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MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. Press Mis.

Dated 18

Not to be folded or roughly handled

No. 100. Read the following letter from Major E. LAWFORD, Officer in charge of the Central office of Public Works; to W. H. BAYLEY, Esq., Acting Secretary to Government, dated 7th June 1858, No. 911.

SIR,

Although I am precluded by the restrictive orders, still in stringent enforcement from offering any recommendations for expenditure in the improvement of the communications of this Presidency, unless as Military thoroughfares for the operations of troops or passage of stores, and supplies for the Armies on the frontier, yet I am led to conclude, the Government will not desire me to suppress the descriptions of the present state of the roads, which the District Engineer's submit from time to time to the Central office.

1 Copy of letter.
1 Do. Statement.

2. Under this impression, I venture to forward herewith the copy of a very condensed, but interesting review of the main roads in the Cuddapah District, drawn up by Lieutenant Shaw Stewart, and I am of opinion that the Government will not fail to peruse the same with considerable interest, the more so, that it is the property of road dilapidations to increase in a very rapidly accumulating ratio of progression.

No. 65 dated 25th May 1858.

Letter from Lieutenant J. H. M. SHAW STEWART, District Engineer of Cuddapah; to Colonel C. E. FABER, Chief Engineer, dated Pedda-Tippasamoodrum, 25th May 1858, No. 65.

SIR,

In compliance with your Extract Proceedings No. 16 of the 1st Instant, I have the honor to submit the Statement therein called for, regarding the expenditure on that portion of the Cuddapah and Nellore road which lies in this District.

On the present state of the road and the necessity for an additional outlay, I beg to offer the following few remarks.

2. From Cuddapah to Chennoor on the South bank of the Pennair, the road is now in excellent order. It suffered severely from the heavy storm of November last; but the damage which it then sustained has been all repaired. Short as this piece of road is, barely 5 miles in length, it is the only finished road throughout the whole of this District.

To the North of the Pennair, none of the road is finished, a very small proportion being even in working order. Between the Villages of Cazepett and Nagsaupully, a distance of about 14 miles, it is passable for wheeled traffic though not by any means in first rate order. Beyond Nagsaupully and up to the Nellore frontier, the line has been marked out, and that is all, it can scarcely even by courtesy be called a road. No metal has been put on; many of the necessary tunnels are yet uncommenced; in many places even the side-trenches are not dug; and the earth that had at some few spots been thrown over the stony surface of the ground, was all washed away during the late monsoon.

3. The badness of the road however, has not succeeded in driving away the traffic from the line, simply I suppose from the fact that bad as it is, it is the best, if not the only outlet for the produce of a large tract of country. Even in its present condition, it monopolizes the traffic between the Sea-coast and the greater portion of this immense District. It drains the produce of no less than eight talooks out of fifteen and these the richest and the most fertile in the District. A good proportion of the Bellary produce also finds an outlet here. Indeed it is the only channel of communication between Nellore and the interior. To be able to judge of its importance in this respect, all that is wanted is to watch the almost endless troops of heavily laden bullocks, constantly on the move along it in one direction or the other.

4. There cannot I think be a question as to the expediency of completing the road along the whole line from Cuddapah to Nellore, as speedily as possible. At present the communication between the two Districts is almost entirely as nature left it; we have done little to improve her work along the 200 miles of frontier, there are but three points at which any thing has

been spent to improve the natural passes. Of those the one near Cumbum can never have much influence on the Cuddapah District generally. Its importance to the Cumbum and Doopaud Talooks, and to the Kurnool District is great and undeniable; but it lies too much to the North to benefit the main body of the District.

5. The pass over the Raupoor ghaut in the Chitwail Talook is on the other hand too far to the South, when this talook is connected with Rayachotee by the Sonepoy-ghaut, a road over which has already been sanctioned, this pass at Raupoor will be of great importance, as the southern talooks both of this District and of Bellary will here find an outlet to the coast. It will not however much affect the mass of the Sea-bound produce of the District.

6. The road at present under reference, that from Cuddapah viâ Budwail to Nellore, must from its position continue to monopolize the greater portion of the coast traffic. The amount of this traffic will of course greatly increase when the facilities of its transport are increased. That it now receives any traffic whatever, is rather in spite of than in consequence of the present state of the road. Under these circumstances I think that the expediency of speedily completing the line cannot be questioned.

Statement showing the total expenditure incurred on the road from Cuddapah to the Nellore frontier via Budwail and the Dorenall-pass.

