M.S.O.1—28-406—21-11-28

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press Mts.
Dated	18

Not to be folded or roughly handled

No. 30. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 21st August 1857, No. 3079.

SIR,

1. In continuation of my letter No. 2868, dated 12th Instant, on the subject of the Right Honorable the Governor's Minute communicated to the Central Office, in Extract Minutes Consultation, No. 463, dated 13th March 1857, I have the honor to forward copy of a letter No. 517, of the 21st Ultimo, from the Acting District Engineer of Kurnool, containing, with reference to paras. 84 and 85 of the Minute, observations on the Ghaut, and road, from Calwah viâ Paun'e n *to* Nundyall.

2. The Ghaut which is only 1 mile in length, commences 4 miles from Calwah, at the 24th mile from Kurnool, from the 25th mile the road passes through the Tamrazpilly Valley, the first 5 miles being over a very level and easy line, but in the remaining 4 miles, some defects in the trace are pointed out, the road having been unnecessarily taken over several short spurs which run out from the range of Hills bounding the Valley to the south, thus causing a number of short, but rather steep ascents, and descents.

3. At the 34th mile from Kurnool, the road enters the open country near Pauniem, and from that point, to Nundyall, there is no rise of any consequence.

4. On the Ghaut itself, the road way within the last few months, and subsequent to the period of the Right Honorable the Governor's visit, has been considerably increased in width, no portion of it now being less than 18 feet. The gradients are irregular, being steeper in the lower than the upper part of the Ghaut, but the average gradient is supposed to be about 1 in 15. Lieutenant Shaw Stewart, after a careful examination of the Ghaut is of opinion, that it may be improved, and the only two zigzags at present on it avoided.

5. That Officer bears testimony to the great local value of the road running as it does through four of the richest Talooks of the District, and connecting them with several large Markets, its chief importance however is derived from its forming part of the line from Madras, viâ Cuddapah, and Kurnool, to Hyderabad, and Nagpore, and also from Bellary, and Kurnool, viâ the Nundycanama Pass, and Cumbum, to the Eastern Coast.

6. With the easy communication now formed between Nundyall, and Cumbum, it certainly appears a desirable arrangement, as suggested by the Right Honorable the Governor, that the Cumbum Talook should be transferred to the Kurnool District.

7. The Acting District Engineer will be requested to keep in view the necessity of carrying out the suggested improvements to the Ghaut, and road through the Tamrazpilly Valley.

No. 31. ORDER THEREON No. 1682; dated 5th September 1857.

With reference to paras. 84 and 85 of the Minute of the Right Honorable the Governor, dated 24th January and communicated to the Chief Engineer on the 13th March 1857, Colonel, Faber submits a letter from Lieutenant Shaw Stewart, the Acting District Engineer of Kurnool, reporting on the Ghaut and road from Calwah viâ Pauniem to Nundyall.

2. The Ghaut is only one mile in length, commencing from the 4th mile from Calwah, or at the 24th mile from Kurnool, and extending to the 25th mile. The road then passes through the Tamrazpilly Valley, being carried, for the first five miles, over a very level and easy line, and for the next four, over several short spurs which run out from the range of hills at the south of the Valley; thus causing a number of short, and rather steep ascents and descents. The road then emerges from the valley, and enters the open country near Pauniem, from which place to Nundyall there is no rise of any consequence.

3. Since the Ghaut was visited by the Right Honorable the Governor, considerable improvement has been made in the roadway, which is now no where less than 18 feet in width. The gradients are however irregular, being steeper in the lower than in the upper portion of the Ghaut, the average being 1 in 15. The Acting District Engineer has lately examined the Ghaut,

and expresses his opinion that, by selecting a better line at the lower part, the gradient may be made easier, and the two zigzags, which now exist in the Ghaut, be avoided. The Chief Engineer, it is observed, has requested Lieutenant Stewart to keep in view the improvements which he has suggested to the Ghaut and road.

