

Fort Saint George, Public Works Consultation of 28th July 1857.

Read the following Reports from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 6th December 1856, No. 8662.

No. 16. Report Q, on an estimate prepared by the Civil Engineer of the Kistnah Division, for constructing the high Northern road. Trunk road No. 6, from Guntoor to Inkole a distance of 42 miles.

Amount of estimate Rupees (1,32,800) one lac, thirty-two thousand and eight hundred as follows:—

	Rs.
Earthwork... ..	23,007
Gravelling	67,638
Spreading levelling and ramming	9,209

Masonry Works.

7 Tunnels each of 1 vent of 1 yard span	1,071
4 do. „ do. „ 2 do.... ..	728
4 do. „ do. „ 3 do.	1,188
3 Bridges „ of 1 arch of 12 feet do.... ..	3,336
3 do. do. 3 do. do.	5,253
1 do. of 2 arches do.... ..	1,410
1 do. „ 4 do. do.	2,100
1 do. „ 3 do. of 30 feet do.... ..	5,354
2 Road dams 50 yards in length	690
Superintendence and Sundries	11,816

Total Estimate.....1,32,800

1. In the Budget list No. 2 of 1856-57, Item 65, an estimate of Rupees 24,990 was entered for changing the line of the high Northern road from Seetanagarum on the South bank of the Kistnah, to a point South of the Tadapully hill, and for repairs to Guntoor, a distance of 18 miles.

2. In consequence of the restriction on expenditure, the diversion of the line to avoid the necessity of crossing the Toongabuddra, is the only work that has yet been carried out, the outlay, having been Rupees 2,000.

3. The present estimate provides for the completion of the road South of Guntoor, portions of which were formerly made, and provided with a few tunnels and bridges, but the whole line is now stated by the Civil Engineer in his letter No. 87, dated 15th October 1856, to be in a most wretched state.

4. The road as now proposed to be constructed is to follow the present line for a distance of 17 miles, to where it strikes the projected Southern high level channel near Varagani, on the Western embankment of which it will be continued for the remaining distance of 25 miles, to the boundry of the Nellore and Guntoor Districts, near Inkole.

5. By carrying the road on this embankment no additional masonry works will be required for it, as the disposal of the drainage under the channel is provided for by numerous tunnels, and by aqueducts, having bridges attached to them.

6. The only portion of the road from the Presidency to Ellore in the Masulipatam District for which estimates are now required, is, that between the Moodegunda river North of Ongole, and Inkole, and to the necessity of preparing which, the early attention of the District Engineer of Nellore will be called.

7. From Inkole, Captain Orr observes that the road may be continued in a new direction to Vallumpully, to cross the Goondlacummah river, by a bridge already sanctioned* for Trunk road No. 7.

* Vide Extract Minutes Consultation, No. 1405, 12th August 1856.

Fort Saint George, Public Works Consultation of 23th July 1857.

8. The rates allowed in the estimate which is supported by the countersignature of the Collector now submitted, are moderate and sufficient, and the Chief Engineer recommends it for entry in the Budget of 1857-58. Although it is open unavoidably to the objections urged by Lieutenant Colonel Baker in para. 19 et seq of his despatch No. 3173, of 11th July last, communicated in Extract from the Minutes of Consultation No. 1405, dated 12th August 1856.

No. 17. Report R, on an estimate prepared by the Civil Engineer of the Krishnah Division for constructing the high Northern road. Trunk road No. 6 from Bezoarah to Ellore a distance of 40 miles.

Amount of Estimate Rupees (1,06,800) one lac, six thousand, and eight hundred, as follows.

	Rs.
Earthwork.	20,884
Metalling.	25,486
Gravelling.	33,063
Removing Rock.	109
Spreading levelling and Ramming.	9,090

Masonry Works.