	Amount of estimate.	Expenditure.
Cuddapah and Chennoor road entered in the Budget of 1854-55.....	6,435	6,435
Improving Dorenall-pass and road sanctioned 13th August 1853, No. 316.....	16,296	16,296
First sanction for the road from Chennoor to Budwail (Extract Minutes of Consultation 27th January 1854, No. 48.....	29,000	29,000
Second sanction for the road from Chennoor to Budwail (Extract Minutes of Consultation 10th February 1855, No. 64.).....	39,000	39,743
Total Rupees.....	90,731	91,474

Cuddapah District Engineer's Office Camp Pedda-Tippasamoodrum 25th May 1858.

(Signed) J. H. M. SHAW STEWART, Lieut.
District Engineer of Cuddapah.

No. 101. ORDER THEREON, No. 1409; dated 20th July 1858.

With this letter, Major Lawford forwards one from the District Engineer of Cuddapah, which he describes as an "interesting review of the main roads in that District." The report is however confined to the road from Cuddapah to the Nellore frontier, viâ Budwail and the Dorenall-pass. Major Lawford's attention is called to Extract Minutes Consultation dated 14th April 1858, No. 680.

(Signed) T. PYCROFT,
Chief Secretary.

No 165 of 1858/59

From,
Lieutenant J. H. M. Shaw Stewart,
District Engineer of Cuddapah

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

Sir,

In compliance with your Extract Proceedings No 16 of the 1st Instant, I have the honor to submit the Statement therein called for, regarding the expenditure on that portion of the Cuddapah and Nellore road which lies in this District.

On the present state of the road, and the necessity for an additional outlay, I beg to offer the following remarks.

2 From Cuddapah to Chennoor on the South bank of the Pennair, the road is now in excellent order. It suffered severely from the heavy storm of November last, but the damage which it then sustained has been all repaired. Short as this piece of road is - barely 5 miles in length - it is the only finished road throughout the whole of this District.

To the north of the Pennair, none of the road is finished,

a

a very small proportion being even in working order.
Between the Villages of Cazepett and Nagsaupaliy - a
distance of about 40 miles - it is passable for wheeled
traffic though not by any means in first rate order.
Beyond Nagsaupally and up to the Nellore frontier,
the line has been marked out, and that is all, - it can
scarcely even by courtesy be called a road. No metal
has been put on; - many of the necessary tunnels are
yet uncommenced; in many places even the side trenches
are not dug; and the earth that had, at some few spots,
been thrown over the stony surface of the ground, was
all washed away during the late monsoon.

3 The badness of the road however, has not succeeded
in driving away the traffic from the line, - simply I
suppose from the fact that bad as it is, it is the best,
if not the only outlet for the produce of a large tract
of country. Even in its present condition, it monopolizes
the traffic between the Sea coast and the greater portion
of this immense District. It drains the produce of no
less than eight talooks out of fifteen - and these the
richest and the most fertile in the District. A good
proportion

proportion of the Bellary produce also finds an outlet here.
Indeed it is the only channel of communication between
Nellore and the interior. To be able to judge of its
importance in this respect, all that is wanted is to
watch the almost endless troops of heavily laden
bullocks, constantly on the move along it in one
direction or the other.

4 There cannot I think be a question as to the
expediency of completing the road along the whole line
from Cuddapah to Nellore, as speedily as possible.
At present the communication between the two
Districts is almost entirely as nature left it; - We
have done little to improve her work along the 200
miles of frontier there are but three points at which
any thing has been spent to improve the natural
passes. Of those the one near Cumbum can never
have much influence on the Cuddapah District
generally. Its importance to the Cumbum & Doopaud
Talooks, and to the Kurnool District is great and
undeniable, but it lies too much to the north to
benefit

benefit the main body of the District.

5 The pass over the Rauppor Ghaut in the Chittoor Talook is on the other hand too far to the South. When this talook is connected with Rayachotee by the Conepoy Ghaut, a road over which has already been sanctioned, this pass at Rauppor will be of great importance, as the Southern talooks both of this District and of Bellary will here find an outlet to the coast. It will not however much affect the mass of the Sea bound produce of the District.

6 The road at present under reference, that from Cuddapah viâ Budwail to Nellore, must from its position continue to monopolize the greater portion of the Coast traffic. The amount of this traffic will of course greatly increase when the facilities of its transport are increased. That it now receives any traffic whatever, is rather in spite of - than in consequence of the present state of the road. Under these circumstances I think that the expediency of speedily

completing

completing the line cannot be questioned.

