief Engineer, dated 17th January 1857, No. 9538.

Read the following from the Collector of Tinnevely.

Submitting a report on the state of the roads and communications in this District for the first four months of 1856. } (Here enter 31st December 1856, No. 1638.)

Resolved that the report above recorded be submitted to Government as an appendix to the general road report forwarded under date 23rd December last, No. 9095.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 77. ORDER THEREON, No. 438; dated 7th March 1857.

In forwarding with his letter of the 23rd December last, the reports of the several Collectors on the condition of the Roads within their Districts for 1855-56, the Chief Engineer submits for the consideration of Government the general opinion entertained by these Officers that the future submission of these reports ought to form part of the duties of the District Engineers, and his own recommendation against such transfer of duty, both in order to secure the opinion of such officers as the Collectors, and to increase their interest in Road improvements. The Government do not however appreciate the Chief Engineer's recommendation; indeed its necessity has been superseded by arrangements which have already received their approval. In their proceedings of the 9th April 1856, No. 1014, the Board of Revenue proposed to require annual reports from Collectors of the progress of improvements in their Districts, exhibiting the outlay both in repairs and on new works, and its effect on the revenue of the Government and the welfare of the people; and this design the Government fully approved in Extract Minutes Consultation 13th May 1856, No. 486, on account of the information which would be thereby conveyed to the Board, and because the practice would tend to keep up the interest of Collectors in works of improvement, and make them in some degree feel their obligation to do all in their power to advance the improvement of their Districts. Under this view, Collectors will report annually to the Board of Revenue on the progress of improvements of every description in their Districts; and District Engineers will in like manner include in their annual report to the Chief Engineer the condition of the roads within their respective charges. It is not necessary that either of these Officers should send in a separate report on the state of the roads.

2. The Government proceed to pass orders on the few points requiring notice, in connection with the District reports now before them.

3. In Vizagapatani, the state of things as respects the arrangement of the roads does not appear to be satisfactory; and the attention of the Chief Engineer will therefore be directed to its improvement.

4. In Guntoor, the Butteeprole bridge over the Nellatore channel and the bridge over the Salt nullah near Carlapollem are said to have fallen; but the particulars of the accidents should have been reported to Government at the time of their occurrence; it does not appear that the circumstances were even brought to the notice of the Chief Engineer. The omission will now be supplied; and the Civil Engineer will be instructed in future to report such accidents as soon as they occur.

5. In para. 25, the Chief Engineer states that the Collector of Tinnevely wishes the discretionary allowance at his disposal to be increased by the addition of 5,000 Rupees; but on referring to Mr. Silver's letter of the 11th December 1855, it is observed that he expresses his opinion that the existing grant of 1,500 Rupees is inadequate, and should be increased to 5,000 Rupees. The additional amount applied for is thus only 3,500 Rupees; the Government sanction this increase, and observe that the discretionary allowance for the District of Tinnevely will hereafter amount to five thousand Rupees.

6. In para. 26, the Chief Engineer represents the insufficiency of the old allowance of 200 Rupees in the repair of the Guzzlehutty ghaut and road, and recommends that it be increased to

Fort Saint George, Public Works Consultation of 10th March 1857.

at least 500 Rupees; but it will be observed that in the revised statement of annual grants for road repairs in Coimbatore, appended to Extract Minutes Consultation 29th January 1857, No. 227, the Government have sanctioned an enhanced allowance of one thousand Rupees for the Guzzlehutty ghaut and road, being an increase of rate from four to twenty Rupees per mile, for forty-nine miles.

7. With these remarks, the Government direct that the Chief Engineer's letters and the District Road Reports accompanying them be printed, and circulated for the information of the Local Officers.

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

Ms. A. 9. 2. 3061
9/1850

9

of the 62 skulls

were delivered

by J. J. Davis, and

in the remains

it is said by him,

that they were

given to the Rep-

22 May / 57

adu mentioned in

Central Office of Public Works
Fort St George 23rd December 1856

N^o 9095

From
The Chief Engineer
To
The Secretary to Government
Public Works Department.

Sir,
I have the honor to submit for the
consideration and orders of the Right Honorable the
Governor in Council, the accompanying reports from

the Collectors of the Districts noted
in the margin, on roads and
communications for the year 1855,
and the first four months of 1856.

