M.R.O. 1—77,006—8-6-31.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Copy 31-12-59

G.O. No. 2973 Press Mis.—

B.No 28—29

Dated 22-12- 1859.

Not to be folded or roughly handled

No. 28. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 6th December 1859, No. 8000.

In their proceedings dated 22nd October 1859, No. 2190, the Government remarked that the estimate for the Mantaral pass was for opening a practicable trace over the pass, not for making a substantial road; and before sanctioning the completion of the work, as recommended in my letter of the 11th October 1859, No. 5984, the Government in Council desired to be informed whether the pass, if so completed, would be suited to bear the heavy stores which the Irrigation Company will have to send to Karnúl. In reply to this enquiry, I have the honor to submit the accompanying letters from the acting District Engineer, Karnúl, from which it will be observed that about 10 miles of the Mantaral Canama ghát, (the total length being about 13 miles), lie in the low country, and pass, for the most part through jungle. The District Engineer considers the natural soil in this portion of the pass hardly fitted to bear heavy traffic. The actual ghát is said to be about 3 miles long, and can be widened to 10 feet by cutting into the side of the hill, composed of slate, which would of course bear any traffic that might be brought upon it.

1 Letter from District Engineer, 31st October 1859, No. 885.
1 do. from do. 12th November 1859, No. 980.
1 do. from do. 18th do. 1859, No. 1001.
1 do. from do. 19th do. 1859, No. 1003.
1 Sketch.

Letter dated 18th November 1859, No. 1001.

2. Mr. Assistant Overseer Skipp is said to have experienced no difficulty in moving his tents from Vinuconda to Dorenálá, a distance of 49 miles. The soil in general is red and hard. Some of the nullahs are reported to have steep banks requiring to be sloped to facilitate the passage of carts. The District Engineer considers that Rupees 100 per mile would probably be sufficient to render this portion of the road passable in fair weather.

Letter No. 980, dated 12th November 1859.

3. Captain Nelson of Siddapúr, (an invalid officer and a settler in these parts), has consented to undertake the superintendence of the works on a salary of Rupees 250 per mensem and his travelling expenses. Lieutenant Beckley recommends that his services should be engaged, as there is no one else available. Should Government be pleased to sanction the recommencement of the work on the ghát, the District Engineer will appoint a Sub-Overseer, who will be able both to keep the accounts and superintend the coolies, thereby dispensing with a writer whose services Captain Nelson states would be required should he be appointed to the charge of the work.

Paragraph 3 of letter dated 31st October 1859, No. 885.

4. The District Engineer observes that when saying that he thought the trace could be completed with a width of 10 feet for Rupees 6,000, he included the cost of superintendence, but the correctness or otherwise of this estimate will depend greatly on the quantity of labor procurable, for if this were small, the charge for superintendence would be out of proportion to the amount of work done. But judging from the information received from Captain Nelson, it would seem that there is likely to be no difficulty in obtaining labor at the present time, owing to bad crops and great scarcity of provisions.

Letter dated 18th November 1859, No. 1001.

5. For the above reason, it is very desirable that no time should be lost in commencing operations. If delayed for another year, labor will probably not be procurable except at very exorbitant rates in consequence of the proximity of the Madras Irrigation and Canal Company's works.

6. Under the foregoing explanation, I beg that Government will be pleased to sanction the transfer of Rupees 6,000 from the Nundicanamah ghát sanctioned estimate for the completion of the Mantaral ghát trace, as proposed in my letter of the 11th October last, No. 5984.

No. 29. ORDER THEREON, 22nd December 1859, No. 2973.

Under the explanation furnished, the Government sanction the transfer of the sum of Rupees six thousand from the sanction for the Nundicanamah ghát, for the completion of the

Mantaral ghât trace, as proposed in the Chief Engineer's letter of the 11th October last No. 5984.

2. The Government do not consider it necessary that Captain Nelson's services should be engaged for this work. They are of opinion that it should be superintended by a subordinate of the Public Works Department and they desire that arrangements be made accordingly. They desire that the work may be commenced as soon as the ghât becomes healthy; and they hope it will be completed in one season.

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

X
3

Central Office of C.E.
Chief Clerk's Charge
6th December 1859.

Rs. 8000.

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

Sir

In their Proceedings dated 22d October 1859, Ct. No. 2419, the Government remarked that the Estimate for the Mantaralu Ghât was for opening a practicable trace over the pass, not for making a substantial road, and before sanctioning the completion of the work, as recommended in my letter of the 11th October 1859, No. 5984, the Governor in Council desired to be informed whether the pass, if so completed, would be suited to bear the heavy stores which the Irrigation Company will have to send to Kurnool. In reply to this enquiry I have the honor to submit the accompanying letters from the Cuddapah District Engineer Mr. Arnold, from which it will be observed that

Letter 18th Nov. 59 No. 1031

services

that about 10 Miles of the Mantarala (Canama) Chaut / the total length being about 13 Miles) lie in the low Country, and pass, for the most part thro' jungle. The District Engineer considers the natural soil in these portions of the pass hardly fitted to bear heavy traffic. The actual Chat is said to be about 3 Miles long, and can't be widened to 10 feet by cutting into the side of the hill, composed of Slate, which would of course bear any traffic that might be brought upon it.-

2 Mr. Assistant Overseer Skipp Letter No 985 5/12 November 1859
is said to have experienced no difficulty in moving his tents from Vimicondas to Darenálá a distance of 29 Miles. The soil in general is red and hard. Some of the Nullahs are reported to have steep banks requiring to be sloped to facilitate the passage of Carts. The District Engineer considers that Rupees 100 per Mile would probably be sufficient to render these portions of the road passable in fair weather.