4. With reference to para. 85 of the President's Minute, Lieutenant Stewart bears testimony to the great value of the road, especially as forming part of the line from Madras, via Cuddapah and Kurnool, to Hydrabad and Nagpore, and from Bellary and Kurnool, via the Nundycanama Pass and Cumbum, to the Eastern Coast; and states that with such easy communication between Cumbum and Nundyall, the transfer of the former Talook to Kurnool will, as His Lordship remarks, prove a great convenience to the inhabitants. The Government observe that it has already been decided in Extract Minutes Consultation of the 7th January last No. 29, that the Cumbum Talook should be transferred to Kurnool, no orders therefore are required on the subject in this place.

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

No. 2547.

From
Lieutenant J.ⁿ H.ᵈ W.ᵐ Shaw Stewart
A.ᵈ Dist.ᵗ Engr.ᵉ of Kurnool

To
The Chief Engineer in the D.ᵖ of Works
Fort S.ᵗ George

Sir,

With reference to Mem.ᵃ No. 97 of the 16.ᵗʰ Ultimo, in which you call my attention to paras. 84 and 85. of the Minutes by the Right Honble the President in Council on the subject of this tour, I have the honor to lay before you the following observations on the Ghaut between Calwaki and Cumbum - The Ghaut Commences 1/2 Miles from Calwaki, at the 24.ᵗʰ Mile stone from Kurnool, and extends to the 25.ᵗʰ Mile stone, being only one Mile in length. The road then passes through the Lamrazpilly Valley, being taken for the first five Miles along a very level and easy line - For the next four Miles, viz.ⁿ from the 30.ᵗʰ to the 34.ᵗʰ Milestones, the road continues in the same valley, but it is taken, unnecessarily I think, over several short spurs which run out from the range of hills that bounds the South side of the valley, thus causing a number of short bits of rather steep ascent and descent - At the 21.ˢᵗ Miles from

from Kurnool, the road emerges from the valley, and enters the open Country near Janiem, and from that point to Rundyall there is no rise of any consequence. —

2. With reference to the Ghaut itself, the roadway has within the last few Months been widened considerably — When the Governor visited it, a great portion was not above 10 feet in width, now there is no part of the Road narrower than 18 feet — As regards the gradient it is not to be denied, that it is rather steep — the averaged for the whole Ghaut being, I think, about 1 in 15. This gradient however is by no means uniform, the lower portion being considerably steeper than the upper — I have lately made a careful Examination of the Ghaut, and the adjoining Ghurs, and I have no doubt that a better line of road might be obtained for the lower portion, I am convinced that this would not only ensure a better and easier gradient, but it would do away with the only two zigzags which at present occur on the Ghaut. —

3. With regard to para 85 of the Presidents Minutes, I can only bear my strongest testimony to the great service, which the road has already conferred on the District, and the still more important results which may be expected from it — It

runs through four of the richest Talooks of the District, Connecting them with several large Markets, and the benefits thus Conferred on them can be easily imagined. —

4. But besides its advantages as a District Road, to fully appreciate its importance, it is only necessary to mention, that it forms part of the great line from Madras Viâ Cuddapah and Kurnool, to Hyderabad and Nagpore, — and also from Bellary and Kurnool, viâ the Rundycauma Pass and Cumbum, to the Eastern Coast, with such easy communication between Cumbum and Rundyall, the transfer of that Talook to Kurnool, will as his Lordship remarks, prove a great convenience to the inhabitants. —

I have &c.

Signed J. A. M. Shaw Stewart Lt.
Asst. Distt. Engr. of Kurnool —

Kurnool Distt. Engrs. Office —
Camp at Cundwah 21st July 1857.

[True Copy]
Wm. Slater Colonel
Chief Engineer

Central Office of Pub: Works
Fort St: George 21st August 1857.

No. 3079

Public
Roads

From The Chief Engineer,
To The Secretary to Government,
Public Works Department.

