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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
Can - 10/6/37

G.O. No. <u>1228</u>	Press Mis. <u>12</u>
Dated <u>1-6-38</u>	18 <u>57</u>

Not to be folded or roughly handled

Q.H.
23/5/38

No. 1. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th May 1859, No. 162.

With reference to Extract Minutes Consultation No. 542, under date 11th March 1859, calling for a report on the state of the Northern Trunk Road (No. 6), the condition of which was brought to the notice of Government by the Officiating Post Master General, I have the honor to submit the following Reports of the Officers in charge of the Districts through which the Road runs.

Chingleput.

2. With reference to the part of this line lying in the Chingleput District, the District Engineer reports, that as far as the Punnigardi Backwater it is in a fit state to allow of the transit of the Horse dâk over it, the only obstruction being the Corteliar River, which requires Bridging although the line is in a fit state for the Mail carts to use, it requires to be remetalled, that it may be placed in complete repair, and for this purpose an Estimate amounting to Rs. (48,100) forty-eight thousand and one hundred, is entered in Budget Statement No. 1, General No. 18, Budget 1859-60. As soon therefore as the restriction is removed from this, the work can be carried on, and the road be placed in thorough repair in a short time. Beyond the Punnigardi Backwater, the road appears never to have been made; the District Engineer has therefore been instructed to furnish the necessary Estimates.

3. The Bridging the Corteliar River and Punnigardi Backwater, being works that would require a heavy outlay, must lie over until the present financial pressure is removed.

Nellore.

4. With reference to the portion of the line in the Nellore District, the District Engineer reports, that except for the short time in the monsoons of 1857-58, which elapsed between the breaching of some of the embankments and their repair, and at one part between the 84 and 88 miles where the embankment being 4 to 6 yards high, the newly repaired breaches could not until some weeks later become consolidated, and therefore the metalling could not be applied, so as to form a firm surface; the whole of the road from the Southern limits of the District to Nellore has been in a better condition since the report of the Superintendent of Roads, than it was at the time that Officer wrote his Report. The District Engineer also observes, that while the annual allowance for maintenance has been reduced 26 per cent., the road has been subjected to very severe trial by the two last monsoons.

5. From the lists of detentions given, it appears that 3 sources of obstruction were found in this District, viz., the Soornamooky River, the Road between Goodoor and Ramdas Chuttrum and the inverted arches or Irish Bridges, the first is a river more than 800 yards wide, which will require a Bridge of 33 or 35 arches of 45 feet span; as soon as there is any probability of a work of this magnitude being undertaken, an Estimate will be submitted: the part of the road between Goodoor and Ramdas Chuttrum was that which suffered most severely both years; the inverted arches have existed for many years, and have always been a source of serious inconvenience to the traffic. Their removal was long since proposed

• District Engineer of Nellore.
E. M. C. No. 1563, dated 10th Augt. 1858.

from this Office,* and it is only recently their abolition has been sanctioned. Tunnels in lieu of all the really dangerous ones are now in course of construction, and others not removed have been so modified, as to render them no longer either dangerous or difficult. The Executive Officers report, that from the 37½ to the 86½ miles the road is in good order, the only obstructions at present existing, and which require the traffic to leave the road are caused by the construction of 5 Tunnels in the 43rd, 65th, 81st, 86th and 87th miles; but good temporary roads have been formed for the convenience of Bandies. In fine weather therefore, there is no difficulty; all these Tunnels will be complete by the 1st June from the 87 to the 93 mile; the road requires but trifling repairs in addition to the reconstruction of the Munnabole Bridge and the construction of a Tunnel in place of an inverted arch in the 88th mile. In the 93rd mile the roadway is uneven where the breached embankments

*Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.*

were repaired last monsoon, and this state of affairs cannot be remedied, until sanction for a Tunnel and other work is given—from the 94th to the 100th mile the road is generally in good order. In the 101st mile, for 2 or 3 days the traffic was slightly impeded by the falling in of a small Tunnel, but a temporary Bridge was immediately formed over it, and this has been in use ever since, from this point to Nellore, the road is good, and most of it very good.