3 Captain Nelson of Siddapur (an Invalid Officer and a settler in these parts)

has

Copy 3 of Letter 31st October 15th 1885

has consented to undertake the superintendance of the works on a salary of Rupees 250 per mensem and his travelling expenses. Lieutenant Beckley recommends that his services should be engaged as there is no one else available. Should Government be pleased to sanction the recommencement of the work on the Chat, the District Engineer will appoint a Sub Overseer, who will be able both to keep the accounts and superintend the Coolies, thereby dispensing with a Writer whose services Captain Nelson states would be required should one be appointed to the charge of the work.-

Letter 18th Nov 29 No 1031

4 The District Engineer observes that when saying that he thought the trace could be completed with a width of 15 feet for Rupees 6000, he included the Cost of Superintendence, but the correctness or otherwise of this Estimate will depend greatly on the quantity of labor procurable, for if this were small the charge for Superintendence would be out of proportion to the amount of work done. But judging from the information received from Captain Nelson it would seem that there is likely to be no difficulty in obtaining labor at the present time

owing

Services

owing to bad crops and great scarcity of provisions.

5th For the above reason it is very desirable that no time should be lost in commencing operations. If delayed for another year labor will probably not be procurable except at very exorbitant rates in consequence of the proximity of the Madras Irrigation and Canal Company's works.-

6th Under the foregoing explanation I beg that Government will be pleased to sanction the transfer of Pagodas 6,000 from the Nundi Cauana that sanctioned Estimate for the completion of the Kantarála Chat trace, as proposed in my letter of the 11th October last, No. 5984.

I have the honor to be
Sir
Your Most Obedt. Servant

Fort Saint George
16th December 1859

Lt. Colonel
Chief Engineer

Major
Supdg. Engr. Nellore

To
The Secretary to Government
Public Works Department

Copy

X 9 D

No 2973

Proceedings of the Madras Government
Under date the 22d Dec 1859.

Read the following letter
from the Chief Engineer

Forwards with reference to
Pro: dated 22d October 1859 No 2490.
letters from District Engineer
Kurnool respecting the Mantaral
Pass.

(Here enter 6th Dec 1859 No 8000)

Under the explana-
tion furnished, the Govt
sanction the transfer of
the sum of Rupees six
thousand from the Sanc-
tion for
dicanamah that sanctioned
estimate for the com-
pletion of the Mantaral
Pass trace, as proposed
in the Chief Engineers
letter of the 11th October last
No 3904)

2nd The Government
do not consider it neces-
sary that Capt Nelson's
services

Last para. erased —

Chief Secretary

Chief Engineer
Dated 6th December 1859
Received 7th Dec
No 8000

Ens. S. 24-1-60
No 8000. 22nd Dec
Forwarded with the
reference to Pro: dated 22d
October 1859 No 2490 letter
from District Engineer
Kurnool respecting the Mantaral Pass

No 28.

Chief Engineer

Proceedings of the Madras Government
Under date the 22d Dec 1859
No 2973

Read the following letter from the Chief Engineer

Forwards with reference to Pro: dated 22d October 1859 No 2490. letters from District Engineer Kurnool respecting the Mantaral Pass.

Under the explanation furnished, the Govt sanction the transfer of the sum of Rupees six thousand from the Sanction for dicanamah that sanctioned estimate for the completion of the Mantaral Pass trace, as proposed in the Chief Engineers letter of the 11th October last No 3904)

2nd The Government do not consider it necessary that Capt Nelson's services

Last para. erased —

Chief Secretary

Chief Engineer
Dated 6th December 1859
Received 7th Dec
No 8000

Ens. S. 24-1-60
No 8000. 22nd Dec
Forwarded with the reference to Pro: dated 22d October 1859 No 2490 letter from District Engineer Kurnool respecting the Mantaral Pass

No 28.

Chief Engineer

Proceedings of the Madras Government
Under date the 22d Dec 1859
No 2973

Read the following letter from the Chief Engineer

Forwards with reference to Pro: dated 22d October 1859 No 2490. letters from District Engineer Kurnool respecting the Mantaral Pass.

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Chief Secretary

Chief Engineer
Dated 6th December 1859
Received 7th Dec
No 8000

Ens. S. 24-1-60
No 8000. 22nd Dec
Forwarded with the reference to Pro: dated 22d October 1859 No 2490 letter from District Engineer Kurnool respecting the Mantaral Pass

No 28.

Chief Engineer

services should be engage
for this ~~purpose~~ work. They
are of opinion that ~~the~~ it
should be super
intended by a subordinate
of the Public works Dept
and they desire that
arrangements be made
accordingly. They desire
that the work may
commenced as soon as
the Khal becomes
they hope it will be
healthy and complete
in one season.

10 Copies
To The Chief Engineer Dept 23d

Public Works 1859 Dept.
Pro: of Govt. 31st Dec.

No. 2973.

Pro: of the Madras Govt.
D/ 22d Dec.r 59.

From the Ch: Engr. D/ 2 April/60
C-No. 831- Pro: 12th May --- 25-26
Further Pro: 31st March 1860
139-140- Para 4- Imm Tank Pays —

Transfer of Rs 6,000
from the Sanction for the
Mandicaramah Ghât,
to the completion of the
Pranteral Ghât traced,
sanctioned. Capte Pitts
services, not to be engaged
for this work.

No. 28+29.

From the Chief Engr D.
7th Feb/60. Ch: 2205

L