Sir,

1 Enclosure.
1 Copy of a Letter from the Asst: Dr: Engr: Harnoor dated 13th Inst: No 517.

1. In continuation of my letter No 2868, dated 12th Instant, on the subject of the Right Honorable the Governor's Minutes, communicated to the Central Office in Extract Minutes Consultations, No 163. dated 13th March 1857, I have the honor to forward Copy of a letter No 517. of the 21st Ultimo, from the Acting District Engineer of Harnoor, containing, with reference to paras: 84 and 85. of the Minute, observations on the Ghaut and road, from Calwah via Paniem to Hundyalb.

2. The Ghaut which is only 1 Mile in length commences 4 Miles from Calwah, at the 24th Mile from Harnoor. From the 25th Mile, the road passes through the Tamrazpilly valley, the first 5 Miles being over a very level and easy line, but in the remaining 4 Miles some defects in the trace are pointed out, the road having been unnecessarily taken over several short spurs which run out from the range of hills bounding the Valley to the South, thus causing a number of short but rather steep ascents and descents.

3. At the 34th Mile from Harnoor, the road

enters

Central Office of Pub: Works
Fort St: George 21st August 1857.

No. 3079

From The Chief Engineer,
To The Secretary to Government,
Public Works Department.

Public Roads

Sir,

1. In continuation of my letter No 2868, dated 12th Instant, on the subject of the Right Honorable the Governor's Minutes, communicated to the Central Office in Extract Minutes Consultations, No 163. dated 13th March 1857, I have the honor to forward Copy of a letter No 517. of the 21st Ultimo, from the Acting District Engineer of Harnoor, containing, with references to paras: 84 and 85. of the Minute, observations on the Ghaut and road, from Calwah via Paniem to Hundyalb.

2. The Ghaut which is only 1 Mile in length commences 4 Miles from Calwah, at the 24th Mile from Harnoor. From the 25th Mile, the road passes through the Tamrazpilly valley, the first 5 Miles being over a very level and easy line, but in the remaining 4 Miles some defects in the trace are pointed out, the road having been unnecessarily taken over several short spurs which run out from the range of hills bounding the Valley to the South, thus causing a number of short but rather steep ascents and descents.

3. At the 34th Mile from Harnoor, the road

enters

1 Enclosure.
1 Copy of a Letter from the Asst: Dr: Engr: Harnoor dated 13th Inst: No 517.

Central Office
1857
No

Public Works Department
Dated 21st August 1857
Rec'd 5 August 1857

No 517 of 1857

Copy of a Letter from the Asst: District Engr: of Harnoor, Tirumaly, in reply to Chief Engineer's Circular Letter No 2868 of 12th June 1857.

Extracts of the Ghaut Roads 1857

enters the new Country near Jaunieres, and from that point to Kundyall, there is no rise of any consequence.-

4. On the Ghaut itself, the road way within the last few Months, and subsequent to the period of the Right Honorable the Governor's visit, has been considerably increased in width, no portion of it now being less than 18 feet - The gradients are irregular, being steeper in the lower than the upper part of the Ghaut, but the average gradient is supposed to be about 1 in 15. Lieutenant Shaw Stewart, after a careful examination of the Ghaut is of opinion, that it may be improved, and the only two zigzags at present on it, avoided.-

5. That Officer bears testimony to the great local value of the road running as it does through four of the richest Talooks of the District, and connecting them with several large markets, its chief importance however is derived from its forming part of the line from Madras viâ Cuddapah, and Kurnool to Hyderabad, and Jagthore, and also from Bellary, and Kurnool, viâ the Kundy-canama Pass, and Cumbum, to the Eastern Coast.-

6. With the easy communications now formed between Kundyall, and Cumbum, it certainly appears a desirable arrangement, as suggested by the Right Honorable the Governor, that the Cumbum Talook should be transferred to the Kurnool District.-

7. The Acting District Engineer will be requested to

keep in view the necessity of carrying out the suggested improvements to the Ghaut and road through Tamrazpilly Valley.-

I have the honor to be,
Sir,
Your most Obedient Servant.-

Lt Col & Lieut Colonel
Chief Engineer

To Capt Dyce R.E.

The Secretary to Government
Public Works Department

C. W. Dept

Fo. 1682

Extract from the Minutes of Consultation

Under date the 5th Sept.r 1857.

