M.R.O. 1—77,000—8-6-31.

(1) Number of pages 10

(2) Date of repair 30-7-32

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 24 Press Mis.

68-69

Dated 6-1 1859

Not to be folded or roughly handled

No. 48. Read the following Extract from the Minutes of Consultation in the Financial Railway Department, dated 14th December 1858, No. 677.

Communicating letter from the Officiating Consulting Engineer for Railway on the subject of roads connected with the North West Line of Railway. } (Vide Financial Railway Consultation, 14th December 1858, Nos. 19-20.)

No. 49. ORDER THEREON, No. 24; dated 4th January 1859.

Ordered that the above Extract and the reports and sketch which accompanied it be forwarded to the Chief Engineer for report.

(Signed) W. H. BAYLEY,
Acting Secretary to Government.

FINANCIAL RAILWAY DEPARTMENT.

No. 677.

Extract from the Minutes of Consultation under date the 14th December 1858.

Read the following letter from Captain C. C. JOHNSTON, Officiating Consulting Engineer for Railways; to W. H. BAYLEY, Esq., Acting Secretary to Government, Fort Saint George, dated 7th December 1858, No. 315.

SIR,

I have the honor to submit to Government a report* from Lieutenant Stewart, the District Engineer of Cuddapah, on the subject of roads in connection with the North West Line of Railway.

*No. 944, *dated 27th Novr.* 1858.

2. Lieutenant Stewart has explained so fully the advantages of constructing the several lines he proposes, that it appears unnecessary I should occupy the time of Government by recapitulating them, I will therefore confine my remarks to such of the roads only as I consider to be of primary importance.

3. No. 1. From Chittoor, *vid* the Damulcherroo Ghaut, Peelair, Culcadda, Roychoty and the Goolcherroo Ghaut, to Cuddapah. This road, independent of the requirements of the Railway, is one of the most important Trunk Lines of communication in the country, and one which, as No. XI, engaged much of the attention of the late Road Department. Large sums of money were expended in it to the close of the official year 1854-55, and, I believe, subsequently.

4. The length of this Trunk Road is 99 miles, of which 62 mile lie in Cuddapah and the remaining 37 in North Arcot, the boundary of the two Districts being a little to the South of Peelair. A reference to the accompanying Map will shew that the line between Cuddapah and Peelair, excepting at one point, is entirely cut off from the Chitwail valley, through which the Railway runs, by the range of hills noticed by Lieutenant Stewart.

5. The Sonepoy Ghaut is the point at which access can be obtained to the Rail, and through that it is proposed to carry a road (No. 14) from Roychoty to the Rajampett Station, but all the Traffic to the North from Roychoty and from Culcadda also (until the direct line proposed, No. 17, from the latter place to the Sonepoy Ghaut is constructed) would follow the Trunk Road, as by it the Railway would be reached at Cuddapah in the same distances, about 31 and 47 miles respectively, as at Rajampett.

Budget Statement No. 2.
Item 500, *Rupees* 39,142.
501, „ 55,742.
516, „ 12,482.
517, „ 21,387.

6. The only works required to complete the Trunk Road are the large bridges for which provision is made in the current Budget, and as their early construction is of the greatest importance I trust the restriction on expenditure which now applies to them may, if possible, be cancelled.

7. No. 2. The importance of this road from Vaimpully, through the Poolyvaindla Talook, to Cuddapah is thus noticed by Lieutenant Stewart "the Poolyvaindla Talook is extremely "fertile; the wheat grown there is, I believe, the finest in Southern India were it only for the "sake of this one article of produce it would be most desirable that a good road should be "made."

8. No. 3. The direct line of communication between Cuddapah and Bellary will always be of great value, as a leading road for the Traffic on either side to points from which branches may be carried to the Railway stations, and until the Railway is constructed its value cannot be too highly estimated, on the possible contingency moreover of the extension of the Rail from Cuddapah being given up, in favor of the line from Bangalore to Bellary, I would urge the completion of this road.

9. No. 4. From Cuddapah, *vid* Cazeepett and Budwail, to Vellore is very important in itself as opening an approach from the coast, but the portion to Cazeepett is of very great importance in connection with road No. 5, which as leading direct from Kurnool, and opening up

the fertile valley of the Komdaur, Lieutenant Stewart considers will probably be the most important feeder to the Cuddapah station. To complete the communication with Cuddapah from this side, the necessity of bridging the Pennaur near Cuddapah, is specially noticed.

10. No. 8. Is very important as giving access to the Railway at the Outimella station through the valley of the Sugleair, from the Talooks of Cumbum, Budwail, and Sidhout, in which great quantities of Rice and Indigo are produced.

