M.R.O. 1—77,006—8-6-37.

(1) Number of pages 1

(2) Date of repair

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

## Government of Madras.

DEPARTMENT.

G.O. No. Press Mis.

Dated 18 .

***Not to be folded or roughly handled***

Read again Extract from the Minutes of Consultation in the Financial Railway Department, dated 14th December 1858, and recorded in Consultation, 4th January 1859, No. 3117.

No. 122. Read also the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th January 1859, No. 7356.

SIR,

I do myself the honor to acknowledge the receipt of Extract Minutes of Consultation, No. 24, dated 4th Instant, referring for report certain papers connected with the construction of Roads, as feeders to the North West Line of Railway.

Copy of Correspondence.

2. Of the several Roads referred to by Captain Shaw Stewart, in his communication to the Consulting Engineer, dated 27th November 1858, contained in the foregoing Extract Minutes of Consultation, it is observed, that Estimates for the following Lines have already been submitted, but the sanction of Government for the prosecution of some has been deferred, in consequence of the general restrictive orders of Government of India, viz.

| Description of Road. | Amount of Estimate. | Remarks. |
|---|---|---|
| | Rupees. | |
| For completing Trunk Road No. 11, from Chittoor to Cuddapah. | 94,884 | Sanctioned 24th August 1857, Item No. 463, in Budget No. 2 of 1859-60. |
| Road from Cuddapah to Bellary... | 1,07,000 | Submitted 10th November 1857, No. 5123. |
| Road from Cuddapah to Nellore... | 50,500 | Do. 24th December 1858, No. 6660. |
| Road from Vencatramrazpett to Royachooty... ... ... ... | 41,300 | Entered in Budget Statement No. 1 of 1858-59, and ordered to be held in abeyance. |
| Road from Royachooty to Poonganoor ... ... ... ... ... | 48,100 | Do. Do. |
| Completing Road from Vencatramrazpett to Raupoor Ghaut | 73,900 | Ordered to be entered in Budget of 1860-61, Vide E.M.C. No. 1, dated 3rd January 1859. |
| Portion of Road leading directly from Cuddapah to Madras ... | 1,28,237 | Entered in Budget Statement No. 2 of 1859-60, Vide E. M. C. 25th September 1856. |

3. The importance of the several Roads in connection with the North West Railway, has been so forcibly pointed out, and so clearly explained by Captains Johnston and Shaw Stewart, that it only remains for me to express my full concurrence in the opinion, that their construction will materially tend to develope the resources of the Country, through which the Rail will pass. I do not feel at liberty to recommend, that the stringency of existing restrictions on Public Works expenditure should be relaxed in favor of all the Lines enumerated by Captain Johnston; although if the finances permitted, I should unreservedly have pressed their importance on the attention of Government, and have recommended their immediate prosecution to completion.

4. I beg herewith to submit enclosed copies of letters from the District Engineer, Cuddapah, reporting on the relative importance of two Roads, viz., of those from Vencatramrazpett over the Sonepoy Pass to Royachooty, and of that from Royachooty through Gurrumcon-

30th November 1858, No. 975.
13th January 1859, „ 1210.

dah to Muddenpully and Poonganoor, all particulars connected with which, and the necessity for their forming exceptions to the general rule will be found fully explained in the District Engineers letters now forwarded. Indeed, to justify and enforce the recommendation in favor of these Roads, it is only requisite to draw attention to the fact so forcibly put by Captain Shaw Stewart, that upon their establishment "depends the question of whether the entire produce "of one-third of the Cuddapah District is or is not to have the advantage of the Railway."

5. If the Government feel equally satisfied, that the two Roads just referred to are of sufficiently urgent importance to admit of their exemption from restrictions, I beg that early orders may be issued for the immediate commencement of operations.

6. Estimates for the remaining Roads alluded to have been called for and they will be submitted in due course.

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Letter from Captain J. H. M. SHAW STEWART, District Engineer, Cuddapah; to Colonel C. E. FABER, Chief Engineer, dated Camp Gundloor, 30th November 1858, No. 975.

SIR,

I have the honor to call your very particular attention to the importance of carrying on, without further delay certain lines of Road in this District, which are all most intimately connected with the North West Line of Railway, and to which they will all serve as important feeders.

2. The first Line to which I allude is that from Vencatramrazpett to Royachooty. The Estimate for the construction of this Road, amounting to Rupees 41,300, in the Budget for 1857-58,* and again in that for 1858-59.† The restrictive orders have however prevented the commencement of the work. The Line of the North West Railway runs through the Chitwail Talook, and one of the Stations will be at Rajampett, close to Vencatramrazpett, to which the road in question runs. At present there is no communication whatever from the Chitwail Talook towards the West; and unless this Road is constructed, the Railway will be not of the slightest use to the large Talooks of Royachooty, Gurrumcondah, and Muddenpully, I do not anticipate that we shall be able to open this road within two years from the commencement of the work, owing to the scarcity of labourers. When once the Railway is commenced, this difficulty will be greatly increased. Indeed I have great doubts whether the road, even if commenced now, would be ready for traffic by the time the Railway is completed to Rajampett. That any further delay in commencing the work will be a great loss to the receipts of the Railway, and to the advantages which the country will derive from it, I have not a doubt.