Read the following letter from the Chief Engineer.

Here enter 21st August 1854 No 30791

With Reference to paragraphs 84 and 85 of the Minutes of the Eighth Honorable the Governor, dated 24th January and communicated to the Chief Engineer on the 13th March 1857, Colonel Faber submits a letter from Lieutenant Rawstorn Stewart, the Acting Assistant

Public Works Office, Fort William the 8th August 1857.

From

Lieut. Col. Faber, Chief Engineer

and

Lieut. Rawstorn Stewart, Acting Assistant

To

The Secretary to the Government of Bengal,

Military Department.

Dated Fort William the 8th August 1857.

Enclosure No. 1.

No. 1682 dated 8th August 1857.

From Lieut. Col. Faber, Chief Engineer

To The Secretary to the Government of Bengal,

Military Department.

Dated Fort William the 8th August 1857.

Enclosure No. 1.

No. 2818 dated 12th September (No. 1682 dated 8th August) 1857.

From Lieut. Rawstorn Stewart, Acting Assistant Commissariat, Chittagong

To Lieut. Col. Faber, Chief Engineer and Commissariat Officer, Fort William.

Dated Chittagong the 31st August 1857.

Subject Proposed Lighthouse on Sandheads.

Sir,

I have the honor to forward a copy of a letter from Lieut. Hall, Bengal Engineers, dated 13th March 1857, forwarded by Mr. Bascomb, containing with reference to para. 84 & 85 of the Minutes, Observations on the Light & Beacon proposed to be erected on Sandheads.

I have &c.

(Signed) R. Stewart

Lieut. Rawstorn Stewart,

Acting Assistant Commissariat,

Chittagong.

c 31 Engg - 223 Desp

230.

District Engineer of Kurnool, reporting on the Route and road from Cuddapah via Panyam to Nundyall.

The Route is only one mile in length, commencing from the 4th mile from Cuddapah, or at the 24th mile from Kurnool, and extending to the 25th mile. The road then passes through the Tamrazhilly valley, being carried, for the first five miles, over a very level and easy line, and for the next four, over several short spurs which run out from the range of hills at the south of the Valley

Valley, thus causing a number of short and rather steep ascents and descents. The road then emerges from the Valley, and enters the open Country near Panyam, from which place to Nundyal there is no rise of any consequence.

Since the Route was visited by the Right Honorable the Governor, considerable improvements have been made in the roadway, which is now nowhere less than 18 feet in width. The gradients are however irregular, being steeper in the lower

lower than in the upper portion of the Ghaut, the average being 1 in 15. The Acting District Engineer has lately examined the Ghaut, and expresses his opinion that, by selecting a better line on the lower part, the gradient may be made easier, and the two zigzags, which now exist in the Ghaut, be avoided. The Chief Engineer, it is observed, has requested Lieut. Stewart to keep in view the improvements which he has suggested to the Ghaut and road.

With reference to paragraph 85 of the Board's Minute

Minute, Lieutenant Stewart bears testimony to the great value of the road, especially as forming part of the line from Madras, viâ Cudelapah and Kurnool, to Hyderabad and Nagpore, and from Bellary and Kurnool, viâ the Nundycanama Pass and Cumbum, to the Eastern Coast; and states that with such easy communication between Cumbum and Nundyall, the transfer of the former Talook to Kurnool will, as his Lordship remarks, prove a great convenience

to

to the inhabitants. The Government observe that it has already been decided in Extract Mins. Cons. of the 7th January last N° 29, that the Cumbum Talooks should be transferred to Kurnool no orders therefore are required on the subject in this place.

J. S.

9 Copies to the Chief Engr.
Despr. 7th

Public Works 1857 Dept.
Do. to Cons: 8th September

No. 1682.

Extract Mins: of Cons:
D.J 5th Sept. 57.

No. 30 & 31.

Passing orders on the Ghaut Road from Cal: arah via Paunieu to Mundyall in the Kur: nool District.

P. 31 Clayton R 3 Sep: