1. Number of pages. 18
2. Date of repair. 8.7.
3. Initials of Referencer

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M.R.O. 1—32,400—28-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 26.5.57

G.O. No. 966 Press Mis.

1-2

Dated 20-5-1857

Not to be folded or roughly handled

17/57

No. 1. Read the following Extract from the Proceedings of the Chief Engineer, dated 28th April 1857, 12175.

Read the following letter from Captain G. C. COLLYER, Superintending Engineer, Central Circle; to Colonel C. E. FABER, Chief Engineer, dated Camp Kistnapatam, 3rd April 1857, No. 43.

SIR,

I had intended to write a report upon the roads in the Collectorates which I have lately visited, but having for the most part travelled on by ways and further, a full report having been called for in your Circular No. 10224 of the 11th February 1857, from the District Engineers themselves I shall confine myself to pointing out the most important lines of intercommunication for immediate completion, and offer a few remarks upon the roads, which may be useful, in carrying on works of this kind hereafter.

2. Bellary to Humsagur, this communication is in very fair order, but requires to be completed; near Bellahoonshee, there is a gap in the road which even now causes great inconvenience but which in the monsoon is impassable for days.

3. Bellary to Adony and Rampoor, the direction of this road between Bellary and Haulhully should be changed, it should be taken across the Huggry river at Permadevenhully and not at Mokay, that the same bridge may serve both for it and for the road to Gooty.

4. Bellary to Gooty, of this road 22 miles only can be said to be finished, even that is not bridged, the portion from Guddacul to Gooty does not appear even to have been traced and it is ploughed up in some places; here and there a hundred yards or so, are commenced, the remainder being untouched; this line is part of that which connects Bellary with Kurnool viâ Dhone, and ought unquestionably to be completed, as should the road from Bangalore to Secunderabad.

5. The road from Anantypoor to Pennaconda requires to be bridged.

6. The road from Gooty by Yadakee Tarputty and Chintagoonta to Cuddapah should be finished, it is an important communication, the road from Bellary by Ooderpee Droog and Anantypoor, joining the above line should certainly be completed, there is a very considerable traffic between the two Collectorates, and this part of the country ought to be opened up thoroughly for facilitating Police operations, the part of the country about Yadakee and Turputtee has not a very enviable notoriety, many parts of the road are excessively, bad and I lately forwarded an estimate for making passable a portion of about 4 miles between Appayapully and Peerzadpet in the Cuddapah District.

7. A road is required and should be recommended from Handy Anantypore, viâ Munilla, Dumpetta, and Peddaobyally in the Bellary District; through Cuddree, Peddapally and Goorum Condah in the Cuddapah District to be continued to the bridge over the Bahooneddy at Mahomedpoor on the road from Cuddapah to Madras, and it would be well to join Cuddree with Pennacondah in Bellary.

8. A road is also much required and recommended from Peddapully to Raichooty and thence by the Sonepay ghaut to Chitwail by which means an intricate and at present albeit impassable tract, will be opened up to the Coast by the Raupoor ghaut. The roads from Bellary to Kurnool by Kodamoor, and from Kurnool to the Nundy Cunnama pass by Penniem, and Nundial, should be pushed on with all possible speed from Tunzpilly to Ponium it is very imperfectly made and thence to Nundy Cunnama it is not even traced out.

9. A line of road is recommended from Paipully ; on the Gooty and Kurnool road (by Dhone) ; to the Nundy Cunnama ghaut by Boganapilly ; and Kurnool should be connected by a road with the Munteral Cunnama ghaut.

10. A road ought unquestionably to be made at an early date between Nundeal and Cuddapah by Dovoor.

11. Other communications both in Bellary, Kurnool and Cuddapah, might be undertaken with advantage, but the above are I believe the most important and should be taken in hand before new lines are commenced.

12. Of the main lines of road from Cuddapah, two, the Nellore and Cuddapah central line of famine road, viâ Budwail and Dorenal, and the direct Cuddapah and Madras road through the Chitwail valley, are of first importance ; the former is in an advanced state, and already carries a great traffic, but it requires completion ; bridges to be built, and in many places both earth work and metalling, this latter is in abeyance, pending the determination of the line of railway.