1 Tunnel of 1 Vent of 9 feet span.	297
1 Do. do. 3 do. ...	152
1 Bridge of 1 Arch of 40 feet do....	6,900
1 do. 1 do. 12 do. ...	1,111
Superintendence and Sundries. ...	9,708

Total Rupees.....1,06,800

1. The estimate provides for the thorough construction of the road from Bezoarah to Ellore within the limits of the Krishnah Division.

2. The Civil Engineer observes, in para. 3 of his letter, No. 87, dated 15th October 1856, that some 12 miles of the road from Bezoarah were made many years ago by the Corps of Pioneers but never having been kept in repair, they now require to be entirely re-constructed.

3. The line as now proposed, is to follow the old road for about the first 11 miles, to a point where it will be crossed by the projected Ellore High level channel, on the Eastern embankment of which, it will be continued for the remaining distance of 29 miles.

4. This embankment, which is to be made very massive to retain the water above the level of the country, will merely require to be widened to 8 yards of top surface, and metalled, to form a first class road, and as it crosses all the drainage of the country, no additional masonry works will be required expressly for the road.

5. The aqueduct for conveying the channel across the two branches of the Toomoolair, have been planned to answer for Viaducts as well, and as in any case from the low nature of the ground the road must have been considerably raised, the embankment offers great facility for its construction.

6. The road being by the side of a navigable Canal it can, as observed by the Civil Engineer, be easily and cheaply metalled, both in first construction, and as may be subsequently necessary for its maintenance.

7. The masonry works entered in the estimate are exclusively for the first 11 miles from Bezoarah, the only large one being a bridge of one arch of 40 feet span for the Boodoomair river.

8. The rates allowed in the estimate which is supported by the countersignature of the Collector are moderate and sufficient and the Chief Engineer recommends it for entry in the Budget of 1857-58.

Fort Saint George, Public Works Consultation of 23th July 1857.

No. 18. ORDER THEREON, No. 1412; dated 23rd July 1857.

With the first of the above reports the Chief Engineer forwards an estimate amounting to Rupees 1,06,800 for constructing the portion of Trunk road No. 6, from Bezoarah to Ellore, or as appears from the sketch to a place called Dendaloor, north of the Kistnah, a distance of forty miles; and the estimate of Rupees 1,32,800 forwarded with the second report provides for the line in the Guntoor District, south of that river, viz., from Guntoor to Inkole; both roads being within the limits of the Kistnah Division.

2. In respect to the Project for the road in the Masulipatam District, it is stated that only about twelve miles from Bezoarah northwards were many years ago formed by the Corps of Pioneers, but that the work had been allowed to fall into dis-repair. The road, as now proposed, is to follow the old line for about eleven miles to a point where it will be crossed by the Ellore high level channel near Casarapully from whence it is to be continued for the remaining twenty-nine miles on the eastern embankment of the channel. The advantages offered by this embankment are fully explained by the District Engineer in para. 3 of his letter of the 15th October 1856, and the masonry works, required exclusively for the road, are confined to the first eleven miles for which the old line is to be followed; the embankment rendering a similar provision for the remaining distance unnecessary.

3. As regards the road in the Guntoor District, it is observed that a sum of Rupees 24,990 was sanctioned on the 12th* December 1855, for changing the line of a portion of the Trunk road from Seetanagram to a point south of the Tadapully hill, and for repairing the road throughout the whole distance to Guntoor. From the entries in the Budget of 1857-58, it is seen that Rupees 2,000 had been spent upon the work up to November last, and that a sum of Rupees 10,000 was proposed for outlay during the current official year, leaving the balance to be worked out in 1858-59. The present estimate provides for continuing the line from Guntoor to Inkole, a distance of forty-two miles. The District Engineer observes that the road, though "bearing a great traffic, is in a most wretched state, notwithstanding that portions of it have here and there at one time or another, been partially made, and a few tunnels and bridges erected." He proposes in constructing the road, to take it on the present line for seventeen miles to near Varagani, and from thence, as in the case of the road in the Masulipatam District referred to above, to carry the line upon the western embankment of the projected southern high level channel, up to the boundary of the Guntoor and Nellore Districts near Inkole, fifteen tunnels, nine bridges, and two road Dams are proposed to be built on the portion between Guntoor and Varagani, and the District Engineer observes that similar works for the remaining distance where the road is to be transferred to the bank of the Channel, are rendered unnecessary, in consequence of the disposal of the drainage being provided for by numerous tunnels, and by aqueducts having bridges attached to them.