As most of these roads have been
already mentioned in the Progress
report lately prepared for the
Government of India, and will
be also noticed in the report on
the operations of the Public Works
Department, called for in Paras 11,
12, and 13 of the Code, and now
nearly ready for submission to
Government, it is unnecessary for
me to do more than offer a few
brief

Ganjam. Feb^y 28th 1856. July 16th 1856
Vizagapatam..... June 24th - do.
Rajahmundry..... July 9th & 22nd - do.
Masulipatam..... June 24th - do.
Guntur..... May 22nd - do.
Nellore..... July 18th - do.
Cuddapah. 11th July/56 - August 2nd - do.
Bellary..... July 2nd - do.
Hunnool..... July 3rd - do.
Chingleput..... May 23rd - do.
North Arcot..... Oct^r 28th - do.
South Arcot..... July 4th - do.
Tanjore. Jan^y 26th 1856 & April 7th - do.
Trichinopoly. March 26th 56 & June 25th - do.
Madurai..... May 13th - do.
Tinnevely..... June 12th - do.
Coimbatore..... June 24th - do.
Salem. July 22nd 1856 & August 28th - do.
Canara. July 17th 1856 & Nov^r 10th - do.
Mylabari..... April 25th - do.

brief remarks upon the documents now forwarded.

2. Before proceeding however to consider the several District Reports, it is desirable, I think, to solicit the attention of Government to the opinion commonly entertained by the Collectors, that the preparation of the road reports, agreeably to the orders of Government of the 11th January 1853, would have formed one of the duties of the District Engineer. It was owing indeed, to this belief that Mr. Whittingham's report, for which all the others have been detained, was withheld until the end of October, when the business in the Central Office did not admit of its being taken up. I am anxious to express my own opinion, for the favorable consideration of Government, that it is very undesirable to relieve Collectors of their present duty of reporting on the state of the communications in their Districts; and so far from thinking that the transfer of the Executive should cause their exemption from reporting annually on the roads, I am clearly of opinion, that, whether as a means of obtaining the judgment of functionaries so well able to arrive at correct conclusions, or as a means of increasing the personal interest which Collectors usually take in the state and progress of the communications of their Districts, it would be better in every respect that the reports should be prepared as they now are, and be forwarded

by

13
by the Collectors, as soon after the close of the Official year as may be found practicable.
Ganjam.

3. The report of the Collector of Ganjam is dated so long ago as February last, and has reference to the state of affairs at that time, which, in many respects, was different from the existing posture. The Collector has adhered to the Calendar year, though the substitution of the Official cycle has often been enjoined, and the accompanying statement of work is unfortunately so tabulated, as only to show the total outlay on each grant, without exhibiting the actual expenditure of the year.

4. The roads throughout the above District are still under construction, but the traffic on them is already very considerable. The Collector suggests the desirability of employing a staff of road lascars in order to rake bunkers or broken stones into worn out bandy tracks, and do other petty repairs, assisted, if necessary, by coolies; a proposition, which is simply another form for the process carried on by the former Trunk Road Department on the allowance for maintenance. The Chicacole bridge has been completed, and the new roads

roads through that Town are in progress, as is the Etchapore bridge, whose arches were being turned when Mr. Knox wrote. The road between Rambah and Berhampore is now in very fair order, and so is that between Aska and Berhampore. Lieutenants Harrington and Phillips advocate the extension of the new line of road from Simedy to Calingapatam as far as the latter town, instead of stopping at the point where it joins the main trunk road N^o 6. This extension, the Collector considers desirable, and the project was recommended to Government in my application of the 9th December 1856. Branch roads to Barua and Lonapore are also much wanted.

Vizagapatam

5. The collector states, that none of the roads projected in this District in 1853 have yet been completed, or rendered fit for traffic, even as regards their earthwork and metalling; that the road department is not in a satisfactory state, and that too much was apparently attempted to be performed at once with very inadequate establishments, the result being that the province is reticulated with lines in a partial state of formation.

and

and not a single line of magnitude is finished; while the completion of many is likely to be postponed for some, if not indeed for an indefinite period. The whole of Mr. Smollett's report will be perused, I apprehend, with regret, and that gentleman is apparently as little satisfied with what has hitherto been attempted, as he is desirous of more being undertaken. I am afraid, it must be admitted, that the road management in Vizagapatam has not been on a satisfactory footing during the period under review.

Rajahmundry.

6. The road through the hill talooks of Juddunghy is in progress, and will be of great assistance to the local Officers in preserving peace and good order, and in developing the resources of that part of the country. A new road from Samulcottah to Cocanada is very much needed, and the Collector strongly advocates the early authorization and speedy commencement of the same. The canal connecting these important towns having been authorized; a road might probably be constructed on the surface of the dyke at a comparatively small expenditure, and the material for its future

future maintenance be conveyed by boats incessantly whenever required.