13. Mercantile gentlemen resident in Cuddapah for many years, and well acquainted with the District and its wants, having very large transactions in Indigo &c. assure me that what has of late years been effected, in the way of roads has been the very greatest boon that could have been granted, they as well as other mercantile gentlemen and the wealthy native traders and Merchants of Cuddapah and Nellore are exceedingly anxious that both these roads be completed, with the least practicable delay ; and even should the railway from Madras to Cuddapah be taken by the very route selected for the road, it seems to me that it should at least be made easily passable as very materially assisting in the construction of the railway itself.

14. In the Nellore District the roads requiring immediate attention are the following, the Northern Trunk road No. 6 the damages to which are fully described in Lieutenant Mullin's letter No. 1057, 4th October 1856. And which are by no means over stated and the Raupoor ghaut from Chitwail by Goodoor to the Rampairoo river, which has been commenced and for the completion of which an estimate was submitted by the District Engineer of Cuddapah for entry in the last Budget.

15. The Cumbum and Ongole road being the continuation of the Nundy Cunnama ghaut.

16. A line is recommended from Cusbah Cunny Gherry to Surgaroya Condah, viâ Cusbah Ponaloor and Cundacoor, to open up the Sub Collectorate and join it to the Northern Trunk road ; a line is also recommended from Oodiagherry to Sungum, this latter will connect a populous District and the Moonsiff's station with the Nellore and Cuddapah road.

17. The above are the roads of immediate importance many of them require, but to have bridges and tunnels to complete them, should the Government not be disposed to recommend the whole sums required for the other proposed lines at once, portions at least, may be sanctioned for expenditure in making the worst places passable, here and there bridging an impassable stream, and this might be done with great advantage to trade without in any way impairing the integrity of the estimate, and it would I think be well were these and other necessary improvements carefully considered and leisurely traced out that there may be work ready in case of famine.

18. I do not think the sums of money expended upon the communications, especially in Bellary, should be put down exactly as so much money disbursed on account of roads ; the famine there pressed heavily, and thousands of starving men women and children were fed, who never did, or could do, a days work.

19. At the rate of 2000 Rupees a mile for the 415 miles of road mor e or less in progress towards completion, the sum would have amounted to 8,30,000 Rupees instead of the 1,259,478 actually disbursed, and when the urgency of the case, the difficulty of procuring trained Superintendents, and the loss upon unskilled labour imperfectly directed, are taken into consideration, it may perhaps be a matter of congratulation that so much has been effected ; not only in the fact that 13 millions of persons were fed for one day, at the rate of some million and a half a month, but that the crying want of Bellary has to a certain extent been removed, and that it has

Fort Saint George, Public Works Consultation of 26th May 1857.

been opened up and connected with Kurnool and Cuddapah, and they again with Nellore and the coast (for in these Districts also many miles of famine roads have been constructed) benefitting these provinces in a manner, which situated as they then were, no other description of work would probably have done, and which has prepared the way for irrigation and agricultural improvements, which may now be carried on with every prospect of success.

20. The amount of European Superintendence, that is of the grade of Officers amounted only to Rupees 9,452-5-4 which is too little even on the supposition that they were all practiced road makers, and I think I may say without in any way detracting from the justly earned credit of the Officers employed, and who worked with acknowledged energy, that the hands of the Engineer Officers would have been strengthened, and probably more work would have been dones had skilled Officers such as Captains Barber, Heathorn, Marshall, and others, long trained in the road Department, been sent at the Public expense to advise, and direct the labors of other, equally zealous, but less experienced as Superintendents.

21. In riding over some of the roads, I could not but remark that covered drains had frequently been built, where road dams would have answered all the purpose, and that frequently a road has thus been tunnelled at considerable expense, leaving perhaps a stream of three or four yards in width, and which really is sometimes an obsticle to traffic, *unbridged ;* this is in some cases to be attributed to want of due consideration, and in others to a want of clearness in understanding what is meant by bridges, a road occasionally receives sanction with the exception of bridges, and then the extent of bridges executed depends on the idea entertained by the local Officer of how many feet of water way to be spanned constitutes a bridge.