4. The Government fully recognize the importance of completing the great Northern road, and approve of the two projects; which will be entered in the Budget of 1858-59, for the orders of the Government of India.

5. In the Abstract estimate forwarded with the Report Q, the project is described as "repairing the road from Guntoor to Inkole near Varagani," and in the purport on the back of that paper as "repairing the high Northern road Trunk road No. 6 from Guntoor to Varagani." The description in both places is erroneous. In the first place the proposed work is not one of repair but of construction, in the second place the portion to be constructed does not stop at Varagani, but extends to the boundary of the Guntoor and Nellore Districts near Inkole; and in the third place, Inkole is not near Varagani, but at a considerable distance from it, as shewn by the sketch forwarded with the Report R. While the work is correctly described in the Report itself, (though here also Trihole is entered instead of Inkole) the errors above pointed out should not have been committed in such an important document as the estimate which the Chief Engineer must be fully aware, will eventually have to be laid before the Government of India.

6. Similar mistakes occur in the estimate marked R1, for the road in the Masulipatam District. The work is there described as "repairing and altering the high Northern road between Bezoarah and Ellore," whereas it is stated in the report that the estimate provides for the

Fort Saint George, Public Works Consultation of 23th July 1857:

"thorough construction of the road," and again the sketch marked It 3 shows that the proposed road is not to terminate at Ellore but further up at a place called Dandalore.

7. The item for masonry works, is shown in the two estimates by the mere entry of the total amount required; whereas each of the works ought to have been specified and an abstract of the measurements and other particulars given according to the form laid down in appendix E1, of the second Report of the Madras Public Works Commissioners, and referred to in No. V. of the Rules for the submission of estimates passed in Extract Minutes of Consultation of the 18th October 1855, No. 696.

8. The papers in question will therefore be returned to the Chief Engineer in view to revised estimates being prepared and submitted with reference to the above observations. It is hoped that Colonel Faber will by proper arrangements in his office, prevent the repetition of such mistakes in similar documents for the future.

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

Masulipatam District
Public Roads.

No 8662

Report on an Estimate prepared by the Civil Engineer of the Krishnah Division for constructing the high northern road from Bezorah to Ellore, a distance of 40 miles.

Amount of Estimate Rupees (106,800...) One lakh, six thousand and eight hundred, as follows.

Earthwork ----- Rs 20,884...

Metalling ----- 25,486...

Gravelling ----- 33,663...

Removing Rock ----- 109...

Spreading, levelling & Ramming 9,090...

Masonry Works

1 Tunnel of 10 ft of 9 ft span 297...

1 do do 3 do 152...

1 Bridge of 1 Arch of 40 ft do 5,900...

1 do 1 do 12 do 1,111...

Superintendence and Sundries 9,708...

Total Rupees 106,800...

1. The Estimate provides for the thorough construction of the road from Bezorah to Ellore, within the limits of the Krishnah Division.

2. The Civil Engineer observes, in para 3 of his letter, No 87 dated 15 October 1856 that some 12 miles of the road from Bezorah were made many years ago by the Corps of Pioneers, but never having been kept in repair, they now require to be entirely reconstructed.

3. The line as now proposed, is to follow the

the old road for about the first 11 miles, to a point, where it will be crossed by the projected Ellore high level channel, on the Eastern Embankment of which, it will be continued for the remaining distance of 9 miles.

4.- This Embankment, which is to be made very massive to retain the water above the level of the country, will merely require to be widened to 8 yards of top surface, and metalled to form a first class road, and as it crosses all the drainage of the country, no additional masonry works will be required expressly for the road.

