1. Number of pages. 22
2. Date of repair. 29-6-3
3. Initials of Referencer.

M.R.O. 1—82,400—29-11-60

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

Cons. 12-5-57

G.O. No. 891 Press Mis.

46-2-5

Dated 5-5- 18 57

Not to be folded or roughly handled

2/12/57

No. 41. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 28th January 1857, No. 9821.

SIR,

With reference to para. 3 of Extract Minutes of Consultation, No. 1942, dated 22nd October 1856, calling for the Collector's opinion, on the Civil Engineer's proposition to postpone the repair of the road from Masulipatam to Ibrampatam; I have the honor to forward copies of the letters noted in the margin*

* From the Acting Collector of Masulipatam No. 214 dated 6th November 1856.

From the Civil Engineer Kistnah Division No. 135, dated 26th November 1856.

From the Acting Collector of Masulipatam No 6, dated 13th January 1857.

2. The Civil Engineer explains, that his proposition was not, as appears to have been understood by the Collector, to dispense with the road, or as the Collector observes, to postpone its improvement; because the Canal would render it unnecessary, but to construct it on the surface of the Canal Dyke, considering it inexpedient to incur any large outlay on the present route.

3. This explanation having been forwarded to the Collector, that Gentleman now expresses his concurrence, equally with myself; in the soundness of the Civil Engineer's views, and it only remains at present, for the Government, to pass orders on the course they desire should be pursued.

No. 42. ORDER THEREON, No. 891; dated 8th May 1857.

An estimate amounting to Rupees 43,250, for the partial repair of the road from Masulipatam to Ibrahimpatam in the Masulipatam District, was included in the Budget of 1856-57, and the Government of India, in sanctioning[a] the work, expressed a doubt as to the efficiency of a road formed of "sand and Potter's earth," for which only provision was made in the estimate. In Extract Minutes Consultation of the 12th August[b] 1856 No. 1405, the Government, in reference to this remark desired the Chief Engineer to submit his opinion on the question of substituting metal, and in reply that Officer forwarded on the 13th September a letter dated 2nd Idem from the Civil Engineer of the Kistnah Division, Captain Orr stating that gravel was not procurable any where in that part of the country, except in the neighburhood of Ibrahimpatam and of Bezoarah, and that the excessive cost of cartage precluded its use except in the vicinity of those places. "Broken brick" he further observed "which would make a tolerable substitute, cannot be prepared in sufficient quantity, from want "of fuel, and we must therefore either fall back upon pottery earth or sand, or other equally "inefficient substance, or delay the repair of the road till the completion of the channel to "Masulipatam nearly parallel with the road, most of the way, gives the means of transporting "good material at a reasonable rate."

a Letter dated 11th July 1856, No. 3173 para. 29.

b Para. 3.

2. On these grounds, Captain Orr suggested in the following terms the propriety of the postponement of the road, and its eventual construction on one of the embankments of the channel. "Indeed looking at the inefficiency of the only material procurable for metalling the "surface, and the consequent great difficulty of maintaining the road in order, I would recom-"mend that its repair on the proposed scale be deferred till the channel is sanctioned, and that "the road be then formed simultaneously with the channel on one of its embankments which "might be enlarged for the purpose, and covered with gravel at a moderate cost." Before deciding on this proposition, the Government in Extract Minutes Consultation of the 22nd October[c] 1856, referred it for the opinion of the Collector of Masulipatam.

c No. 1942 para. 3.

3. Pursuant to this order, the Chief Engineer now sends up letters from the Acting Collector and Civil Engineer, from which the Government perceive that Mr. Fraser entirely concurs with Captain Orr in his proposal to abandon the present route, and construct the road on the bank of the Masulipatam Canal. The Chief Engineer also, it is observed, expresses his concurrence in these views.

Fort Saint George, Public Works Consultation of 12th May 1857.

4. The reasons advanced by the Civil Engineer for the proposed change of line appear to be quite sufficient, and the Right Honorable the Governor in Council is pleased to sanction the measure accordingly. He observes however from the closing sentence of para. 5 of Captain Orr's letter to the Chief Engineer dated 2nd September 1856, that the sanctioned estimate of Rupees 43,250 would not answer for the altered line of road, and requests therefore that the Chief Engineer will issue orders for the immediate preparation and submission of a fresh estimate for the work. A sum of Rupees 10,000 was entered in the Budget of 1857-58, as likely to be spent on the road up to 30th April 1857; and the Government request to be informed whether this expenditure has been actually incurred, and if so, in what manner the money has been laid out.

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

3 W

Memo

re Chief Engineer's letter dated 28th January 1857 No 179 on the subject of the road from Masulipatam to Ibrahampatam.