22. In making estimates for roads ; (and no road ought to be sanctioned as a general rule, on the 1000 Rupees or 2000 Rupees a mile principal,) it should be distinctly stated by the District Engineer what minor bridges are absolutely necessary for making a continuous line for traffic ; and if the Government are not disposed to sanction the whole at once, the primary sanction should be such as to cause an uninterrupted communication to be formed, and not as now too frequently the case permitting the roads to be made with here and there, some impracticable gap.

23. In conclusion I would point out how advisable it is, that some heavy penalty be imposed on the use of the knife edged solid wheels used in these parts, which are very destructive to the roads.

Resolved that a copy of the foregoing letter No. 43, dated 3rd Instant be forwarded for the information and orders of Government.

2. Resolved also that paras 2 to 11,12 and 13 and 14 and 15 be forwarded to the Collectors and District Engineer's respectively of Bellary, Cuddapah, and Nellore for any observations they may have to make on the same.

(A true Extract.)

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

No. 2. ORDER THEREON, No. 966 ; dated 20th May 1857.

With these Proceedings, the Chief Engineer submits for the orders of Government, without review, a report from the Superintending Engineer Central Circle upon the roads in the Collectorates through which he lately passed.

2. The Government cannot pass any orders on the report in its present state. Captain Collyer points out that certain roads have not been completed ; that others require bridging, and that certain new roads are necessary. Colonel Faber should have considered the several sugges-

tions and given the Government the advantage of his opinion on each of them, reporting at the same time the measures he may have adopted to procure estimates, for completing and bridging the lines already existing, as well as for forming the new lines proposed. He is now requested to deal with Captain Collyer's propositions in the manner pointed out, and to submit them for the decision of Government in a more complete form, with such recommendations, as the further information he may obtain, may induce him to offer.

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

No 12175 5

No 1 Road Report

Extract from the Proceedings of the Chief Engineer in the Department of Public Works Fort St. George.

Under date the 28th April 1857.

Read the following.

No 2.3.

From Captain G. C. Collyer,
Superintending Engineer C. C.

To Colonel C. E. Faber,
Chief Engineer D. P. W.

Dated Camp Bellary 18 May 1857

Sir

I had intended to write a report upon the roads in the Collectorates which I have lately visited, but having for the most part travelled on by-ways and further, a full report having been called for in your Circular No. 10224 of the 11th February 1857 from the District Engineers themselves, I shall confine myself to pointing out the most important lines of intercommunication for immediate completion, and offer a few remarks upon the roads which may be useful, in carrying on works of this kind hereafter.

2 Bellary to Hurnsagur. This communication is in very fair order, but requires to be completed; near Bellahoonshee, there is a gap in the road which even now causes great inconvenience but which in the Monsoon is impassable for days.

3 Bellary to Adony and Rampoor. The direction of this road between Bellary and Haulhully should be changed. It

it should be taken across the Huggry river at Pernaderuvenhully and not at Nokay, that the same bridge may serve both for it and for the Roads to Gooty.—

4 Bellary to Gooty, of this Road 22 miles only can be said to be finished, even that is not bridged, the portion from Geddacul to Gooty does not appear even to have been traced and it is ploughed up in some places; here and there a hundred Yards or so, are commenced, the remainder being untouched; this line is part of that which connects Bellary with Kurnool via Dhone, and ought unquestionably to be completed, as should the Road from Bangalore to Secunderabad.——

5 The Road from Anantypoor to Pernaconda requires to be bridged.

6 The Road from Gooty by Yadakee Tarputty and Chintagoonta to Cuddapah should be finished, it is an important communication, the Road from Bellary by Coderpee Droog and Anuntypoor, joining the above line should certainly be completed, there is a very considerable traffic between the two Collectorates, and this part of the Country ought to be opened up thoroughly for facilitating Police operations, the part of the Country about Yadakee and Turputtee had not a very enviable notoriety, many parts of the Road are excessively bad, and I lately forwarded an Estimate for making passable a portion of about 6 miles between Appayapully and Peerzadpet in the Cuddapah District.