5.- The aqueduct, for conveying the channel across the two branches of the Doomedair, have been planned to answer for viaducts as well, and as in any case, from the low nature of the ground, the road must have been considerably raised, the Embankment offers great facility for its construction.

6.- The road being by the side of a navigable Canal, it can, as observed by the Civil Engineer, be easily and cheaply metalled, both in first construction, and as may be subsequently necessary for its maintenance.

7.- The masonry works entered in the Estimate are exclusively for the first 11 miles from Bezorah, the only large one being a bridge of one arch of 40 feet span for the Boodoornair river.

8.- The rates allowed in the Estimate, which is supported by the countersignatures

of the Collector, are moderate and sufficient, and the Chief Engineer recommends it for entry in the Budget of 1857/58.

Central Office of R.W.
Fort Saint George
6th December 1856.

Edwd. Butler Colonel
Chief Engineer

The Secretary to Government
R.W. Department

List of Enclosures

- 1 Letter from the Joint Engineer, Krishna Dn
dated 15 Oct. 1856. In 87. - Vide Letter A.1
- 1 Abstract Estimate - - - - - R.1
- 1 Plan - - - - - R.2
- 1 Sketch - - - - - R.3.

PP

Public Works Dept
 Dec 28th 1880
 R
 No 2478

From the Chief Engineer
 to the Secretary to Government
 P.W. Department

Dated 6th
 Dec 29th 1880

3 Encls
 Returned.

Sd/- 1412. 23rd July
 No 8662.

227
 towards for entry in the
 Budget of 1887/88 an Estimate of
 Rs 106,800 for constructing the
 High Northern Road from Ellore
 No 5 from Vizagapatam to Ellore, a
 distance of 40 miles, within the
 limits of the Krishna Division
 in the Masulipatam District.

27th April 1881
 13th July 1881

Public (roads)

Abstract of Estimate No

Road No

District Masulipatam

Work repairing and altering the High Northern Road between
 Bezworah and Ellore in the limits of the Krishna Division.

Quantities	Description of Work	Rate		Amount		Amount for each part
		R ^s	a ^s p	Rupess	Rupess	
6,445	Bezworah					
31771	Earthwork	1/2	9	1489		
3456	Metalling	1		3456		
5599 1/2	Gravelling	10		3500		
2386 1/2	"	3		447		
3600	"	5		1125		
8854 1/2	"	8		4427		
7776	"	14		6804		
217	Removing Rocks	8		109		
	Levelling			2379		
	Masonry work			8460		
	Sundries			4		
						32200
	Noona Mullum					
234984	Earthwork	1/2	9	11015		
44059 1/2	Metalling	1	8	22030		
	Levelling			3918		
	Sundries			7		
						36970
	Carried over					69170

Quantities	Description of Work	Rate			Amount	Amount for each part
C. Mds.	Brought forward	R ^s	A ^s	P	Rupies	Rupies
	Elloot					69170
178776	Earthwork	767	"	9	5380	
33520 1/2	Gravelling	50	"	8	16760	
	Levelling				2793	
	Sundries				7	
						27940
	Superintendence & sundries and contingencies					9600
	Total Company's Rupees					106300

Central Office of P. W.
 Fort St. George
 1st December 1856

Colonel
 Chief Engineer P. W.

Abstract Estimate for
Repairing and Altering the
High Northern Road between
Buryworch and Ellore in
the limit of the District
Division in the District of
Madras.
Amounting to Rs. 106800-0-0

Public. (roads) [New York]
Abstract of Estimate No. of 185 . /5
Road No.
District. Guntoor.
Work. Repairing the Road from Guntoor to Sukole near Tanjore.