* No. 9, Budget No. 1.
No. 25, Budget No. 1.

3. The second Line to which I allude, is a continuation of the preceding, viz., from Royachooty to Gurrumcondah, Muddenpully and Poonganoor. When taken in conjunction with the foregoing Line, this will be a most important feeder to the Railway. It will open out a large part of three Talooks, whose resources are at present undeveloped from the want of communication with external markets. This want the Roads in question and the Railway will supply. The Estimate for the construction of this road, amounting to Rupees 48,100, was entered in the Budget‡ for this year. I do not think that the work could be completed under two years; and I would therefore urgently press upon you the necessity of commencing it at once, so that it may be ready for traffic by the time that the Railway is completed.

‡ No. 27 of Budget No. 1 for 1858-59.



4. The next Line to which I allude, is that from Vencatramrazpett, over the Raupoor Pass, into Nellore. I need scarcely enlarge upon the importance of this Line, as a feeder to the Railway. It will drain a large tract both in the Chitwail Talook and in the Nellore District. The Estimate for its construction amounts to Rupees 73,900. In Extract Minutes of Consultation of the 28th October 1857, No. 2021, Government sanctioned its entry in the Budget for 1858-59.

5. The last Line to which I wish to call your attention is the Road between Cuddapah and Baulapully, being part of the direct Road from Madras to Cuddapah. This Line runs parallel to the Railway, and perhaps, at first sight the importance of constructing it might not be seen. It will however be most important both while the Railway is in progress, and afterwards. Owing to the present wretched state of the Line, the passage of carts along it is attended with great difficulty. It will be almost impossible for the Railway materials, &c., to be conveyed along it. On this ground alone I would strongly recommend that its improvement be commenced without delay. There are however a great number of Towns and Villages on the very Line of the Railway, which will be left without any communication to the nearest Station, unless this road be completed. It will thus be one of the most important feeders to the Railway. The Estimate for its construction, Rupees 1,28,237, has been already sanctioned. It is entered in the Budget§ for the current year. The work was commenced 18 months ago, but was stopped owing to the restrictive orders. I most earnestly request that you will recommend the immediate prosecution of these four Lines of Road. Their importance, as well to the receipts of the Railway, as to the benefits which it will confer upon the District, it is impossible to exaggerate.

§ No. 379 of Budget No. 2.

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Letter from Captain J. H. M. SHAW STEWART, District Engineer in charge of Cuddapah; to Colonel C. E. FABER, Chief Engineer, dated Cuddapah, 13th January 1859, No. 1210 of 1858-59.

SIR,

With reference to your Extract Proceedings of the 28th Ultimo, No. 6679, I beg to express my regret, that I should have communicated direct with the Consulting Engineer for Railways on the subject of the Roads in this District, considered as feeders to the North West Railway. I beg to assure you, that my doing so was entirely the result of ignorance of the proper course to be pursued. I have the honor now to enclose a copy of the Consulting Engineer's letter to me, and of my reply thereto.

2. I especially wish to draw your attention to the two Roads, which I have numbered 14 and 15; those from Vencatramrazpett, over the Sonepoy Pass to Royachooty, and from Royachooty through Gurrumcondah to Muddenpully and Poonganoor. The Estimate for each of these Roads, has been struck out of the Budget Statement No. 1, by the Government of India. Of their importance as feeders to the Railway, there cannot be a doubt. Indeed upon these two Roads being constructed, or not, depends the question of whether the entire produce of one-third of the Cuddapah District, is, or is not, to have the advantage of the Railway. I would most earnestly request that no time may be lost in bringing the matter to the favourable consideration of Government. In the present dearth of labour—a dearth which is not likely to be lessened when the Railway work is once fairly commenced. I do not think that the Road over

the Sonepoy Pass, could be opened for traffic under two seasons. It is therefore of the most urgent importance that no more time be lost in commencing the work.

3. Upon the necessity of the other Roads mentioned in the enclosed letter, I will not enlarge. Sooner or later they must all be constructed. I am certain that until they shall be constructed, the Railway will not carry a little of the produce of the District.

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No. 123. ORDER THEREON, No. 668; dated 22nd March 1859.

1. These papers relate to the Roads to be formed in the Cuddapah District as feeders to the North West Railway. The Consulting Engineer submitted a long list of such Roads which was communicated to this Department; and the Chief Engineer reports on them in his letter above recorded.