6. The Estimates the District Engineer submits are two:—one forwarded on the 3rd of January for sundry repairs to masonry works, amounting to Rupees (8,670) eight thousand, six hundred and seventy; and another submitted on the 5th March for general road repairs required in the present year (1858-59) amounting to Rupees (4,360) four thousand, three hundred and sixty. In submitting this latter Estimate, the District Engineer states, that Rupees (2,533) two thousand, five hundred and thirty-three, had up to the 31st January (in excess of the annual grant) been expended on an order from this Office sanctioning on emergency all such repairs as were absolutely required, to render the line passable, this order met the approval of Government. In addition to this excess, the District Engineer states that Rupees (4,360) four thousand, three hundred and sixty is required to keep the line in order up to close of 1858-59. The sum to be sanctioned therefore, amounts to a Total of Rupees 15,563, made up as follows:

	Rs.
One Estimate for masonry works.....	8,670
Expenditure up to 31st January in excess of annual grant.....	*2,533
Further expenditure for maintenance until April 30th.....	4,360
Total Rupees.....	15,563

Fifteen thousand, five hundred and sixty-three, and I have to request the sanction of Government for this expenditure.

7. The District Engineer in conclusion, and with reference to para. 2 of the Officiating Post Master General's letter states, that the whole of the road will be in a fit state to carry quick traffic, such as Mail carts, by the 1st October, provided the above Estimates for repairs are sanctioned, but as the monsoon will then be close at hand, he would recommend that the re-introduction of the Mail carts instead of runners be postponed until the 1st January, by which time any damage done during the monsoon will be repaired.

8. From the above summary of reports, it will be seen, that if the proposed expenditure Rupees (8,670)* eight thousand, six hundred and seventy for Nellore, and Rupees (48,100) forty-eight thousand and one hundred, (entered in Budget Statement No. 1. General No. 18) be made, the entire road from Madras to Nellore will be placed in a fit state to allow of the re-introduction of the Mail carts by October 1st, when the only obstructions to quick traffic will be the Cor-teliar River, Punnigardi Backwaters and Soornamooky River, all requiring expensive Bridges, which cannot be undertaken while the present financial pressure holds, and the small portion of road beyond the Punnigardi Backwaters as far as the Nellore Frontier, a distance of 1½ miles, which appears never to have been made (Estimates for this portion have been called for, and will be submitted as soon as received.) As these obstructions existed before the first introduction of the Mail carts, there need be no further delay in re-introducing them beyond the period required to effect the repairs noted in the first part of this para., estimated cost of which amounts to Rupees (56,770) fifty-six thousand, seven hundred and seventy.

9. In conclusion, I request the early consideration of Government to obtain the removal of the restrictive orders from the sum of Rupees (48,100) forty-eight thousand and one hundred, for re-metalling the line in Chingleput District, and sanction for the sums required for repairs in Nellore.

*Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.*

No. 2. ORDER THEREON, 1st June 1859, No. 1328.

The Government sanction the Estimate submitted by the District Engineer of Nellore for sundry repairs to masonry works on Trunk Road No. 6 amounting to Rupees 8,670 as well as the Estimate for Rupees 4,360 for general repairs to the same line during the current official year. The expenditure of Rupees 2,533 already incurred to the end of January 1859 for repairs in excess of the annual grant, is also sanctioned.

2. The Estimate of Rupees 48,100 for re-metalling the line in the Chingleput District having been submitted for the sanction of the Government of India, no orders respecting it can now be passed.

3. The Chief Engineer's letter will be communicated to the Public Department with reference to an Extract Minutes Consultation in that Department dated 9th February 1859 No. 211.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Handwritten signature and initials

Public

No 162

Central Office of O. W.

Fort Saint Georges,

From, 6th May 1859,
The Chief Engineer.

To, The Secretary to Government O. W.

Sir,

With reference to Ex. Line. Cons. No 54.

Original Enclosures 8.

2. General Estimate.

1. General Estimate.

under date 11th March 1859, calling for a report on the state of the Northern Trunk Road (No 6), the condition of which was brought to the notice of Government by the Officiating Post Master General. I have the honor to submit the following reports of the Officers in charge of the Districts thro' which the Road runs. -

2

With reference to the part of this line lying in the Chingleput District, the District Engineer reports that as far as the Punnigardi backwater it is in a fit state to allow of the transit of the horse carts over it, the only obstruction being the Kortchar River, which requires Bridging. Altho' the line is in a fit state for mailcarts to use, it requires to be metalled, that it may be placed in complete repair, and for this purpose an estimate amounting to Rupees (Rs. 8100) forty eight

Chingleput.

thousand
rupees

thousand and one hundred, is entered in Budget Statement No. General No. 18, Budget 59/60. As soon therefore as the restriction is removed from this, the work can be carried on, and the road be placed in thorough repair in a short time. Beyond the Cannigardi backwater, the road appears never to have been made; the District Engineer has therefore been instructed to furnish the necessary Estimates.