11. The Nundaloor station from its isolated position is not likely, it is stated, to be of much general importance, for the present, therefore, I would not propose to construct any approaches to it.

12. No. 14. Is the road before noticed, from Roychoty by the Sonepoy Ghaut to the Rajampett station, and is considered by Lieutenant Stewart to be the most important line in the Cuddapah District in connection with the Railway, that it will be so for the Traffic proceeding South from the extensive tract of country lying West of the Chitwail valley there is no doubt, and its early construction therefore on the Estimate already sanctioned is of the first importance.

Budget 1858-59, *Statement No.* 1. *Item* 25, *Rupees* 41,300.

13. The continuation of the above road, West, by No. 16, to the large town of Cuddree, and East by No. 18 through Chitwail and the Ranpoor Pass to the Coast, is equally important. For the construction of the latter it will be observed that provision* has been made in the Budget for 1859-60.

Rupees 73,900.

14. To the station at Reddypully which, as in the case of the one at Nundalore, is only likely to be of value for local purposes. I would not at present propose to construct any approaches.

15. No. 25. Leading from the Vencatagherry Zemindaree lands in the Nellore District by the Chengalet Pass to the Coodoor station, and its continuation by No. 23 to the large town of Yerragoontta, will be very important lines.

16. From Trunk Road No. 11 at Roychotty, there is already a District road passing through Goorrumcondah, Coorbulcotta, Muddenpully and Poonganoor to Palmanair. This road should be improved when funds are available, but in the mean time it is very essential that a connecting line should be formed from Coorbulcotta by Peelair and the Nagaputta Pass (road No. 27) to the Railway station at Curcumbaddy.

17. Of the last road mentioned by Lieutenant Stewart, the direct Trunk Road, No. 13, from Madras to Cuddapah, following generally the direction of the Railway, I would merely observe, that, as with that portion of it between Codoor and Curcumbaddy, its construction may be found convenient for the conveyance of Railway materials, in which case it may be left to the Railway Engineers to undertake, Government providing the necessary funds.

Budget 1858-59.
Item 393, *Rupees* 10,966.
402, ,, 53,018.
379, ,, 1,28,237.

18. Several of the other roads proposed by Lieutenant Stewart are of scarcely less importance than those I have selected, but I am aware that it would be useless under the restrictive orders on expenditure, to bring forward any more at present, if indeed I have not already named too many.

19. To refer again to the Map it will be seen that the roads which I consider of primary importance are Nos. 1, 2, 3, 4, 5, 8, 14, 16 to Cuddree, 18, 25, 23 and 27 to Coorbulcotta.

20. As yet I have not received any report on the roads that will be required in North Arcot; but having sent to the Acting District Engineer a trace showing the direction of the Railway, I shall hope soon to be furnished with the required information.

From Lieutenant J. H. M. SHAW STEWART, District Engineer, Cuddapah; to the Consulting Engineer for Railways, dated Camp Gundloor, 27th November 1858, No. 944.

SIR,

In compliance with the request contained in your letter of the 24th September last, No. 195 I have the honor to submit the following Observations on those roads in this District, whose early construction I consider to be most important, as bearing upon the future Traffic of the North West Railway. I enclose a Sketch Map of the District, on which are marked the Railway with its several Stations; those lines of road which are now in progress, or which are already sanctioned; and those new lines whose construction I consider to be intimately connected with the success of the Railway. I regret that I have not been able to forward these observations sooner, but the delay was necessary for the collection of information upon some points.

2. To commence with the Cuddapah Station, and the roads leading to it. The line marked in the accompanying Sketch Map, No. 1, leads due South, by Royachoty and Peelair, to Chittoor. It is the only road in the District which at present deserves the name. Even it is still unbridged; and a great part of the advantages which would be derived from it are consequently lost. An Estimate for bridging it, amounting to Rupees 94,884, has been sanctioned; but the restrictive orders have prevented its execution. This line will be of vital importance to the Railway, and no time should be lost in completing it.

No. 2 will prove a very important feeder to the Railway. It leads to Vaimpully and Poolyvaindla, and will open up the whole of the neglected Talook, which goes by the name of the latter place. The road lies through a singularly easy country; but nothing has been done to improve the natural communication, and one or two difficult points have been allowed to obstruct the Traffic for 60 years. The Poolyvaindla Talook is extremely fertile. The wheat grown there is, I believe, the finest in Southern India. Were it only for the sake of this one article of produce it would be most desirable that a good road should be made.