7. In the sub-division of the District, cross communications are much required. A passable road from eastward via Godeputla; and towards Masulipatam, via Bheemanavaram; and from Narsapur to Veeravasaram are much needed, as also a good cross road from Veeravasaram to Attely, and a new road through the Tademulla Talook to Midderville, but the attention of the District Engineer having already been called to the consideration of these projects, I have recently had the honor to submit estimates with my recommendation for the sanction of Government.

Masulipatam.

8. The only improvements made to the roads in this country, are, the commencement of the repairs of the Hyderabad road from Ibrahimpatam to Madaveram on the Nizam's frontier, the clearing of a few tracks from one village to another, and the partial formation of a road from Goodewada to Parimannor on the Trunk road leading from Bezoarah to Masulipatam; the portion of this line already finished, having proved very serviceable. The great desideratum of a

17
a good road between Bezoarah to Masulipatam - it has now been projected by Captain Orr to supply, by deserting altogether the former low and unmanageable route, and by constructing a new road on the top of the embankment of the new Canal connecting the two places. The Civil Engineer's proposal has been sent for the Collector's early report.

9. The newly sanctioned line from Ellore to Chintalapooddy is in abeyance, in consequence of the recent orders of Government to stop all works not commenced on the 1st May 1856.

Guntoor

10. The Collector states that the construction of the three bridges over the Sandole Channel from Poonoor to Tennaly was suspended, owing to the incompleteness of the arrangements for the proposed Krishna Channels, and that the inconvenience in consequence has been very great. The Butteprole bridge over the Nellatore Channel, and the bridge over the salt Nullah near Carlapollem are both alluded to as having fallen, but the reason of these failures is not stated in Mr. Newill's letter. The construction of the platform bridge over

over the Commamoor Channel has also been delayed from the incompleteness of the arrangements for the Krishnah Channels. The other sanctioned estimates for road and tunnel works have been either completed, or were in progress, and bills of expenditure have been promised for the former in due course. The report is upon the whole measure and destitute of particular interest.

Nellore.

11. Mr. Elton's report of the road works in the Nellore Collectorate, although of no great length, will be perused with considerable interest, showing as it does, that for a highly convenient and even complete system of main roads throughout the District, funds only are required, in order to complete the present excellent lines, on which some progress has been already made.

12. Of the three lines of road sanctioned by Government on 27th January 1854, the northern between Ongole and Cumbum is the only one that has made any very considerable progress during the past year; this line is likely to prove of great advantage, but it ought to be extended to the coast at Cottapatam, the most important trading port in the Nellore District. The progress made in Trunk Roads

No. 6 and 7 is highly satisfactory, and the short line of road connecting the Northern Trunk road with the town of Ramapatam, which is being constructed out of the discretionary allowance will be of great benefit to the trade in firewood between the jungles and that port.

13. The intermediate east and west lines to connect Cuddapah with the coast via the Dorenull pass and Buduail, have languished for want of money grants. A special sanction, however, for completing the road between Kistnapatam and Nellore was granted for this distance; and again from Nellore to Tungum with the new bridge over the Beepairoo; the road is open and found of much use. But on the Southern line connecting Cuddapah with Goodoor via Raupoor Ghaut, very little has been accomplished and the route as yet is only practicable for bullocks.

Cuddapah.

14. The works executed in this District during the past Official year, being almost exclusively of improvement or formation, the Collector does not enter into any detailed notice, but refers to his report on public works for the necessary information. It may

may however, be stated generally, that want of funds has imparted a very non-effective and unsatisfactory character to the road operations throughout the Cuddapah District, the money supply having failed, just when the working arrangements held out full promise of success.

Bellary.

15. The Collector of Bellary has not felt himself called upon to enter into any description of the road operations in his District, but contents himself with making a reference to his figured statement. As this, however, is found to exhibit a total expenditure during the 16 months, from 1st January 1855 to 31st April 1856, of Rupees 2,14,458, it would have been interesting to have learnt from Mr. Pelly, the results of so considerable an outlay, in a District whose communications have long and notoriously been defective. The Collector observes, however, that no new lines have been undertaken, and that the expenditure has taken place in making improvements on previously existing roads.

Turnool.