2. The following are the Roads recommended by Captain Johnston.

| No. in this List. | Para. of Captain Johnston's letter. | No. of Road as marked on the Map. | Description of the Road. | Remarks. |
|---|---|---|---|---|
| 1 | 3,4 &6 | 1 | Chittoor to Cuddapah, by the Damulcherroo Ghaut, being Trunk Road No. 11. | An estimate of Rupees 1,28,753 for Bridges on this line was sanctioned in Extract Minutes Consultation, 24th August 1857 No. 1628. But only very small parts of the estimate have been sanctioned for execution. |
| 2 | 5 & 12 | 14 | Royachoty to the Rajampett station by the Sonepoy Ghaut. | An estimate of Rupees 41,300 for a Road from Vencataramrazpett to Royachoty was entered in the Budget Statements No. 1 of 1857-58 and 1858-59. But sanction was deferred by the Government of India. |
| 3 | 5 | 17 | Culcudda to the Sonepoy Ghaut..... | No estimate has been submitted. |
| 4 | 7 | 2 | Poolivaindla through Vaimpully to Cuddapah. | An application for an outlay of Rupees 8,800 for a Cart Road along the line from Cuddapah to Polyvaindla recently submitted by the Officiating Chief Engineer, was negatived in Extract Minutes Consultation 29th January 1859 No. 272. |
| 5 | 8 | 3 | Cuddapah to Bellary..... | An estimate of Rupees 4,69,300 for this Road was returned on financial grounds (November 27, 1857) in view to its being re-submitted hereafter. |
| 6 | 9 | 4 | Cuddapah, via Cazapett and Budwail to Nellore. | An estimate of Rupees 50,500 for the portion of this line in Cuddapah with another estimate of Rupees 1,01,000 for the portion in Nellore was recently ordered to be entered in the Budget Statement No. 1 of 1860-61. Extract Minutes Consultation 8th February 1859 No. 328. |
| 7 | 9 | 5 | Cazapett to Kurnool via Nundialumpett and Dhoor. | No estimate has been submitted. |



| No. in this List. | Para. of Captain Johnston's letter. | No. of Road as marked on the Map. | Description of the Road. | Remarks. |
|---|---|---|---|---|
| 8 | 9 | 0 | Bridge over the Pennaur near Cuddapah..... | No estimate has been submitted. |
| 9 | 10 | 8 | Cumbum, Budwail and Sidhout Talooks to the Railway Station at Ontimetta..... | Do. do. |
| 10 | 13 | 16 | Continuation of the Royachoty and Rajampett Road (No. 14) to Cuddree to the west..... | Do. do. |
| 11 | 13 | 18 | Continuation of the same Road through Chitwail and the Raupoor Pass to the Coast. | An estimate of Rupees 73,900 for the Road from Vencataramrazpett to the Raupoor Ghaut, was approved in Extract Minutes Consultation, 28th October 1857, No. 2021, para. 14; but the project has been deferred on financial grounds to the Budget of 1860-61. Extract Minutes Consultation, 3rd January 1859, No. 1, para. 5. |
| 12 | 15 | 25 | Road from the Vencatagherry Zamindaree in the Nellore District by the Chengelut Pass to the Coodoor Station..... | No estimate has been submitted. |
| 13 | 15 | 26 | Continuation of the above line to the town of Yerragoontta..... | Do. do. do. |
| 14 | 16 | 27 | Coorbulcotta by Palair and the Nagaputta Pass to the Railway Station at Curcumbady..... | Do. do. do. |
| 15 | 17 | 0 | Portion of Trunk Road No. 13, from Madras to Cuddapah, between Coodoor and Curcumbady. | The Government lately granted Rupees 5,000 towards the formation of this Road. |

3. Some of these Roads are obviously calculated to be valuable feeders to the Railway, and are necessary to its full utility. They are Nos. 2, 3, 4, 7, 10, and the part of 6 from Cuddapah to Cazapett, to communicate with No. 7. Of these Roads Estimates have already been prepared and laid before Government Nos. 2, 4 and 6. Of these, No. 4 is now sanctioned for immediate execution, in view to the road being ready as soon as the Railway is open. The Chief Engineer will report what portion of the Estimate for No. 6 is for the road from Cuddapah to Cazapett, and sanction will then be given for that also. Application will at once be made to the Government of India for sanction to the Estimate for No. 2; for the remaining three of the roads above specified, viz. Nos. 3, 7 and 10 no Estimates have yet come before Government; the Chief Engineer will now procure and submit them for early and special sanction.

4. Some other of the projects mentioned in the list are very important to the improvement of the District; but the Governor in Council cannot regard them as valuable as feeders to the Railway, and he must therefore refuse sanction to them at present. As soon as the present stringent limitations on expenditure on Public Works shall be relaxed, he will be prepared strongly to recommend these works for early sanction. The projects here referred to are Nos. 1, 8, 9, 11, and the remainder of No. 6, viz. from Cazapett over the Dorenail Pass to the Coast. Out of this number, Estimates have already been considered and approved for Nos. 1, 6 and 11; for No. 8, the Bridge over the Pennair, a work very much required, an Estimate may be prepared and submitted for consideration and approval.