Quantities	Description of Work	Rate			Amount	Amount for each part
		R ^d	a ^d	P.	Rupces	Rupces
	<u>Guntoor</u>					
25640	Earthwork	9			1202	
19014	Gravel	10			11883	
	Masonry Works				8708	
	Spreading, levelling & ramming				1797	23590
	<u>Partipanda</u>					
141681	Earthwork	9			7184	
36572	Gravel	10			22857	
	Masonry Works				12422	
	Spreading, levelling & ramming				3048	45511
	<u>Martool</u>					
280728	Earthwork	10			14621	
52636	Gravel	10			32898	
	Spreading, levelling & ramming				4864	57883
	Superintendence, Sundries & Contingencies					11816
	<u>Total Cost</u>					132800

Central Office of P.W.
Fort St. George.
6 December 1856.

W. J. L. Colvel.
Chief Engineer P.W.

Central Office of P.M.
Fort St. George.
6 December 1856..

Wm. L. Taylor Colonel
Chief Engineer D.R.W.

Quantities	Description of Work	Rate			Amount	Amount for each part
C. Mds.		Rs	As	P	Rupees	Rupees

A₂ 15

Enclosure
 In a Report
 From me
 The Chief Engineer
 D.P.W.

To
 The Secretary to Govt
 D.P.W.
 1/587/5

Dated 6th
 Received } December 1856
 P.W. 2777/56
 N^o 8662

Abstract Estimate for re-
 pairing the High Northern
 Road Trunk Road N^o 6 from
 Sumbor to Varagam inclu-
 ding the Construction of tunnels
 Bridges &c in the Sumbor
 District Amt & C^{rs} 1,32,800-

Guntur Dist.

Public Road

No 8662.

17

Report on an Estimate prepared by the Civil Engineer of the Madras Division for constructing the high northern road - Trunk Road No 6 - from Guntur to Trichole a distance of 42 miles.

Amount of Estimate Rupees (132800.) One Lakh, thirty two thousand and eight hundred as follows.

Earthwork Rs. 23007...

Gravelling Rs. 67138...

Spreading, levelling & ramming Rs. 9209...

Masonry Works.

7 Tunnels each of 10 ft of 15 ft span Rs. 1071...

1 do do do do do Rs. 728...

1 do do do do do Rs. 1188...

3 Bridges each of 1 Arch of 12 ft do Rs. 3335...

3 do do do do do Rs. 5253...

1 do do of 2 Arches do Rs. 1410...

1 do do do do do Rs. 2100...

1 do do do do do of 30 ft do Rs. 5354...

2 Road drains 50 yds in length Rs. 690...

Superintendence and sundries Rs. 11816...

Total Estimate Rs. 132800...

1. In the Budget List No 2 of 1834/57 item 65 an Estimate of Rupees 24990... was entered for changing the line of the high northern road from Sektanagarum on the south bank of the Madras to a point south of the Sadafully hill, and for repairs to Guntur, a distance of 18 miles.

2. In consequence of the restrictions on

on expenditure. The diversion of the line to avoid the necessity of crossing the Tungabhadra, is the only work that has yet been carried out, the outlay having been Rs 2000...

3. The present Estimate provides for the completion of the road South of Guntoor, portions of which were formerly made, and provided with a few tunnels and bridges, but the whole line is now stated by the Civil Engineer in his letter No 87 dated 15 October 1856 to be in a most wretched state.

4. The road as now proposed to be constructed is to follow the present line for a distance of 17 miles, to where it strikes the projected Southern high level channel near Naragan, on the western Embankment of which it will be continued for the remaining distance of 25 miles, to the boundary of the Bellary and Guntoor Districts near Inhole.

5. By carrying the road on this Embankment no additional masonry works will be required for it, as the disposal of the drainage under the channel is provided for by numerous tunnels, and by Aqueducts having Bridges attached to them.

6. The only portion of the road from the Presidency to Ellore in the Masulipatam District for which Estimates are now required, is that between the Moodigumla river North of Ongole, and Inhole, and to the necessity of preparing which, the early attention of the District Engineer of Bellary will be

he

be called to...

7. From Inhole, Captain Orr observed that the road may be continued in a new direction to Vallampully, to end at the Godavari river, by a bridge already sanctioned for Trunk Road No 7.