District Engineer's Office
Camp Pedda Tippasamoodrum
25th May 1858.

I have &c
(Sd) J. H. Le. Haverstewan
District Engineer of Cuddapah

A true copy
Lewin Major
Supt Engr in charge of the
Central Office of P.W.

Sd. W. Ellis

Central Office of C.O.

No. 911.

Fort Saint George,

From The Officer in charge of the

7 June 1858.

To The Officer in charge of the Central Office of C.O.M.

Sir,

The Secretary to Government C.O.M.

Sir,

Although I am precluded by the restrictive order, title in stringent enforcement from offering any recommendations for expenditure in the improvement of the communications of this Presidency under the military Boroughames for the operations of troops or baggage of stores, and supplies for the armies on the frontier, yet I am led to conclude, the Government will not decline me to suppress the description of the present state of the roads, which the District Engineers submit from time to time to the Central Office.

2. Under this impression, I venture to forward herewith the copy of a very endorsed letter

Enclosure in a letter from The Officer in charge of the Central Office of C.O.M. To the Secretary to Govt C.O.M.

Dated 7th June 1858.
Rec.

No. 911
C.O.M. 228/58

Copy of a letter from the A.G. District Engineer of Cuddapah forwarding a Statement of expenditure incurred on the road from Cuddapah to the Nellore frontier via Boudwail and the Dorenall Pass.

interesting review of the main roads in the Cuddapah District, drawn up by Lieutenant Shaw Stewart, and am of opinion that the Government will not fail to peruse the same with considerable interest, the more so, that it is the property of road dilapidations to increase in a very rapidly accumulating ratio of progression.

Central Office of P.W.
Fort Saint George,
7 June 1858.

I have the honor to be,
Sir,
Your most Obt Servt
L Lawrence Fraser
Supt Engr in charge of the
Central Office of P.W.

To,
The Secretary to Government P.W.D.

Ex. 1228.

Statement shewing the total expenditure incurred on the road from Cuddapah to the Nellore frontier via Budwail and the Dorenall Pass.

	Amount of Estimate	Expenditure
Cuddapah and Chennoor Road entered in the Budget of 1854/55	6,435——	6,435——
Improving Dorenall Pass and Road Sanctioned 13th August 1853 No 516	16,296——	16,296——
First Sanction for the Road from Chennoor to Budwail (Extract minutes of Consultation 17th January 1854 No 28	29,000——	29,000——
Second Sanction for the Road from Chennoor to Budwail (Extract minutes of Consultation 10th February 1855 No 65	39,000——	39,743——
Total Rupees	90,731——	91,474——

Cuddapah Dy Engrs Office
Camp Pedda Tippasamoodrum
25th May 1858.

[Signed] J. H. Le Shaw Stewart Lt
Dy Engr of Cuddapah.

True Copy

Major
Supdg Engr in charge of the
Central Office of P.W.

No 1409 P.W.D.

Extract from the Minutes of Consultation
Under date the 20th July, 1858.

Read the following
letter from the Officer in charge
of the Central Office of P.W.

Here enter 7th June 1858. No 911

With this letter
Major Sawford forwards one
from the District Engineer of
Cuddapah which he describes
as an interesting review of the
main roads in that District.
The object with which this
paper is submitted is not
stated, Major Sawford merely
observing that it will be "
perused by Government with
"considerable interest." Major
Sawford's attention is called

The report is however
confined to the road
from Cuddapah to the
Kistna Frontier viâ
Badvail and the
Dornala pass.

Enclosure in a letter from
the Officer in charge of the
Central Office of P.W.
to the Secretary to Govt

Date 7th June 1858
Rec.
No 911
Dated 28/6/58

Copy of a Statement
shewing the total expenditure
incurred on the roads from
Cuddapah to the Nellore
frontier and Badvail and
the Dornala Pass.

to Colonial Minutes Consultation
dated 14th April 1858 No 680.

GP

18 Copies to the Chief Engr
Dirs 21st

Public Works 21 1858 Dept.
Canal Br. July

No. 1407

Superintg. Engr. of Canals
Dept. 20th July 1858.

Observe that the Report
subd. from the District Engr. of
Cuddapah is confined only to the
Road from Cuddapah to the Nellore
Frontier, and calls Major Lawford's
attention to Sec. Mins. Canal 14th
April No. 680. 1858.

No. 1004101.

10 July 1858