1. Number of pages.
2. Date of repair.
3. Initials of Referencer.

M.R.O. 1—82 400—29-11-50

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 7-4-1857

G.O. No. 631 Press Mis.

73

Dated 6-4- 1857.

Not to be folded or roughly handled

No. 73. Extract from the Minutes of Consultation, dated 6th April 1857, No. 631.

Para. 1. The Right Honorable the Governor in Council proceeds to pass the following observations and orders on the letter in this department from the Honorable Court of Directors, dated 17th September 1856, No. 10.

2. A copy of the paragraphs of this Despatch noted in the margin will be furnished to the Chief Engineer for his information, and for any observations he may desire to offer in respect to the Honorable Court's remarks in para. 14.

Paras. 5, 13, 14, 16, 17, 21, 24, 25, and 30.

As regards the representation of Colonel Cotton to which allusion is made in this para. the Government would desire to have a Statement shewing the amount of Cart Traffic on the Southern Trunk road compared with that on the western line, as they have reason to believe that the traffic on the former is not so insignificant as has been represented. Some information is also necessary as to the cost of the operations in the Cauvery and Veerasholen rivers, the extent to which they have been carried, and the period for which the navigation is generally open.

* * * *

4. Referring to the observations in paras. 16 and 17, the Government have separately addressed the Honorable Court, recommending, under the circumstances represented, the withdrawal of their orders for holding in abeyance the Office of Superintendent of the East Coast Canal.

Dated 1st April 1857, No. 7.

5. In para. 25, the Honorable Court approve the authority granted by this Government for the construction of a road between Saint Thomas' Mount and Poonamalee, a distance of a little more than 6 miles, at an estimated cost of Rupees 16,484. Subsequent to the date of this sanction, the Government passed a supplementary estimate of Rupees 3,120 for gravelling the road, besides an annual allowance of Rupees 610, being at the rate of Rupees 100 per mile, for keeping it in repair. They also sanctioned an estimate amounting to Rupees 18,007, for a bridge over the Adyar intersecting this line, but in consequence of the destruction of several of the arches from a sudden fresh coming down the river while the work was in progress, it became necessary to sanction for entry in the Budget 1857-58, a supplemental estimate of Rupees 14,630 for completing the Bridge. The Government now resolve to forward a copy of the correspondence on this subject for the information of the Honorable Court.

P. W. 27th February 1855, Nos. 7-8
„ 25th April 1856, „ 3-4
„ 20th May „ „ 16-17
„ 23rd September „ „ 67-68
„ 16th „ „ „ 58-59
„ 14th October „ „ 8-9
„ 25th November „ „ 54-55
„ 10th March 1857, „ „ 14-28

P. W. 12th June 1855, Nos. 1-2
„ 17th July „ „ 46-47

6. The correspondence that has subsequently taken place on the subject of the work performed on the Singwaree ghaut, will be forwarded to the Honorable Court in reply to the observations in para. 30 of this Despatch. The Honorable Court will learn from the further report of the Civil Engineer of the 3rd Division, dated 17th January 1855, that the work on the ghaut was found to be more favorable than was originally believed, and that the credit of the work performed was ascribed to Mr. Beahen, and was on the whole regarded as satisfactory.

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

Extract from a letter from the Honorable the Court of Directors, dated 17th September 1856,

No. 10.

(4. also p. 23 of letter No. 4, dated 23rd April 1855.) Expenditure on the road from Madras to Cuddapah.

5. In August 1852, you authorized an expenditure of Rupees 15,000, on the improvement of this road. Rupees 6,000 to be applied to the portion of road traversing North Arcot and Rupees 9,000 to that in the Cuddapah District. In February 1854, the North Arcot portion had been materially improved by Captain Collyer, Civil Engineer of the 4th Division; who had expended the whole of the money at his disposal and whom you then authorized to lay out Rupees 6,102 more in making bridges and drains, an annual expenditure of Rupees 1,300 being also soon after authorized for keeping this section of the road in repair. But in Cuddapah nothing whatever had been done, the indifference of the Collector, Mr. Murray, and of the late Civil Engineer, Major DeButts, presenting an unfavourable contrast to the laudable exertions of Captain Collyer. You thereupon peremptorily directed that your former orders with respect to operations in Cuddapah should be executed without further delay and you have since reported a marked improvement of the road in that District. But no explanations appears to have been either required or given of the previous apathy of the Officers above named.

(10 and 20) Report by the late Chief Engineer of a tour of Inspection made by him in August and September 1853, through the South Arcot and Tanjore Districts.

13. We have read this Report with much interest and think many of Colonel Cotton's observations worthy of attention but as most of the questions raised by him with respect to particular works which were not disposed of by you at the time, have since been brought before us in a separate shape, it is needless in this place to examine them in detail.

14. We will only remark with reference to the discussion as to the comparative advantages of a Trunk road from Madras to Combaconum, and of a Canal along the Coast as far as Point Calimere, that from the statements respecting the two projects we are led to regard neither as of immediate necessity. Both would be useful, but both might have been postponed, although the road would appear to have been already far advanced at the date of your letter. Colonel Cotton shews that the traffic between the terminal points is actually and is likely to remain insignificant in amount and although improved means of intercourse may be desirable between intermediate towns on the line, what the latter require much more is readier lateral communication with the seaports on the Coromandel Coast. For this purpose obvious facilities are offered by the numerous rivers running nearly due East into the Bay of Bengal, many of which it is said are already navigable for part of their courses, though every one has some slight obstacle which just prevents its being used. This was the case with the Cauvery and Veerasholen until lately when Major Lawford opened them for navigation for a distance of 90 miles from Trichinopoly to Tranquebar by operations "the cost of which was a mere trifle." Immediately afterwards a considerable amount of traffic was transferred to the rivers from the road running parallel with them. If the obstructions to the other rivers were similarly removed, a Coast Canal might we think be dispensed with until other works of more pressing urgency shall have been provided. The towns and villages in the interior would have obtained what they most require, a waterway to the nearest seaport and the sea might probably serve sufficiently for what intercommunication might be desirable between the seaports themselves.

(23 and 25) Appointment of Lieut. Chambers to be "Superintendent of "the Eastern Coast Canal" with the allowances of a Civil Engineer viz. Rupees 700 a month salary, and Rupees 120 a month Tentage, exclusive of Rupees 148 a month for establishment.

16. This appointment though sanctioned by the Supreme Government on your recommendation was premature. It was first proposed to you by the Board of Revenue, who adverting to the prospective formation of 580 miles of uninterrupted inland water communication from Toonee on the Northern Frontier of Rajahmundry to Tranquebar, urged strongly the advantage of committing so extensive a work, or series of works, to the comprehensive and undivided supervision of a separate Officer. There could be little doubt as to the expediency of so systematizing operations, if the scheme referred to by the Board of Revenue had been decided upon, but if the prosecution of the East Coast Canal may, as we are disposed to think, be deferred for a time, the appointment of a Superintendent of the Canal should be similarly delayed.

17. We observe that strong testimony is borne to the talents and activity of Lieutenant Chambers and it would not be advisable to interrupt the preliminary operations in which he is at present engaged, and in which he may probably have made considerable progress, viz. that of examining and reporting upon the line proposed for the Canal. But after this preparatory duty shall have been concluded, you will remove Lieutenant Chambers to other employment.

(5) Complaints from inhabitants of South Arcot of the felling of their Trees by Overseers and Maistries of the road Department.

21. We approve the measures which were taken to prevent any interference by the road Department with Trees, the property of Cultivators and others, and we rely on your seeing that the inhabitants of South Arcot receive full compensation for those so improperly felled.

(12) Improvement of the road East of the Palaveram Cantonment.

24. By an outlay of Rupees 804, for this purpose in the mode proposed by the Superintendent of roads it was expected that all the objects would be attained for which the Military Board had recommended the expenditure of Rupees 9,953, on the construction of a new road from the Southern extremity of St. Thomas' Mount Cantonment to a point on the Chingleput road, about half a mile beyond Palaveram Cantonment.

(13) Construction of 6 miles of new road between St. Thomas' Mount and Poonamallee at an estimated cost of Rupees 16,484, sanctioned by the Government of India.

25. Approved.

(25 and 27) Work performed on the Singawarree Ghaut and on the rest of the road between Mallapoor and Kullial in North Canara.

30. The progress made in this work in the early part of 1854, was very unsatisfactory, owing chiefly to the misconduct of Assistant Surveyor Beahen, who was reduced in consequence to the grade of Sub Assistant Surveyor we should have thought that his "glaring disobedience" deserved a severer punishment had we not observed that his misbehaviour is attributed to "his not having been properly looked after" but this only rendered it the more essential that Lieutenant Thornton, his immediate superior, should have been required to explain his own remissness of supervision. You appear to have intended that such explanation should be called for, but none seems to have been given.

(A true Extract.)

Acting Secretary to Government.

P.W.D.

No 631

Extract from the Minutes of Consultation

Under date the 6th April 1857.

P. The Right Honorable the Governor in Council proceeds to pass the following observations & orders on the letter in this department from the Honorable Court of Directors dated 17th September 1856 N. 10

2. A copy of the paragraphs of this Dispatch noted in the margin will be furnished to the Chief Engineer for his information, and for any observations he may desire to offer in respect to the Honorable Court's remarks in para 14. As regards the representation of Coll. Colton to which allusion is made in this para the

Paras 5. 13. 14. 16. 17. 21. 24. 25 & 30

of Rupees 3,120 for gravelling the road, besides an annual allowance of Rupees 610, being at the rate of Rupees 100 per mile, for keeping it in repair. They also sanctioned an Estimate amounting to Rupees 18,007 for a bridge over the Adyar intersecting this line, but in consequence of the destruction of several of the arches from a sudden high freshet coming down the river while the work was in progress, it became necessary to sanction for entry in the Budget of 1857/58 a supplemental Estimate of Rupees 16,630 for completing the Bridge. The Government now resolve to forward a Copy of the Correspondence on the subject for the information of the Honorable Court.

P.P. 2nd Feby 1855 Nos 7-8.
25th April 1856 " 3-4.
20th May " 16-17.
23rd Sept. " 67-68.
16th " " 58-59.
14th Octr " 8-9.
25th Novr " 54-55.
March 1857.

P.P. 12th June 1855 Nos 1-2.
17th July " 46-47.

6. The ~~Subsequent~~ subsequently correspondence that has taken place on the subject of the work performed on the Singuaree Ghaut, will be forwarded to the Honorable Court in reply to the observations in para 30 of this Dispatch. The Honorable Court will learn from the further report of the Civil Engineer of the 3rd Division, dated 17th January 1855, that the work on the Ghaut was found to be more favorable than was originally believed, and that the credit of the work performed was ascribed to Mr Beaken, and was on the whole regarded as satisfactory.

P.P. 2-4 to 6 Revd
& P.P. 13, 14, 16, 17, 21, 24, 25 & 30 Octr.
to the Chief Engr

Disp. 7. GR

Recd 18th Sept. 57 A. 15.

Public Works 1857 Dep.t
Dis Cons.: 7th April
No 631.

Extract Mins: of Cons:
Dy 6th April 57.

From the Chief Engr 25th June 56
Col.n 1365 in Rec:

Passing observations
and orders on the letter in
this Department from the
Honorable Court of Directors
dated 17th September 1856
No 10.

No 73.

C5 Read. R.9th