7 A Road is required and should be recommended from

from Kandy Anuntypore, via Munilla, Dumpetta, and Peddaobjelly in the Bellary District; through Cuddree, Peddapully and Goorum Condah in the Cuddapah District to be continued to the Bridge over the Pahooneddy at Mahomedpoor, on the Road from Cuddapah to Madras, and it would be well to join Cuddree with Pennacondah in Bellary.—

8 A Road is also much required and recommended from Peddapully to Raichooty and thence by the Sonepay Ghaut to Chitwail by which means an intricate and at present albeit impassable tract, will be opened up to the Coast by the Pauperghaut. The Roads from Bellary to Kurnool by Kodamoor, and from Kurnool to the Nundy Cunnama pass by Penneim, and Nundial, should be pushed on with all possible speed from Tuntpilly to Penneim it is very imperfectly made, and thence to Nundy Cunnama it is not even traced out.

9 A line of Road is recommended from Paipully, on the Gooty and Kurnool Road (by Dhone); to the Nundy Cunnama Ghaut by Boganapilly; and Kurnool should be connected by a Road with the Nuntoral Cunnama Ghaut.

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11 Other communications both in Bellary, Kurnool and Cuddapah, might be undertaken with advantage, but the above are I believe the most important and should be taken in hand before new lines are commenced.

12 Of the main lines of Road from Cuddapah, two, the Nellore and Cuddapah Central line of famine Road, via

Budwail.

Budwail and Dorenal, and the direct Cuddapah and Madras road through the Chitwail valley, are of first importance; the former is in an advanced state, and already carries a great traffic, but it requires completion; bridges to be built, and in many places both earth work and metalling. this latter is in abeyance, pending the determination of the line of Railway. —

13 Mercantile gentlemen resident in Cuddapah for many years, and well acquainted with the District and its wants, & having very large transactions in Indigo &c. assure me that what has of late years been effected, in the way of Roads has been the very greatest boon that could have been granted, they as well as other mercantile Gentlemen and the wealthy native traders and Merchants of Cuddapah and Nellore are exceedingly anxious that both these roads be completed, with the least & practicable delay; and even should the Railway from Madras to Cuddapah be taken by the very route selected for the road, it seems to me that it should at least be made easily & passable as very materially assisting in the construction of the Railway itself —

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District Engineer of Cuddapah for entry in the last Budget.

15 The Cumbum and Ongole road being the continuation of the Nundy Cunnama Ghaut.

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18 I do not think the sums of money expended upon the Communications, especially in Bellary, should be put down & exactly as so much money disbursed on account of roads, the famine there pressed heavily, and thousands of starving men women and children were fed, who never did, or could do, a days work. —

19 At the Rate of 2000 Rupees a mile for the 415 miles of

of road more or less in progress towards completion, the sum would have amounted to £30,000 Rupees instead of the 12,59,478 actually disbursed, and when the urgency of the case, the difficulty of procuring trained Superintendents, and the loss upon unskilled labour imperfectly directed are taken into consideration, it may perhaps be a matter of congratulation that so much has been effected; not only in the fact that 13 millions of persons were fed for one day, at the rate of some million and a half a month, but that the crying want of Bellary has to a certain extent been removed, and that it has been opened up and connected with Kurnool and Cuddapah, and they again with Nellore and the coast (for in these districts also many miles of famine roads have been constructed) benefitting these provinces in a manner, which situated as they were, no other description of work would probably have done, and which has prepared the way for irrigation and agricultural improvements, which may now be carried on with every prospect of success.

20 The amount of European Superintendence, that is of the grade of Officers amounted only to Rupees 9,152-5-4. which is too little even on the supposition that they were all practiced road makers, and I think I may say without in any way detracting from the justly earned credit of the Officers employed, and who worked with acknowledged energy, that the hands of the Engineer Officers would have been strengthened, and probably more work would have been done, had Skilled Officers such as Captains Barber, Heathorn Marshall, and others, long trained in the road department, been sent at

at the public expense to advise, and direct the labors of others equally Zealous, but less experienced as Superintendents.