No. 3 is the direct road from Cuddapah to Bellary. It has been dreadfully neglected, and an Estimate of Rupees 1,07,580 has been submitted for insertion in the Budget of 1859-60, for its improvement. Even for the year or two which must elapse before the Railway is completed beyond Cuddapah, and during which that town will be the terminus of the line, it will be all important that this road should be improved. And even when the Railway shall have been carried on to Bellary, this road will connect many large and populous towns with the different Stations.

No. 4 is the road which leads from Cuddapah, by Cazeepett and Budwail, to Nellore. It is still incomplete; and an Estimate of Rupees 50,700-0-0 has been submitted for insertion in the Budget of 1859-60.

No. 5 will perhaps be the most important feeder to the Cuddapah Station, it is the direct line to Kurnool, and will bring down the whole produce of the extremely fertile valley of the Koondam. At present there is not even an apology for a road; and communication in wet weather is impossible. I need not urge the necessity of this line being at once taken in hand.

No. 6 is a branch from the foregoing. It will connect the towns of Jummulmudgoo and Podatoor, said to be the most wealthy in the whole of the Ceded Districts, with the Railway. It will also bring down an immense traffic, especially in wheat, cholum, cotton and tobacco, from the Jummulmudgoo and Dhoor Talooks.

In connection with the last three roads, I must point out the absolute necessity of a bridge being erected over the Pennair near Cuddapah. This river is generally in flood, and impossible for carts, for an average of four months out of the twelve. It is about 1,000 yards in width; and even when not in flood, its long sandy bed, full of treacherous holes and quicksands, offers a very serious impediment to traffic. I am certainly of opinion that the interests of the Railway, and its usefulness to the country, will suffer very materially from the want of a bridge over the Pennair.

No. 7 is a short line, leading from Cuddapah to the important town of Sidhout. It will be of great use as a feeder to the Railway.

3. To proceed to the roads connected with the Ontimetta Station.

No. 8 is a most important line, running through the rich Talooks of Cumbum, Budwail and Sidhout. All these Talooks produce great quanties of Rice and Indigo ; and the road running right through the fertile valley of the Suggleair, will bring an immense traffic to the Railway. At present there is not a vestige of a road.

No. 9 is a branch from the foregoing. It will bring down the produce from the equally rich Hotlum valley.

No. 10 is a short line, which leads to Coorgoontpully, a town situated in the middle of very rich cultivation.

No. 11 is a line to join Sidhont with Outimitta.

4. The Station at Nundaloor will not be a very important one. From its isolated position it cannot be of much benefit to the surrounding country.

No. 12 is a line leading to the large town of Tungatoor and Konapoor. It passes through some rich cultivation.

No. 13 is a short line to join the village of Toorgoorpett to the Railway.

5. The Rajampett Station will be a most important one. Not only is the country in the immediate vicinity capable of maintaining a large and valuable trade, but it is the point of junction of two most important lines of commerce.

No. 14 is one of these, you will observe the very singular formation of the Chitwail Valley, through which the Railway runs. It is enclosed literally on every side, by most formidable ranges of hills ; with only one or two points at which roads through them are practicable. The road in question takes advantage of one of these passes, the Sonepoy Ghaut ; and when completed will bring an immense traffic from the Western side of the hills. It will join the town of Royachotee with Rajampett. A sum of Rupees 41,300 has been sanctioned for its construction ; but owing to the restrictive orders, it has not yet been commenced. I wish especially to point out to you the importance of no time being lost in commencing this work. I anticipate that the road will be at least two years in construction ; and further delay in pushing it on will be ruinous to the interests alike of the Railway and the Country. I may say that I consider it the most important road, as connected with the Railway, in this District.

Muddenpully? No. 15 is a continuation of the preceding ; leading in a South-westerly direction from Royachoty, towards Chuddenpully and Poonganoor. The estimated cost of this line, Rupees 48,100, has also been sanctioned ; but like the previous road, the restrictive orders have prevented its commencement. I would earnestly recommend its speedy construction, as bearing most intimately on the future traffic on the Railway.

No. 16 is also a branch of No. 14, leading in a Westerly direction from Royachotee, towards the large town of Cuddree. A road here is certain to bring a large and valuable traffice to the Railway.

No. 17 is also a branch of No. 14, leading from the Sonepoy Pass in a South-westerly direction, to the important towns of Soondapully, Culcadda and Goorrumconda. It passes through some very rich land ; and will considerably increase the immense stream of traffice which will flow over the Sonepoy Ghaut.

No. 18 leads due East from the Rajampett Station, through the large town of Chitwail, and over the Rawpoor Pass, into the Nellore District. This Pass is another of the few points at which it is possible to connect the Chitwail valley with the surrounding country. An Estimate for the completion of this road, amounting to Rupees 73,900, has been sanctioned by Government for entry in the Budget for 1859-60. I would call your special attention to the necessity of this work being exempted from the restrictive orders.