16. No new line has been constructed during the past year in this District, the expenditure incurred having been laid out in repairing and

21
and extending the roads previously begun in 1854. Two bridges on the Gooty line are completed; and one at Geldoroty, and another at Turnool, are in course of erection. The line N^o. 3 from Turnool to Panim has been completed, and trees are being planted all along the newly made roads. The total outlay during the 16 months has been Rupees (77,495) Seventy seven thousand four hundred and ninety five, and Captain Russell anticipates great benefit from the completion of the Nundy Canama pass, and from the Turnool District being connected with Guntoor and the Eastern Coast.

Chingleput.

17. Most of the roads in progress during the previous years have been completed in 1855, by the Collector's Department, and the remaining work is now in charge of the professional Executive. The cross roads provided for in the budget of 1856/57 will, when completed, place this District, the Collector reports, in a suitable position as regards its lines of communications.

North Arcot.

18. There have been 5 roads completed in this District during the 16 months ending

30th April 1856, two of which are said to be of great public utility and benefit. Nineteen roads are in course of execution, eight not yet commenced and 17 are awaiting the sanction of Government. A tabulated list of these works is given in the statements **A** and **B** which accompany the Collector's letter; and it will be seen that rapid progress has been made towards the completion of the works which were under formation in 1855. The road from Vellore to Pennator was transferred from the Collector's charge to the road Department by order of Government, under date the 9th September 1854.

South Arcot.

19. The sums expended during the year 1855/56 from the general revenue, have amounted to Rupees 28,196, and they were all spent in opening out new lines of communications, and in improving and repairing those already in existence. 150 miles of road have thus been under construction and improvement during the above period independently of the works executed from the anna road fund, regarding which, the Collector states he has submitted a separate report through the Board of Revenue. At the present moment, there seems at length every

22
every prospect of the District becoming gradually well provided with roads and communications, which will of course add materially to the prosperity of the province.

Tanjore.

20. The total expenditure on Roads and communications of this province in 1855 amounted to Rupees 1,56,917 of which Rupees 20,000 were charged to the Collector's discretionary allowance, and the rest to the head of occasional works; the former sum was appropriated in repairing 39 different roads, and 23 road tunnels; in erecting 34 new tunnels, and in constructing a small bridge. The occasional expenditure was made on earthwork, in repairing 27 old tunnels; and in erecting 284 new ones; and in constructing wholly, or in part, 27 small bridges. The Collector argues that the present allowance is wholly inadequate to keep the numerous Tanjore roads in good order, and solicits sanction for an additional sum of Rupees 1,95,631 Nine thousand five hundred and sixty three for the maintenance of the road from the Grand amicut to the Coleroon in Sheally, and that from Tanjore to Negapatam. This application was specially brought to the notice of

of Government in my letter of the 3^d May 1856, and was sanctioned in Extract Minutes of Consultation 19th May 1856 N^o 727.

Trichinopoly.

21. The roads in this District are in very fair order, and far above the generality of communications in the neighbouring zillahs. The made roads extend over a distance of $12\frac{3}{4}$ miles, and for their maintenance, Government have allowed a sum of Rupees /7,465/ Seven thousand four hundred and sixty five, per annum.

Madura.

22. The roads generally in the northern and western parts of Dindigul are not in good order, but for the repair of some of them, provision has been made in the budget of the current year, and the works will be shortly undertaken. The two rivers Munjalar and Vencataadrycottay are still unbridged, the bridges formerly erected over them having fallen. The Collector states that the renewal of these bridges, and also the construction of one near Peria Culum are much needed. The District Engineer's attention will be called to this subject, in order that the works may be provided for in the budget of 1858/59. In the Madura portion of the district, a new bridge over the Goondar

Goondar river has been completed on the most important road in it vizt^e N^o 4, and the Vygay is the only river that still remains to be bridged; for this, however, an estimate has already been submitted, and received the sanction of the Government of India on the 11th July 1856, as per Extract Minutes of Consultation 12th August 1856. The important salt road N^o 16 has hitherto been much neglected, but provision is reported to have been made for its repair in the budget of the ensuing year.

Tinnevely.

23. Independently of the principal Northern Road N^o 4, on which the largest outlay has been incurred, amounting to Rupees (30,871) Thirty thousand eight hundred and seventy one, those communications on which the most considerable improvements were made last year, are the roads numbered 9 and 10, the former leading from Palamcottah due west to Tencahy, and the latter from Tencahy almost south to Panagoody and the Arambooly lines.