5. No. 5 the Road from Cuddapah to Bellary, and No. 15 a part of the Road from Cuddapah to Madras, will not be wanted as first class lines when the Railway shall be made, as both are near and parallel to the Railway. The remaining Roads in the list, viz. Nos. 12, 13 and 14, appear to Government of doubtful expediency under any circumstances; but the Governor in Council will be prepared to give them consideration if Captain Hemery, who has just resumed charge of the District, and the Collector, shall be of opinion that they or any of them ought to be undertaken.

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

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No. 124. Ordered in consequence that the following letter be despatched.

From J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George; to Captain H. YULE, Officiating Secretary to the Government of India, D. P. W., dated 22nd March 1859, No. 669.

SIR,

1. I have the honor under the orders of the Right Honorable the Governor in Council to forward copy of a Resolution passed by Government under this day's date on the subject of Roads proposed to be formed in the Cuddapah District as feeders to the North West Railway. It will be seen from para. 3 of this Order that the Roads which in the opinion of the Government are calculated to be valuable feeders to the Railway as far as the town of Cuddapah, and necessary to its full utility, are six in number. Of these one Road* has been sanctioned for immediate execution, in view to its being ready as soon as the Railway is open; estimates and information have been called for in respect to four† others, the sixth (No. 2 in the List) is beyond the competence of this Government to authorize.

*No. 4.

† Nos. 3, 7, 10 and part of No. 6.

2. I am now directed to address the Government of India in respect to the excepted Road, viz. from Royachoty to the Rajampet station on the Railway, estimated to cost Rupees 41,300. In paras. 16 to 18 of the Report¶ on the Budget for 1857-58, this Government dwelt on the importance of the line as regarded the improvement of the District, but financial difficulties withheld the Government of India from according sanction to the project, as intimated in para. 8 of your letter dated 23rd September 1858, No. 4606.

¶Dated 12th March 1857, No. 462.

3. The Consulting Engineer for Railways as well as the District and Chief Engineers now urge the immediate formation of the Road on the ground of its great importance to the North West Railway. This Government concur in that opinion; and I am instructed to solicit that the Estimate for the line amounting to Rupees (41,300) forty-one thousand and three hundred which will be found entered in Statement§ No. 1 of the Budget for 1859-60, may be sanctioned apart from the other Projects in that Statement, and authority be given for undertaking the work at once so that it may be ready for use as soon as the Railway is opened to Rajampet. The work will probably occupy between two and three years; and the actual outlay during each year will therefore not be considerable.

§ Item No. 30.

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№ 975 of 1858/59.

From

Lieut.t J. F. M.c Shaw Stewart
District Engineer
Cuddapah.

To

The Chief Engineer
Do.n

Sir,

I have the honor to call your very particular attention to the importance of carrying on, without further delay, certain lines of road in this District, which are almost intimately connected with the North West line of Railway, and to which they will all serve as important feeders.

2. The first line to which I allude is that from Venkatramanazpatte to Royachotte. The estimate for the construction of this road amounting to Rupees 41,300, in the Budget for 1857-58,* and again in that for 1858-59.* The restrictive orders have however prevented the commencement of the work. The line of the North West Railway runs through the Chittoor Taluk, and one of the stations will be at Rajampett, close to Venkatramazpett, to which the road in question runs. At present there is no communication whatever from the Chittoor

* №9, Budget №1.

* №25, Budget №1.

Chitavail Taloork towards the West, and unless this road is constructed, the Railway will be not of the slightest use to the large Taloorks of Royachotee, Goorumcondah, and Muddenpully. I do not anticipate that we shall be able to open this road within two years from the commencement of the work, owing to the scarcity of labourers. When once the Railway is commenced, this difficulty will be greatly increased. Indeed I have great doubt whether the road, even if commenced now, would be ready for traffic by the time the Railway is completed to Rajampett. That any further delay in commencing the work will be a great loss to the receipts of the Railway, and to the advantages which the country will derive from it, I have not a doubt.

3. The second line to which I allude # is a continuation of the preceding, viz.t from Royachotee to Goorumcondah, Muddenpully and Sorgunoor. When taken in conjunction with the foregoing line, this will be most important as feeder to the Railway. It will open out a large part of three Taloorks, whose resources are at present undeveloped from the want of communication with external markets. This want the roads in question and the Railway will supply. The estimate for the construction of this road, amounting to

Rupees

99

No 27 of Budget No 1 for 1858-59.