Nos. 19 and 20 are two short lines, connecting some important towns with the Rajampett Station.

6. The Reddipully Station, excepting for merely local purposes, will be of little value. Indeed I strongly question the necessity of a Station between Rajampett and Codoor.

Nos. 21, 22, and 23, are three short lines, which will connect some of the neighbouring villages with Reddipully. The traffic from them could however, with very little inconvenience, be diverted either to Rajampett or to Codoor.

7. I now come to the last Station in the Cuddapah District, that at Codoor.

No. 24 will bring down a good deal of valuable traffic from the valley in which Chitwail is situate.

No. 25 is very important line, leading into the Nellore District, over the Chengalet Pass, a road along this line will bring a great amount of valuable traffic from the country around Venkatagherry.

No. 26 is a short line which will join the very important town of Yerragoontla, with the Railway.

8. I have thus considered briefly all the Stations which are situated in this District, with the roads which seem to me to be most importantly connected with the Railway. My observations would however be far from complete, if I were not to pursue the Line of Railway beyond the limits of this District, and, presuming that there will be a Station at or near Circumbaddy, point out its importance to a large portion of this District. You will observe that the Range of hills to which I have already alluded, shuts out from all intercourse with the Chitwail valley, a large tract of country at the South of the District. This tract includes almost the whole of the two large Talooks of Goorrumcondah and Muddenpully, which would therefore derive but little benefit from a Railway running within a few miles of them. There is however a point at the extreme South-Eastern corner of the District, by which a communication with the Railway may be easily opened out, I allude to the Nagaputta Pass, through which there is an easy access to the large town of Tripety ~~; and~~ skirting the famous hills of that name, an easy junction would be effected with the Railway at or near Circumbaddy.

No. 27 is the distinguishing mark on the map of this very important communication. You will see that it traverses an immense tract of the District. Leading from the Bellary frontier, it passes through Cuddree, Coorbulcota, Voilpaud, Peelair, besides numerous less important towns and villages. The road could be constructed at a wonderfully cheap rate, for the country offers very few natural obstacles. Its immense importance to the Railway traffic I need not enlarge upon.

Nos. 28 and 29 are branches of this line. The former will join it with the important towns of Suddums and Cotacota : and the latter with Modumpaud and Donepaud.

9. I find that I have omitted one very important line of road, I allude to the direct line from Cuddapah, through Baulapully, to Madras. Although this road will run parallel to the Line of Railway, I would strongly recommend its early completion. Of course as a thoroughfare, it will be useless. There are however a great number of towns and villages scattered along the line of Railway ; and this road will connect them all with the nearest Stations. I would remark too, that in the event of the progress of the Railway being delayed at the Cheyair river, during the construction of the bridge over it, it will be of vital importance that there should be a good road to connect the town of Cuddapah with the Northern bank of the river. On this ground also, I would urge the early completion of the road. An Estimate for its construction, amounting to Rupees 1,28,237, has already received the sanction of Government ; but its execution has, along with many others, suffered from the unfortunate restrictive orders.

I think that this is the last line which calls for any observations from me.

Order.—Ordered that the foregoing papers and the Sketch Map accompanying them be forwarded to the Public Works Department, in view to the necessary orders being issued respecting

those roads in connection with the North West Line of Railway which are considered to be of primary importance and are recommended for early construction.

(True Extract and Copy.)

Chief Secretary.

To the Public Works Department,
with a Map.
„ Offg. Consulting Engineer for Railways.

Exd. J. A. Wilson.

From the Chief Engr. Dated
25th January 1859. Cons.
22nd Recd 1/59-122

Proc. of the Madras Govt in the Financial Railway Department dd 2 June 1859 C. No 1147 to 1151

From Chief Engr 16 Augt/58
No 2052

No 48049

Public Works 1858 Dept.
Cons. 4th January 1859.
No 3117.

Exd Mins Cons in the Financial Railway Dept.

Dated 14th }
Received 20th } December/58

No 677.

Enclosure
Exd from Do 22nd Decr/58
C. No 3162 inf. 11th January 59.
Dated 13th December 58 C. No 22 inf.
No 24. 4th January 1859.

Communicating letter from the Officiating Consulting Engineer for Railways on the subject of roads connected with the North West Line of Railway

Withdrawn

No 24

Ordered that the above Extract and the reports and sketch which accompanied it be forwarded to the Chief Engineer for report.

W H B

Fort St George
4th January 1859

10 Copies to the Chief Engr Dated 5th with E. In. C. No 677 & Sketch