24. On road N^o 8, a platform bridge of $18 \times 4\frac{1}{2}$ has been built across the Palica Channel; and a new road between Trichenidoor and Oodungoody is in course of construction.

The

25. The Collector states that if the discretionary allowance at his disposal be increased by the addition of /500/ Five thousand Rupees, he will be able to effect a much greater amount of miscellaneous improvements than he is able to do with his present means. This increase was applied for by him in a letter dated 11th December 1855, which I regret to say has been overlooked in the Office of the Superintending Engineer of the Southern Circle. It is, however, now forwarded for the consideration of Government, with my earnest recommendation that the addition applied for may be sanctioned.

Coimbatore.

* Encl. in a letter from the Coll. of 11th Decr/55 to 1856

an addition of 500 Rupees to the present allowance of 1000 Rupees for miscellaneous improvements in the Southern Circle. This is a very small sum for the large area of the Southern Circle, and it is recommended that it should be increased to 1500 Rupees.

26. The road from Coimbatore to Mettupalayam which was frequently injured by freshes in the Eunganoor Mullah, has been repaired at considerable expense, and is now in tolerable order, though it has been necessary to provide further waterway for the permanent security of this important line; and a project for an additional bridge is now before Government. The allowance for the Gugglehutti Ghaut and roads viz Rupees /200/ Two hundred is stated to be quite inadequate to keep the Ghaut in common repair, or practicable even for loaded bullocks, and the Collector recommends

27. recommends that this allowance may be increased. Considering that the above line is about 49 miles in length, which gives an average of only 4 Rupees per mile, there cannot, I think, be a doubt as to the utter insufficiency of the present allowance, which I would therefore recommend should be increased at least to Rupees /500/ Five hundred.

27. The large bridge across the Bowany river at Suttimungalum has been finished. The communications of this district generally are believed to be in tolerable good order from the exceedingly great attention paid to their preservation by the Collector.

28. The expenditure on roads and bridges in the low country in 1855 amounts on an average to Rupees 50 per mile, while on the Neilgherries it is Rupees 97. The average upon the whole gives Rupees 55 per mile.

Salem.

29. The Trunk Road No 5 has remained during the year in the same bad state as was described in last year's report, but an estimate for repairing it has been sanctioned since the close of 1855, for Rupees /24,000/ Twenty four thousand. The branch road between Gadapandy and

and Sunkerrydroog is nearly completed. The Topoor pass is quite finished, as also two bullock roads from Gersand to Darampoory and the Salem side of the Shervanoy Hills. Repairs to the extent of /1766/ One thousand seven hundred and sixty six Rupees have also been performed to certain roads, and several bridges and drains have been constructed.

Canara

30. Both the Collector and Sub Collector of this District have submitted very interesting reports on the state of the roads and communications in their respective charges, and the former has added a neat Map in illustration of the improvements effected during the period under review. About 35 Ghauts and roads in the aggregate have been under repair, or in progress in the above period, and their condition generally is satisfactory, none of the works however seem to require detailed notice.

Malabar.

31. Trunk Road No 5 from Walliar to Ponany is described to be in a bad state, as also the road from Walliar to Palghaut, which has not been metalled. The present condition of all the cross roads, is said to be extremely bad excepting

excepting the road from Tanoor to Poodiangaddy and that from Tanoor to Porraparamba. The road from Tellicherry to Cananore as well as the drains and bridges thereon are also in good order. The annual work of deepening the Sultan Todoo Canal was in course of progress at the date of the Collector's report.

32. I beg to append a general Statement of the works in progress during the period to which this report refers.

I have the honor to be

Sir,

Your Most Obedient Servant.

W. S. Baker Colonel
Chief Engineer.

Central Office of C. M.
Fort Saint George
23. December 1856

12th Aug 156 / 137290
 20th May — 74875
 21st July 155 — 31832
 12th Sept 154 — 1094
 27th Jan — 12844
 11th — 9410
 13th May 155 — 45447.

Pub. Works Dept.
 D to Cons 10th March.
 No. 3061.

From
 The Chief Engineer
 To
 The Secretary to Government
 Pub. Works Dept.

Dated 23rd
 Recd. 24th } December 1856

Encl. No. 9095.
 No. 438. 7th March
 Miller

Submitting for consideration
 and orders of Govt reports on
 roads and communication received
 from the Collectors in the Provinces
 for the year 1855, and the first
 four months of 1856 together
 with a General Statement of
 the works in progress during this
 period.

May 5.