21 In riding over some of the roads, I could not but remark that covered drains had frequently been built, where road dams would have answered all the purpose, and that frequently a road had thus been tunnelled at considerable expense, leaving perhaps a stream of three or four Yards in width, and which really is sometimes an obstacle to traffic unbridged; this is in some cases to be attributed to want of due consideration, and in others to a want of clearness in understanding what is meant by bridges, a road occasionally receives Sanction with the exception of bridges, and then the extent of bridges executed depends on the idea entertained by the local Officer of how many feet of water way to be spanned constitutes a bridge.

22 In making estimates for roads (and no road ought to be Sanctioned as a general rule, on the 1000 Rupees or 2000 Rupees a mile principle) it should be distinctly stated by the District Engineer what minor bridges are absolutely necessary for making a continuous line for traffic; and if the Government are not disposed to Sanction the whole at once, the primary Sanction should be such as to cause an uninterrupted communication to be formed, and not as now too frequently the case, permitting the roads to be made with here and there, some impracticable gap.

23 In conclusion I would point out how advisable it is, that some heavy penalty be imposed on the use of the knife edged solid wheels used in these parts, which are very destructive to the roads.—

I have &c.

Camp Kistnapatam,
3rd April 1857.

(Signed) G. La Colleyer, Captain
Sup. Engineer S. C.

Resolved

Resolved that a copy of the foregoing letter No. 43 dated 3rd Instant be forwarded for the information and orders of Government.—

2 Resolved also that Paras 2 to 11 & 12 and 13 and 14 & 15 be forwarded to the Collectors and District Engineers respectively of Bellary, Cuddapah, and Nellore for any observations they may have to make on the Same.—

A True Extract

Actg Sub Colonel.

EC Chief Engineer.

To,

The Secretary to Government

P. W. D.

Copy to the Secretary to Government

Pl. Vol

N°966

Extract from the Minutes of Government
Under date the 27th May 1857.

Read Letter from the Secretary
to Government &c. &c.
dated 25th Instant
No 1217
Submitting Letter from the
Chief Engineer
Requesting Sanction to
certain Proposals

Ordered that the Proposals
contained in the Letter
of the Chief Engineer
be sanctioned

Pl. Com. 20 Jany 58 No 506.
do 27 May 56 — 39 800

Public Works 1857 Department
Dto Cons 26th May No 869

Extract from the Proceedings
of the Chief Engineer.

To The Secretary to Government &c. &c.

Dated 25th
Received 29th } April 1857.

No. 1217

S. G. No. 966. 20th May

Communicates a letter from
the Superintending Engineer &c &c.
Mentioning the Roads in the Districts
of Bellary, Kurnool, Cuddapah,
and Nellore, which should be
Completed and Recommends others
which may be commenced & traced out
for the information and orders of Govt.

No 5.

C15 Army Regy

2. The Govt. can not pass any orders on the report ~~as to them~~ in its present state. Captain Collyer points out, that certain roads have not been completed, that others required bridging & that certain new roads are necessary ~~and more~~. Colonel Faber should have considered the several suggestions and given the Govt. the advantage of his opinion on each of them, reporting at the same time the measures he may have adopted to procure Estimates, ~~together with the necessary information~~ for completing and bridging

bridging the lines already existing, as well as for forming the new lines proposed. He can is now requested to deal with Captain Collyer's propositions in the manner pointed out, and to submit them for the decision of Govt. in a more complete form, with such recommendations, as the further information he may obtain, may induce him to offer.

D. F.

J. Christie to the Chief Engr.
Dec. 22.

Public Works 1857 Dep.t
Dr to Cons 26th May.

No 966.

6

Extract Mins of Cons:

Dd 20th May 1857

From Chief Engr 10th May 57 & No 1197
= 623 =

Requesting the Chief Engr to give his opinion on the propo=sitions of Captain Collyer, re=garding the roads in the Dis=tricts of Bellary, Kurnool, Cuddapah, and Nellore and to submit them for the decision of Government, in a more complete form.

No 1+2.

15 Aug 57