Rupees 48,100, was entered in the Budget for this year. I do not think that the work could be completed under two years, and I would therefore urgently press upon you the necessity of commencing it at once, so that it may be ready for traffic by the time that the Railway is completed.

4. The next line to which I allude, is that from Venkatramarazpett, over the Rampoor Gap, into Nellore. I need scarcely enlarge upon the importance of this line, as a feeder to the Railway. It will drain a large tract both in the Chitavail Taloork and in the Nellore District. The Estimate for its construction amounts to Rupees 73,900. In Extract Minutes of Consultation of the 28th October 1857, No 2021, Government sanctioned its entry in the Budget for 1858-59.

5 The last line to which I wish to call your attention, is the road between Cuddapah and Badapully, being part of the direct road from Madras to Cuddapah. This line runs parallel to the Railway, and perhaps, at first sight the importance of constructing it might not be seen. It will however be most important both while the Railway is in progress, and afterwards. Owing to the present wretched state

state of the line, the passage of carts along it is attended with great difficulty. It will be almost impossible for the Railway materials when to be conveyed along it. On this ground alone I would strongly recommend that its improvement be commenced without delay. There are however a great number of towns and villages on the very line of the Railway, which will be left without any communication to the nearest Station, unless this road be completed. It will thus be one of the most important feeders to the Railway. The estimate for its construction, Rupees 128237. has been already sanctioned. It is entered in the Budget for the current year. The work was commenced 8 months ago, but was stopped owing to the restrictive orders. I most earnestly request that you will recommend the immediate prosecution of these four lines of road. Their importance, as well to the receipts of the Railway, as to the benefits which it will confer upon the District, it is impossible to exaggerate.

No 379 of Budget 1882.

Camp Gundloor
Dist.t Eng.r's Office
30th November 1882.

I have the honor to be Sir
(Signed) J. H. M. Shaw Stewart Lieut.t
District Engineer of Cuddapah

No 1

No 1210 of 1858/59.

From

Captain J. H. M. Shaw-Stewart
District Engineer in charge of
Cuddapah.

To

The Chief Engineer
S. P. R.

Sir,

With reference to your Extract Proceedings of the 28th Ultimo, No 6679. I beg to express my regret that I should have communicated direct with the Consulting Engineer for Railways on the subject of the roads in this District, considered as feeders to the North West Railway. I beg to assure you, that my doing so was entirely the result of ignorance of the proper course to be pursued. I have the honor now to enclose a copy of the Consulting Engineer's letter to me, and of my reply thereto.

2. I especially wish to draw your attention to the two roads which I have numbered 14 and 15, those from Vencatramrazepett over the Sonepoy pass to Royachotee, and from Royachotee through Gurramcondah to Muddenpully and Pongaroor. The estimate for each of these roads has been struck out of the

Budget

Budget Statement No. 1 by the Government of India. Of their importance as feeders to the Railway, there cannot be a doubt. Indeed upon these two roads being constructed, or not, depends the question of whether the entire produce of one third of the Cuddapah District is, or is not, to have the advantage of the Railway. I would most earnestly request that no time may be lost in bringing the matter to the favourable consideration of Government. In the present dearth of labour, a dearth which is not likely to be lessened when the Railway work is once fairly commenced, I do not think that the road over the Gangapoy Gaut could be opened for traffic under two seasons. It is therefore of the most urgent importance that no more time, be lost in commencing the work.

3. Upon the necessity of the other roads mentioned in the enclosed letter I will not enlarge. Sooner or later they must all be constructed. I am certain that until they shall be constructed, the Railway will not carry a little of the produce



produce of the District.

I have the honor to be &c.

(Signed) J. H. M. Shaw Stewart, Capt.
D.C. Engrs in charge of Cuddapah.

Cuddapah
D.C. Engrs Office
13th January 1857.

True Copies

J. [illegible] Major

Offg Supg Engr Central Circle.

Central Office of Public Works
Fort Saint George 25th January 1859.

No 356

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

"Public"

Sir,

Enclosure
P.L. of Corrs. [illegible]

I do myself the honor to acknowledge the receipt of Extract Minutes of Consultation No 24 dated 4th Instant, refering for report certain papers connected with the construction of Roads, as feeders to the North West Line of Railway.

2. Of the several roads referred to by Captain Shaw Stewart, in his communication to the Consulting Engineer, dated 27th November 1858, contained in the foregoing Extract Minutes of Consultation, it is observed, that Estimates for the following Lines have already been submitted, but the sanction of Government for the prosecution of some has been deferred,

on

Order on a letter from
The Chief Engineer
dated 25th January 1859
No 356

From
The Chief Engineer
To
The Secretary to Government
Public Works Dept.