14th Feb 1857

942

No. 438 31

Extract from the Minutes of Consultation
 Under date the 7th February, 1857.
 Read the following papers.

From the Chief Engineer

Extract from the Proceedings of the
 Chief Engineer

Herunter 23rd December 1856 No. 9095

Herunter 17th January 1857 No. 538

Handwritten initials and signatures.

In forwarding with
 the ^{his} letter ^{after 23rd Dec last,} the reports of
 the several Cols on the condition
 of the roads within ^{for 1855/56} their
 districts, the Chief Eng^r submits
 for the consideration of Govt the
 general opinion entertained by
 these officers that the future
 completion of their report might to
 form part of the duties of the Dis-
 trict Engineers, and his own recom-
 mendation against such trans-
 fer of duty, both in order to secure
 the opinion of such officers of
 judgment as Cols, and to increase
 their interest in road improve-
 ments. The Govt do not however
 appreciate the Chief Eng^r's recom-
 mendation; indeed its necessity

has been superseded by arrange-
ments which have already been
3 their approval. In their proceedings
of the 9th April/56, No 1044, the
Board of Revenue proposed to
~~require~~
~~the~~ annual reports from Colon
of the progress of improvements in
their districts, excluding the making
both in repairs and on new works,
and its effect on the revenues of
the Govt and the welfare of the
people; and this design the Govt
fully approved in Ex. Min. Cons.
13th May/56, No 286, ~~the~~ on
account of the information which
would ^{be} thereby conveyed to the Bd,
and because the practice would
tend to keep up the interest of
Colrs in the works of improvement,
and make them in some degree
feel their obligation to do all in
their power to advance the im-
provement of their districts. Under
this view, Colrs will report an-
nually to the Board of Revenue
^{on} the progress of improvements of every description
in their districts; and District

^{include in their Annual}
Reports will in like manner report
to the Chief Engineer the condition
of the roads within their respective
charges. It is not necessary that either of
these officers should send in a separate report
on the state of the roads.
2 The Govt next proceed
to pass orders on the few points
requiring ^{notice} in connection
with the District Reports now
before them. 33

2 In Vizagapatnam, the
state of things as respects the ma-
nagement of roads does not appear
^{to} be satisfactory; and the atten-
tion of the Chief Engineer will therefore
be directed to its improvement.

4 In Juntoo, the Bullepra
bridge over the Mellatore Channel
and the bridge over the salt mul-
lak near Calapollim are said
to have fallen, but the particulars
of their ^{accidents} destruction should have
been reported to Govt at the time
of occurrence; it does not appear
that the circumstances were ever
brought to the notice of
~~reported to~~ the Chief Engineer. The
origin will now be supplied, &
the Civil Engineer will be instructed.

in future to report such accidents ~~as soon as~~ as soon as they occur.

5 In para 25, the Chief Engr states that the Colr of Tin. newly wishes the discretionary allowance at his disposal to be increased by the addition of 5000 rupees; but on referring to Mr. Silver's letter of the 11th Dec 4/55, it is observed that he expresses his opinion that the existing grant of 1500 Rs. is inadequate, and should be increased to 5000 Rs. The additional amount applied for is thus only 3,500 Rs; the Govt sanction this increase, and observe that the discretionary allowance ~~at the disposal of the Colr of Tin.~~ will hereafter amount to five thousand rupees.

6 In para 26, the Chief Engr represents the insufficiency of the old allowance of 200 Rs for the repair of the Juzzlehutty Shant and road, and recommends that it be increased to at least

1000 Rs. - The Engr. has recommended an increase of 500 Rs. for the repair of the Juzzlehutty Shant and road.

500 rupees; but it will be observed that in the revised statement of annual grants for road repairs in Coimbatore, appended to Ex. Minr. Cons: 29th January 1857, No 227, the Govt have sanctioned an enhanced allowance of one thousand rupees for the Juzzlehutty Shant and road, being an increase of rate of four paise to twenty paise per mile, for forty nine miles.

7 With these remarks, the Govt direct that the Chief Engr's letter and the District Road Reports accompanying ~~them~~ be printed, and circulated for the information of the local Officers. B.S.

Public Works 1857 Dept.
Do to Com 10th all men.
No 438.

Extract Minis of Cons.
Dy 7th March/57.

Proc. of the Bd of Rev. Dy 2nd
Decr. 57. Ch. 3206.

Printing orders on certain
points requiring notice in con-
nection with the Reports of the
several Collectors on the condition
of the Roads within their Dist.
for 1855-56.