In his letter of the 26th September 1853 No 367, this Govt laid before the Govt of India an Estimate for Rs 173,369 for a complete metalled road from Masulipatam to the eastern frontier of the Nizam's dominions viâ Ibrahampatam, that highly important military and political line having been in an extreme state of disrepair. It was at the same time intimated that the late Board of Pub. Works had suggested that the portion of the line between the Nizam's frontier and Ibrahampatam alone should be undertaken at

at an expenditure of Rs. 53,832, and that for the distance between the latter point and Masulipatam, water carriage communication with the Kistna Annicut should be made available; and that they also proposed that in lieu of the first mentioned portion of the road, a low speed Railway might be substituted. The letter from the Govt of India of the 25th June 1854 No 710 furnished a copy of a despatch from the H. the Ch of Dr in reply to the above application. In that despatch the Govt recognizing the importance of this line and the necessity of maintaining it

× No 28 dated 27 April 1854.

in an efficient state, sanctioned the immediate commencement of the portion recommended by the Govt viz from Ekhamparam & the Hyderabad Frontier. In respect to the other portion, they were of opinion that no Land tax should be taken off the Canal from Ekhamparam to Masulipatam; and directed that for the present no considerable expense should be incurred for a road between those places. They at the same time empowered the Govt of India to sanction a cheap Railway from Ekhamparam to the Frontier, if on further consideration it seemed expedient.

The Budget of 1855/56 included an Estimate

for

of Rs. 23,107 for a canal from the Weyairoo to Bhimlipatam, which when completed, will give a water communication between the latter town and Bhakampatam.

That Project received the sanction of the B.C. on the 9th July 1856, and is now under execution, as appears from the entries in the Budget of 1857/58. Rs. 25000 is there set down as likely to be spent upon the work by the end of the current official year, and a further sum of Rs. 50,000 as the proposed expenditure in 1857/58, leaving the balance Rs. 162,107 for future years.

× Ellt. Cl. 12 Jan. 1858 No. 207

× Mem. No. 66 of Sl. No 2

The proposed Railway between Bhakampatam and the

Frontier has since been abandoned, and a road is being constructed, to complete which a supplemental Estimate of Rupees 44,170. has been recommended for the sanction of the Government of India in the Budget of 1857/58. (Mem. No. 6 of 5th Jan)

No 342 para. 8.

With regard to the remaining part of the line that between Bhakimpatam and Masulipatam, the subject of the present reference, the Government in Mins: of Consultation of 17th July 1855 fully agreed with the Collector in the opinion expressed by him in his report on the roads of this District for 1854 proposed that the Canal would not wholly supply the place of a road; and hence with reference to the

the instructions of the Honorable Court as to the expenditure on this part of the line, the Civil Engineer was directed to reduce the former Estimate to one for a second class road, in view to its immediate execution.

Accordingly the Chief Engineer submitted on the 26th October 1855 a reduced Estimate amounting to Rupees 43,250 for the road which was included in the Budget of 1856/57, and sanctioned by the Government of India on the 11th July 1856. In communicating this sanction, the Government drew the Chief Engineer's attention to

× Encl. 30 Govt. 1855 No 857 para 3.

× Encl. 12. Aug. 1856 No 1405 para 8.

to the remarks made by the Government of India as to the uninstallness of the Sand and Cotters contd for road metalling, which was intended to be used upon the road in question, and desired that officer to submit his opinion on the question of substituting metalling.

The Civil Engineer replied to this reference in his letter (Para 5) to the Chief Engineer dated 2nd September 1856 recorded in Ex: Mins: Cons: 22nd October 1856 No. 1942. He there stated that gravel was not procurable any where in that part of the country except in the neighbourhood of Hambantotta and of Beruwala, and that the expense each

of a Cantage precluded its use except in the vicinity of those places. "Broken brick" which would make a tolerable substitute cannot be prepared in sufficient quantity from want of fuel, and we must therefore either fall back upon pottery earth, or sand, or other equally inefficient substance, or delay the repair of the road till the completion of the channel to Masulipatam nearly parallel with the road, much of the way, gives the means of transporting good material at a reasonable rate."

The Civil Engineer further observed

On these grounds Captain Orr suggested the propriety of the postponement of the work in the following words. "Indeed looking at the inefficiency of the only material procurable for metalling the surface and the consequent great difficulty of maintaining the road in order, I would recommend that its repair on the proposed scale be deferred till the channel is sanctioned, and that the Road be then formed simultaneously with the channel on one of its embankments which might be enlarged for the purpose, and covered with gravel at a moderate cost."

The Government upon this called for the opinion of the Collector of Masulipatam on the proposed postponement of the repair of the road.

This is furnished in the letter now submitted by the Chief Engineer. There appears to have been

some

22nd October 1856 No 1942.

some misunderstanding on the part of the Acting Collector as to the proposi= =tions of the Civil Engineer; and on the matter being explained, Mr. Fraser en= =tirely concurs with Capt= =tain Orr in his proposals to abandon the present route, and construct the road on the bank of the Masulipatam Canal. The Chief Engineer also expresses his concurrence in these views.

Orders are solicited as to whether this alteration in the direction of the road should be sanctioned. It would appear from the closing sentence of para 5 of Captain Orr's letter to the Chief Engineer dated 2nd September 1856 that the Sanctioned Estimate

× Letter to Ch. dated 13th No. 6.