3 The Bridging the Kortetiar River and Cannigardi backwater, being works that would require heavy outlay, must lie over until the present financial pressure is removed.

4 With reference to the portion of the line in the Nellore District, the District Engineer reports, that except for the short time in the monsoons of 1857/58, which elapsed, between the breaching of some of the embankments, and their repair, and at one part between the 84 and 88 miles where the embankment being 4 to 6 yards high, the newly repaired breaches could not until some weeks later become consolidated, and therefore the metalling could not be applied, so as to form a firm surface, the whole of the road

Chinglipul

Nellore

road from the Southern limits of the District to Nellore has been in a better condition since the report of the Superintendent of Roads, than it was at the time that Officer wrote his report. The District Engineer also observed, that while the annual allowance for maintenance had been reduced 26 per Cent, the road had been subjected to very severe trial by the two last monsoons.

5 From the lists of detentions given, it appears that 3 sources of obstruction were found in this District, vizt. the ^{at} Sornamooky River, the Road between Goodoor and Ramdaschuttram and 4 Inverted Arches or Sick Bridges. The first is a River more than 800 yards wide, which will require a bridge of 33 or 35 arches of 45 feet span; as soon as there is any probability of a work of this magnitude being undertaken, an Estimate will be submitted. The part of the road between Goodoor and Ramdaschuttram was that which suffered most severely both years, the inverted arches have existed for many years, and have always been a source of serious inconvenience to the traffic. Their removal was long since proposed

from this Office, and it is only recently their abolition

has
orders

has been sanctioned. Tunnels, in lieu of all the really dangerous ones are now in course of construction, and others not removed have been so modified, as to render them no longer either dangerous or difficult. The executive Officers report, that from the 3 1/2 to the 8 1/2 mile the road is in good order, the only obstructions at present existing, and which require the traffic to leave the road, are caused by the construction of 5 Tunnels in the 43rd, 65th, 81st, 86th and 87th miles, but good temporary roads have been formed for the convenience of Passengers. In fine - either therefore, there is no difficulty; all these tunnels will be complete by the 1st June. from the 87 to the 93 mile the road requires but trifling repairs in addition to the reconstruction of the Kunnabole Bridge and the construction of a tunnel in place of an inverted arch in the 88th mile. In the 93rd mile the roadway is uneven where the breached embankments were repaired last monsoon, and this state of affairs cannot be remedied, until sanction for a tunnel and other work is given. from the 94th to the 100th mile

E. L. G. 11/15/58. d/10th
August 1858.

Nellore

agreedly to E. L. G.
2382. 12th 11/58.

58/59

Nellore

mile the road is generally in good order. In the 101st mile, for 2 or 3 days the traffic was slightly impeded by the falling in of a small tunnel, but a temporary bridge was immediately formed over it, and this has been in use ever since. from this point to Nellore, the road is good, and most of it very good.

The Estimates the District Engineer submits are two: one forwarded on the 3rd of January for sundry repairs to masonry works amounting to Rupees (8670) Eight thousand Six hundred and Seventy, and another submitted on the 5th March for general road repairs required in the present year, amounting to Rupees (4360) Four thousand three hundred and Sixty. In submitting this latter Estimate, the District Engineer states, that Rupees (2,533) Two thousand five hundred and Thirty three had up to the 31st January, in excess of the annual grant been expended on an order from this Office sanctioning on emergency all such repairs as were absolutely required to render the line profitable: this order met the approval of Government. In addition to this excess, the District Engineer states that Rupees (4,360) Four thousand three hundred and Sixty is

112/158

of new

made

is required to keep the line in order up to close of 1858/59. The sum to be sanctioned therefore, amounts to a total of Rupees 15563 made up as follows:

One Estimate for masonry works Rupees 8,670—
 Expenditure up to 31st January in excess of annual grant — 2,533—
 further expenditure for maintenance until April 30th — 1,360—

Total Rupees — (15,563—)

Fifteen thousand five hundred and sixty three, and I have to request the sanction of Government for this expenditure. —

7 The District Engineer in conclusion, and with reference to Para 2 of the Officiating Post Master General's letter states, that the whole of the road will be in a fit state to carry quick traffic, such as mail carts, by the 1st October, provided the above estimates for repairs are sanctioned, but as the monsoon will then be close at hand, he would recommend that the re-introduction of the mail carts instead of runners be postponed until the 1st January, by which time any damage done during the monsoon will be repaired.