Dated 25th January 1859
No 356

Copies of letters from the Chief Engineer of Cuddalore, calling attention to the importance of carrying on certain parts of the Line of Road from Cuddalore to Chidambaram in the District of Cuddalore.

in consequence of the general restrictive orders of Government of India viz$^{t}$

| Description of Road | Amount of Estimate | Remarks. |
|---|---|---|
| For completing Trunk Roads № 11 from Chittoor to Cuddapah | 94884 | Sanctioned 24th Augt 58 in Public Dispatch № 2 of 1859/60. |
| Road from Cuddapah to Bellary | 107,000 | Submitted 10th Novr 58 in Rpt № 5128. |
| Road from Cuddapah to Nellore | 59,500 | Dº 24th Decr 58 in № 6666. |
| Road from Venkatramazpett to Royachoty | 41,300 | Entered in Budget Statement № 1 of 1859/59 and ordered to be held in abeyance. |
| Road from Royachoty to Pongunoor | 48,100 | Dº Dº |
| Completing road from Venkatramazpett to Rayloor Ghat | 73,905 | Ordered to be entered in Budget of 1860/61. Vide E. in C. № 1 dated 3d January 1859. |
| Portion of road leading directly from Cuddapah to Madras | 128237 | Entered in Budget Statement № 2 of 1857/60, Vide E. in C. 25th September 1856. |

3. The importance of the several roads in connection with the North West Railway has been so forcibly pointed out, and so clearly explained by Captains Johnston and Shaw-Stewart, that it only remains for me to express my full concurrence in the opinion, that their construction will materially tend to develope the resources of the country, through which the rail will pass. I do not feel at liberty

liberty to recommend, that the stringency of existing restrictions on Public Works expenditure should be relaxed in favor of all the lines enumerated by Captain Johnston, although if the finances permitted, I should unreservedly have pressed their importance on the attention of Government and have recommended their immediate prosecution to completion.

4. I beg to herewith submit enclosed copies of letters from the District Engineer Cuddapah, reporting on the relative importance of two roads viz$^{t}$ of those from Venkatramazpeth over the Somepoy pass to Royachotee and of that from Royachotee through Gurramconda to Muddenpully and Coonganoor, all particulars connected with which, and the necessity for their forming exceptions to the general rule, will be found fully explained in the District Engineer's letters now forwarded. Indeed to justify and enforce the recommendation in favor of these roads, it is only requisite to draw attention to the fact so forcibly put by Captain Shaw-Stewart, that upon their establishment "depends the question of whether the entire produce of one third of the Cuddapah District "is or is not to have the advantage of the Rail-"way."

| | | |
|---|---|---|
| 30th Novr 58 | № 975 | |
| 13th Jany 59 | " 1210. | |

5

5. If the Government feel equally satisfied that the two roads just referred to are of sufficiently urgent importance to admit of their exemption from restrictions, I beg that early orders may be issued for the immediate commencement of operations.

6. Estimates for the remaining roads alluded to have been called for, and they will be submitted in due course.

I have the honor to be

Sir,

Your Most Obedient Servant

Central Office of P.W.
Fort Saint George
25th January 1859.

M. Ed. Fraser Colonel

Chief Engineer.

D.S.

W.T.P.

Public Works Dept

No 668

Extract from the Minutes of Consultation

Under date the 22nd March 1859.

Read the following

Extract Min: of Cons: in

the Financial Railway

Department dated 14th Dec:

1858 and recorded in Con-

sultation 4th January 1859

No 3117.

Read also the follow-

-ing letter from the Chief

Engineer.

Here enter 26th January 1859

No 7356/

Have prepare red-

-tate to the roads to be

formed in the Coddapah

District

Public Works Dept

No 668: 22nd March 59

Extract from the Minutes of Consultation

Under date the 22nd March 1859

Read the following letter from the Chief Engineer

Dated 26th January 1859 No 203

From

The Secretary to Government

To the Secretary to Government

Public Works Dept

Sir

I have the honor to forward herewith for the information of Government a Memorandum of the Roads required to be formed in the Cuddapah District

Dated 25th January 1859

Rec'd 26th "

Memorandum for accompanying letter from the Secretary to Government Public Works Dept dated 25th January 1859

Roads required to be formed in the Cuddapah District

From Proddatoor to Pennagaram

From Proddatoor to Mydookoor

From Proddatoor to Cuddapah

From Cuddapah to Pennagaram

From Cuddapah to Gandicotta

From Cuddapah to Mydookoor

From Cuddapah to Rayachoty

From Cuddapah to Kodoor

From Cuddapah to Pullampett

From Cuddapah to Cumbum

From Cuddapah to Kanigherry

From Cuddapah to Kalasapaud

From Cuddapah to Chittvel

From Cuddapah to Vontimittah

From Cuddapah to Sidout

From Cuddapah to Nundalore

From Cuddapah to Nellore

From Cuddapah to Ongole

From Cuddapah to Kandoor

Districts as feeders to the North West Railway. The Consulting Engineer submitted a long list of such roads which were communicated to this Department; and the Chief Engineer reports on them in his letter above recorded.

2. The following are the roads recommended by Captain Thuillier.-

| No. in this List | Area of Capth Johnstone's letter | No. of Road as marked on the Map. | Description of the road. | Remarks. |
|---|---|---|---|---|
| 1 | 3 & 4 & 6. | 1. | Suttoor to Cuddapah by the Damalcherroo Ghaut being Trunk Road No 11. | An Estimate of Rupees 1,28,758 for Bridges on this line was sanctioned in Extract Mins Con. 24. August 1837 No 1628. But only very small sums of the Estimate have been sanctioned for execution. |
| 2 | 5 & 12. | 14 | Royachoty to the Peyrair still Stationed by the Long Coast | An Estimate of Rs 41,300 for |

| A. Area of Capth Johnstone's letter | No. of Road in this List | Description of the road | Remarks. |
|---|---|---|---|
| | | for a Road from Venkata-ramanapatta to Royachoty was entered in the Budget Statements No 1 of 1857/58 and 1858/59. But sanction was de-ferred by the Govt of India. | |
| | 17. | Cuddalore to the Sonapoy Ghaut | No estimate has been submitted. |
| | 2. | Bolivaindlu through Vaimpully to Cuddala-pah. | An application for an outlay of Rs. 6800 for a cart road along the line from Cuddapah to Bolyvaindlu, recently sub-mitted by the Offg Chief Engineer, was negatived in Govt Mins Con. 29. Jany 1857 No 272. |
| | 3. | Cuddapah to Bellary. | An Estimate of Rs 140,000 for this road was returned (Govt 27-1857). on financial grounds & in view to its being re-submitted hereafter. |
| | 4. | Cuddapah, via Gurra-putt & Buchwail to Nellore. | An estimate of Rs 30,500 for the portion of the line in Cuddapah with another Estimate of Rs 101000 for the portions in Nellore were recently ordered to be entered in the Budget Statement No 1 of 1860/61. & Govt Mins Con. 9 Feby 59 No 325. |

| No in the list | Area of Depth as shaded on the plan | No of Road as marked on the plan | Description of the road | Remarks. |
|---|---|---|---|---|
| 7 | 9 | 5. | Poyeapettah to Thurnoor viâ Muridialumpettah and Thoor. | No estimate has been submitted. |
| 8 | 9. | - | Bridge over the Pennaiar near Cuddalapah. | —Do.— —Do.— |
| 9 | 10 | 8. | Cumbum, Budvail and Sidhout Talooks to the Railway Station at Ontimettah. | —Do.— —Do.— |
| 10 | 13 | 16. | Continuation of the Poyeapettah & Rayimpettah Road (No 14) to Cuddapah to the west | —Do.— —Do.— |
| 11 | 13 | 18. | Continuation of the same road through Chittavaloor & the Rayloor pass to the Coast. | An Estimate of Rs 78,905 for the road from Vencatanampettah to the Rayloor Ghauts was approved in Ex Minute for 28th October 1857 No 2021 f 141; but the project has been deferred on financial grounds & to the Budget of 1860/61. Ex Min Gen F. Jany 1860/ |
| 12 | 15 | 25 | Road from the Vencatagherry Zemindaree in the Nellore district by the Chengelput Pass to the Arcot station. | No estimate has been submitted. |
| 13 | 15 | 26 | Continuation of the above line to the town of Tyrapoutta. | —Do.— —Do.— —Do.— |
| 14 | 16 | 27 | Corbutcotta by Poloor and the Nagerkuttah Pass to the Railway Station at Covencondah | —Do.— —Do.— —Do.— |
| 15 | 17 | | Road from Nellore to Kistnagherry and thence to Cuddapah Estimated [illegible] | The Govt Cattely granted Rs 5000 towards the formation of this road. |

5. Some of these roads are obviously calculated to be valuable feeders to the Railway, and are necessary to its full utility. They are Nos 2, 3, 4, 7, 10, and the part of 6 from Cuddapah to Poyapettah, to communicate with No 7. Of these roads Estimates have already been prepared and laid before Government for Nos 2, 3, 4 & 6, No 4 is now Of these, No 4 has been sanctioned for immediate execution, in view to the road being ready as soon as the Railway is open.

2 Respectfully to the Rajampett Station Rs 4,1300
by the Sonepoy Road
3 Cuddapah to the Sonepoy Road
4 Podicondla through Vaimpelly to Cuddapah 8800.

The Chief Engineer will report which portion of the Estimate for No 6 is for the road from Cuddapah to Rajpetta, and sanction will then be given for that also. Application will at once be made to the Govt of India for sanction to the Estimate for 6 & 7.

for the remaining three of the roads above specified viz Nos 3, 4 & 10 no estimates have yet come before Government; the Chief Engineer will now procure and submit them for early and special sanction.