× Item No. 80 of Statement No 2

of Rupees 43,250 would not answer for the altered line of road, and that a fresh one would have to be drawn up. The Estimate is however included in the Budget of 1857/58, and from the entries therein made, it appears that Rupees 10,000 will have been spent upon the work by the end of the Current official year, but in what man= =ner it is not known. The outlay proposed for 1857/58. has been fixed at Rupees 20,000 leaving a balance of Rupees 13,250 for expen= =diture in 1858/59.

17

Public Works Dept.

No. 891

Ext from the Minutes of Consultation

Under date the 8th May ~~April~~ 1857.

Read the following

letter from the Chief

Engineer -

/ Here enter 28th January 1857 No 9821 /

/ ... Ans Estimate

amounting to Rupees 4,32,50

for the partial repair of the

road from Masulipatam

to Ibrahimpatam in the

Masulipatam District

was included in the Budget of

1856/57, and the Government

of India, in sanctioning

the work expressed a doubt as

to the efficiency of a road formed

of sand and

Potter's earth, for which only

provision was made in

the

by 1856. No 373.
Jan 29.

C 18th April R. 24th C 29th R 4th May

the Estimates. See Extract
Minutes Consultation of the
12th August 1856 Pre 1665 the
Government in reference to
their remarks desired the Chief
Engineer to submit his opinion
on the question of substituting
metal, and in reply that
Officer forwarded on the 13th September
a letter dated 2d idem from
the Civil Engineer of the Division
Capt Orr
stating that gravel
was not procurable anywhere
in that part of the country,
except in the neighbourhood of
Ibrahampatam and of Bezarah,
and that the excessive cost of
carriage precluded its use
except in the vicinity of those
places. "Broadenstone" he
further observed "which would
make

× para 8.

make a tolerable substitute
"cannot be prepared in sufficient
"quantity from want of fuel,
"and we must therefore either fall
"back upon pottery earth, or
"sand, or other equally inefficient
"substance, or delay the repair
"of the road till the completion
"of the Channel to Masulipatam
"nearly parallel with the road
"most of the way, gives the means
"of transporting good material
"at a reasonable rate."

2 On these grounds Capt.
Orr suggested in the following
terms the propriety of the
postponement of the road and
it's eventual construction on
one of the embankments of the
Channel. "Indeed looking
"at the inefficiency of the only
material

"material procurable for metalling"
"the surface, and the consequent"
"great difficulty of maintain="
"=ing the road in order, I would"
"recommend that it's repair"
"on the proposed scale be"
"deferred till the channel is"
"sanctioned, and that the road"
"be then formed simultaneously"
"with the channel on one of"
"it's embankments which"
"might be enlarged for the"
"purpose, and covered with"
"gravel at a moderate cost."

Before deciding on this pro=
=position, the Government
in Extract Minutes Consulta=
=tion of the 25th October 1856, referred
it for the opinion of the Collector
of Masulipatam.

No. 1942 para 3.

3. Pursuant to this order the Chief Engineer now sends up letters from the Acting Collector and Civil Engineer from which the Government perceive that Mr Fraser entirely concurs with Captain Orr in his proposal to abandon the present route, and con=struct the road on the bank of the Masulipatam Canal. The Chief Engineer also, it is observed, expresses his concurrence in these views 4. . . . The reasons advanced by the Civil Engineer for the proposed change of line appear to be quite sufficient, and the Right Honorable the Governor in Council is pleased to sanction the mea=sure accordingly.

The

He observes however from the closing sentence of para 5 of Captain Orr's letter to the Chief Engineer dated 2d September 856 that the sanctioned Estimate of Rupees 4,82,50 would not answer for the altered line of road, and requests therefore that the Chief Engineer will issue orders for the immediate preparation and submission of a fresh Estimate for the work. A sum of Rupees 10,000 was entered in the Budget of 1857/58 as likely to be spent on the road up to 30 April 1857 and the Government request to be informed whether this expenditure has been actually incurred, and if so, in what manner

manner the money has been laid out.

JGt

2 Copies to the Chief Engr.
Desp. 2
1 — Copy of Pendergast's

Public Works 1857 Dept Mt
Dft to Cons: 12th May

No 891.

Extract Mins: of Cons:
Dated 8th May 57.

F. Br. C. 29 Apr 57 - R. 2195
Extract from the Proc: of the Chief Engr
of 23 July 57 C. Br. 1497 - replies & Duffs
Requesting the Chief
Engr to issue orders for the sub-
mission of an Estimate for the
Road on the bank of the Masu-
lipatam Canal, & wishing
to be informed whether the sum
of Rs. 10,000 entered in the Budget
of 1857/58, likely to be spent
on the Road, has been actually,
expended.

From Chief Engr 10: Dear 57 6 Ks
2441 in 6

No 41. 42.

C 29th April 58 Mary