8. From the above summary of reports, it will be seen, that

This expenditure is in Feb. to 30.5.1

Nellore

The annual maintenance allowance has been increased for 1859/60 as follows:
 1857/58 — 11028 to 12103
 1858/59 — 11028 to 12103
 1859/60 — 12103 to 12362

if

carrying out maintenance until April 30th

if the proposed expenditure Rupees (8670) Eight thousand six hundred and seventy for Nellore, and (48100) ^{Rs} Forty eight thousand and one hundred, Rupees (entered in Budget Statement No. General No. 18) be made, the entire road from Madras to Nellore will be placed in a fit state to allow of the re-introduction of the mail carts by October 1st, when the only obstructions to quick traffic will be the Kortetiar River, Punnigardi Backwaters, and Soornamooky River requiring expensive Bridges, which cannot be undertaken, while the present financial pressure holds, and the small portion of road beyond the Punnigardi backwaters as far as the Nellore Frontier, a distance of 1 1/2 miles, which appears never to have been made (Estimates for this portion have been called for, and will be submitted as soon as received) As these obstructions existed

existed

orders

existed before the first introduction of the Mail Carts, there need be no further delay in re-introducing them beyond the period required to effect the repairs noted in the first part of this para, Estimated cost of which amounts to Rupees (56770) Fifty Six thousand Seven hundred and Seventy.

9. In conclusion I request the early consideration of Government to obtain the removal of the restrictive orders from the sum of Rupees (48100) Forty eight thousand and one hundred, for remetalling the line in Chingleput District, and sanction for the sums required for repairs in Nellore.

Central Office of P.W.
Fort Saint George
6th May 1859

I have the honor to be,
Sir,
Yours most Obedt. Servt.
H. Hill Lieut. Col.

To
The Secretary to Government
P.W.D.

No. 132528
Proceedings of the Madras Government
Under date the 1st ^{June} May 1859.
Read the following letter
from the Chief Engineer.

(Here enter 11th May 1859 No. 162)

The Government sanction the Estimate submitted by the District Engineer of Bellary for sundry repairs to masonry works on the trunk road No. 16 amounting to Rs. 8670 as well as the estimate for Rs. 4360 for general repairs to the same line during the Current Official Year. The expenditure of Rs. 2533 already incurred to the end of January 1859 for repairs in excess of the annual grant, is also sanctioned.

2 The estimate of Rs. 48,100 for completing the line in the Chingleput District having been submitted for the sanction of the Government of India, no orders

[Signature]
[Signature]
[Signature]

20110 28 Aug 58 17 84-85.
16 Aug 58 44-45.
15th March 59 29-30.

20110 17th 1859, Public Works Department
20110 17th 1859, Chief Engineer.
To the Secy. to Govt. P.W.D.

20226 1st May 1859.
20226 9th May 1859.

Enclosed 800 Rs. 7th 1859, 1st June 1859.
Submitting report from the District Engineer of Bellary regarding the state of the trunk road No. 16 as well as estimate amounting to Rs. 13030, one for work on masonry, and the other for maintenance of the road and 3rd April 1859. Begging sanction for the estimate as well as for the sum (Rs. 2533) already spent for the repairs of the road, as also for the amount of the sanction. From the estimate amounting to Rs. 48100 is also in Budget No. 18.

No. 1.

217 Aug 1853.

orders respecting it can now be
fraped.

3 The Chief Engineer's letter
will be communicated to ^{the} Public
Department with reference to an
Ex. Min. Ord. in that Department
dated 9th February 1859 at 244.

JA

10 Copies to the Chief Eng. Dept 2nd
5 — — — Public Department

From 10 Sept/58 - 12 84-85.
 - 16 Nov 85 - 14-45
 - 15 Dec/59 - 29-30.

Public Works. 1859-Sept.
 Cont 10th June.

210/328.

1

Q. No: of the black and
 21st June/59.

From 10th Aug 14th June/59
 Cont 15th in Cont: 8th July 145-46.

Estimate of No 18670 for
 sundry repairs to Machinery,
 works on Church. Black. 126
 in 1867, Estimate of
 No 14,360 for general repairs
 to the same line during the
 current Official year, as
 well as expenditure of
 No 2538 already incurred
 to the end of January last,
 for repairs in excess of annual
 grant, sanctioned orders
 respecting Estimate of No 14,800
 for same falling line in
 complete, deferred.

210/42-