Vide Estimate No 1405 - 12 Aug 76

8. The rates allowed in the Estimate which is supported by the countersignature of the Collector now submitted, are moderate and sufficient, and the Chief Engineer recommends it for entry in the Budget of 1857/58. Although it is open unavoidably to the objections urged by Lieutenant Colonel Batter in para 19. et seq. of his despatch No 3173 of 11 July last. Communicated in E. from the Minutes of Council No 1405 - dated 12 Aug 1856

Central Office of R.W.
Fort St. George
6 December 1856

Mr. Major Colonel
Chief Engineer

The Secretary to Government
R.W. Department

- List of Enclosures
- 1 Letter from the Govt. Engr. Masulipatam dated 15 Oct 1856 No 87. - A 1
 - 1 Abstract Estimate - - - - - A 2
 - 1 Plan - - - - - A 3.

17

Cons 12th Augt/56 No 97 Q^{rs}
- 28th Sept - 1856
18 Dec 1856, 3.4.

Public Works 83/ Dept
D^o 15 Cons 28th July
No 2777

From the Chief Engineer
to the Secretary to Government
P.W. Department

Dated 6th December 1856
Re 209th

3 Enclosures
Returned.

No 1412. 23rd July

No 8662.

Forwards for entry in the Budget
of 1857/58 an Estimate of Rs 1,32,800.
for constructing the high northern
road. Trunk Road No 6 from
Guntur to Inhole, a distance of
43 miles within the limits of the
Kistna Division in the Guntur
District.

No 16.

27th April 1857
C 13 July 1856

21 P.W.D.

No 1412.

Extract from the Minutes of Consultation
Under date the 23rd July, 1857.

Read the following
Reports from the Chief Engineer
to the Secretary to Government
P.W. Department
Here enter 6th December 1856, No 8662
Q^{rs}.

With the first of
the above Reports the
Chief Eng^r forwards an
Estimate amounting to Rs
1,06,500 for constructing
the portion of Trunk Road
No 6 from Bezarah to
Ellae, or as appears from
the Sketch to a place
called Dendaloor, north
of the Kistna, a distance
of forty miles, and the
Estimate of Rs 1,32,800
forwarded with the

ff
ff

Second

second Report provides for the line in the Guntoor District, south of that river, viz from Guntoor to Inhole; both roads being within the limits of the Krishna Division.

2 In respect to the Project for the road in the Masulipatam District, it is stated that only about twelve miles from Bezogarah northwards were many years ago formed by the Corps of Engineers, but that the work had been allowed to fall into disrepair. The road, as now proposed, is to follow the old line for about the first eleven miles to a point where it will be crossed by the Elne high level Channel, ^{near Casapally} from Cohanee. It is to be continued for the remaining twenty nine miles on the eastern

Embankment

embankment of the channel. The advantages offered by this embankment are fully explained by the District Engineer in para 3 of his letter of the 15 October 1856, and the masonry works required exclusively for the road, are confined to the first eleven miles, for which the old line is to be followed; the embankment rendering a similar provision for the remaining distance unnecessary.

3. As regards the road in the Guntoor District, it is observed that a sum of Rs 24990 was sanctioned on the 12th December 1855 for changing the line of a portion of the Spunk Road from Setauagram to a point south of ^{the} Tadapully hill.

+ C.M. No 893

hill, and for repairing
the road through
the whole distance to
Guntur. From the entries
in the Budget of 1857/8,
it is seen that Rs 2000
had been spent upon the
work up to November,
last, and that a sum
of Rs 10,000 was proposed
for putting ~~in~~ during
the current official year,
leaving the balance to
be worked out in 1858/9.
The present Estimate
provides for continuing
the line from Guntur to
Inkole, a distance of
forty-two miles. The
District Engineer observes
that the road, though
"bearing a great traffic,
"is in a most wretched
"state, notwithstanding
"that portions of it have
"here and there at one
"time or another, been
partially

75
"partially made, and
"a few tunnels and bridges
"erected." He proposes
in constructing the road,
to take it on the present
line for seventeen miles
to near Varagani, and
from thence, as in the
case of the road in the
Masulipatam District
referred to above, to
carry the line upon the
western embankment of the
projected Southern high
level Channel, up to the
boundary of the Guntur
and Nellore Districts
near Inkole. Fifteen
tunnels, nine bridges, and
two Road Dams are pro-
posed to be built on
the portion between Guntur
and Varagani, and the
Dist. Engr. observes that
experience from similar
works for the remaining
distance where the
road

road is to be transferred
to the bank of the Chan-
nel, as rendered unnecessary
in consequence of the
disposal of the drainage
~~under the Channel~~ being
provided for by numerous
tunnels, and by aqueducts
having bridges attached
to them.

4 The Govt. fully
recognize the importance
of completing the Great
Northern Road, and ap-
prove of the two Projects,
which will be entered
in the Budget of 1888/89
for the orders of the
Govt. of India.

5 In the Abstract Es-
timate forwarded with
the Report Q, the Project
is described as "Repairing
the road from Guntur to
Inkole near Varagani",
and in the paper on the
back of that paper as
"Repairing the High Northern
Road

(Though here also Inkole is
entered instead of Inhole)

27
Road & trunk Road No. 6
from Guntur to Varagani.
The description in both
places is ~~altogether~~ er-
roneous. In the first
place the proposed work
is not one of repair but
of construction of the
road; in the second
place the portion to be
constructed does not
stop at Varagani, but
extends to the boundary
of the Guntur and
Mellae Districts near
Inkole; and in the
third place Inkole
is not near Varagani, but
at a considerable
distance from it, as
shown by the sketch for-
warded with the Report
R. It is surprising
that while the work
is correctly described
in the Report itself, the
errors above pointed out
should

should ^{not} have been com-
mitted in such an
important document as
the Estimate which the
Chief Eng^r must be
fully aware, will even-
tually have to be laid
before the Gov^t of Madras.

6. Similar mistakes
occur in the Estimate
marked R1 for the road
in the Masulipatan Dis-
trict. The work is there
described as "Repairing
and altering the High
Northern Road between
Bezvanah and Ellore"
whereas it is stated in
the Report that the
Estimate provides for the
"thorough construction of
the road," and again the
Sketch marked R3 shows
that the proposed road is
not to terminate at Ellore
but further up at a
place called Dandaloom.

M

7. ~~In respect to~~ The
item for masonry work,
~~this~~ is shown in the two
Estimates by the mere
entry of the total amount
required, whereas each
of ~~these~~ ^{the} works ought to
have been specified
and an Abstract of
the measurements and
other particulars given
according to the Form
laid down in Appendix
E1 of the second Report
of the Madras Public Works
Commissioners, and referred
to in No V of the Rules
for the submission of Estimates
passed in M.C. of the
18. Oct. 1855 No 696.

8. The papers in
question will therefore
be returned to the Chief
Engineer in view of
revised ^{Estimates} ~~estimates~~ being pre-
pared and submitted
with reference to
the above observations.

J

It is hoped that Colonel
 Fisher will, by proper
 arrangements in his of-
 fice, prevent the re-
 petition of such mistakes
 in similar documents
 for the future.

R. L.

9 Copies to the Chief Eng.
 with 6 Encl.
 Disb-24.

Public Works 1857 Dept.
D. to Com 28 July.

No. 1112.

Extract of Univ. of Con.
D. 23. July, 1857.

Extract from the P. of the Chief
Engineer of 2 Sept. 1857 C. No. 1113 in
22.

Considering that Govt.
fully recognize the importance
of completing the great New
Thames road & approve of the
two projects submitted in the
Reports from the Ch. Engr.
dated 6 Decr/56 N. 8662 R.
& Q, which will be entered
in the Budget of 1858-59 for
the orders of the Govt. of London.

N. 16818.

c13 July 1857