Some other of the projects mentioned in the list are valuable,

and

very important to the improvement of the District; but the Governor in Council cannot regard them as valuable as feeders to the railway, and he must therefore refuse sanction to them at present. As soon as the present stringent limitation on expenditure on Public Works shall be relaxed, he will be prepared strongly to recommend these works for early sanction. The projects here referred to are Nos 1, 8, 9, 11, and the remainder of No 6, viz from Rajpetta over the Dorenalla Pass to the Coast. Out of this number, Estimates have

already

already been considered
and approved for Nos 4,
6 & 11; for No 8, ——— the
Bridge over the Pennair,
a work very much requi-
red, an Estimate may
be prepared and sub-
mitted for consideration
& approval.

No 5, the Roads
from Cudelesgah to
Bellary, will not be
wanted on a first Class
Lines when the Railway
shall be made, The
remaining Roads in the
List viz^t Nos 12, 13 & 14,
appear to Government
of doubtful expediency
under any circumstances;
but the Governor in
Council will be prepared
to give them consideration
if Captain Kennedy, who
had

and No 15 a part of the road from Cudelesgah to Bellary,

as well as near & parallel to the railway.

had just resumed charge
of the District, and the
Collector, shall be of
opinion that they or
any of them ought
to be undertaken.

[signature]

To Copies to the Chief Engr
Dispr 25.

5 — Teal Railway Dept
6 — Govt of India

Cons. 4 Jany/59 Nos 48 49.

Public Works 1859 Dept.

Cons 22d March.

From Chief Engr 9th June/60
No 1448.

No. 668.

Extract Mins of Cons:
of 22d March/59.

From Chief Engr 27th April/59 No. 853. in Cons. 29th April
Extract Trunk Railway 18th April/59
C. No 987 in Cons. 10th June/59 Nos 28+29
Further Cons. 27th May/59 No. 29-30
Ra. Trunk Railway Depn. 3d June/59
C. No 1476 in Cons. 15th July... 45-46
From Govt of India 8th Augt/59 C. No 2230
Cons:
Cons. 4 Jany/59 Nos 48+49

Further 27th May/59. Nos 29+30

Passing orders on the subject of the Roads proposed to be formed in Cud dapah feeders to the North West Railway.

Nos 1224+123.

Ry Trunk Railway Depn.

Transmitted to Captain Yule
Dispatch No. 23 Steamer

Public Works Dept
No. 669.

Captain H. Yule
Secretary to the Government of
India

Sir,

I have the honor under the orders of the Right Honorable the Governor in Council to forward a copy of a Resolution passed by Government under this day's date on the subject of Roads proposed to be formed in the Cuddapah District as feeders to the North West Railway. It will be seen from para 3 of this Order that the roads which in the opinion of the Government are calculated to be valuable feeders to the Railway as far as the town of Cuddapah, and necessary to its full utility, are six in number. Of these one road has been sanctioned

for

for immediate execution, in view to its being ready as soon as the Railway is open; estimates and information have been called for in respect to four others, and the 5th to (No 2 in the list) is beyond the Competence of this Government to Authorize-

2 I am now directed to address the Government of India in respect to the excepted Road, viz from Royachoty to the Rajampet station on the railway, estimated to cost Rs 4,300.

3 In para 16 to 18 of the Report on the Budget for 1857/58 this Government directed attention to the importance of the line as regarded the improvement of the District, but financial difficulties withheld the Government of India from according sanction to the Project, as estimated in para 8 of your letter dated 23d September

* Nos 3, 7, 10 are part of No 6

* dated 12th March 1857 No 460.

* Item No 30

September 1858 No 6606.

3 The Consulting Engineer for Railways as well as the District and Chief Engineers now urge the immediate formation of the road on the ground of its great importance to the North West Railway. His Government concurs in that opinion, and I am instructed to solicit that the Estimate for the line amounting to Rs (4,300) Forty one thousand and three hundred rupees will be found entered in Statement No 1 of the Budget for 1859/60 may be sanctioned & grant from the other Projects on that Statement, and authority be given for undertaking the work that it may be ready for use as soon as the Railway to is opened Rajampet. The work will probably occupy between two and three years and the actual outlay during each

35[illegible]

each year will therefore
not be considerable.

J. W. A

Fort St. George
22 d. March 1809

Copy 1st March 1816

Public Works 1859 Dept.

Cons. 22d March.

No 669.

To

The Offg Secretary to the
Government of India.

22d March 59.

From the Secretary to the Govt
of India 13th May 58 No 1234
in Cons. 22d Dec. No 30

From the Under Secry to the Govt
of India 8th August 59 to the Govt
in Cons:

Transmitting Reso-
lution on the subject of the
Roads proposed to be formed
in Cuddapah as feeders to
the North West Railway.

No 124.

From Govt of India 8th Augt
1859. Cons. No 2230