M.R.O. 1—77,006—8-6-37.

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(2) Date of repair [illegible]

(3) Initials of the Referencer [illegible]

MADRAS RECORD OFFICE.

Government of Madras.

[illegible] DEPARTMENT. [illegible]

G.O. No. [illegible] Press / Mis.

Dated [illegible] 18[illegible].

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 22nd March 1859.

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.

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.

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 roper 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 nd 15; those from Vencatramrazpett, over the Sonepoy Pass to Royachooty, and from Royahooty through Gurrumcondah to Muddenpully and Poonganoor. The Estimate for each of hese Roads, has been struck out of the Budget Statement No. 1, by the Government of India. f their importance as feeders to the Railway, there cannot be a doubt. Indeed upon these wo Roads being constructed, or not, depends the question of whether the entire produce of onehird of the Cuddapah District, is, or is not, to have the advantage of the Railway. I would ost earnestly request that no time may be lost in bringing the matter to the favourable conideration of Government. In the present dearth of labour—a dearth which is not likely to be essened 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.

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 Rajainpett 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.
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 Dorenall 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.

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.

No 975 of 1858/59

From

Lieut. J. H. M. Shaw-Stewart
District Engineer
Cuddapah.

To

The Chief Engineer
D. P. W.

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 Vencatramarazepett to Royachotee. 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 Vencatramrazepett, to which the road in question runs. At present there is no communication whatever from the

Chitwail

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

Chitwail Talook towards the West, and unless this road is constructed, the Railway will be not of the slighest use to the large Talooks 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 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.

3. The second line to which I allude * is a continuation of the preceding, vizt. from Royachotee to Goorumcondah, 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 Ventatramarazpett, over the Rampoor 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

state of the line, the paſsage of carts along it is attended with great difficulty. It will be almost impoſsible for the Railway materials &ca 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 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 No 2.

Camp Gundloor
Distt Engrs Office
30th November 1858.

I have the honor to be &ca
(Signed) J. H. M. Shaw Stewart Lieutt
District Engineer of Cuddapah

No

No 1210 of 1858/59.

From

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

To

The Chief Engineer
D. P. W.

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 Gurrumcondah to Muddenpully and Poonganoor. 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 Stonepoy 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

produce of the District.

Cuddapah
Dt. Engrs. Office
13th January 1859.

I have the honor to be &ca.
(Signed) J. H. M. Shaw Stewart, Captn.
Dt. Engr. in charge of Cuddapah.

(True Copies)
H. [illegible] Major
Offg. Supg. Engr. Central Circle.

Enclosure in a letter
From
The Chief Engineer
To The Secretary to Government
Public Works Dept.

MR203/59

Dated 25th } January 1859
Recd. }

No. 7356

Copies of letters from the District Engineer of Cuddapah, calling attention to the importance of carrying on, without further delay, certain lines of road in the District of Cuddapah.

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

No. 7356

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

"Public"

Sir,

Enclosure 1.
C/s of Correspondence

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.

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

in consequence of the general restrictive orders of Government of India vizt.

Description of Road	Amount of Estimate	Remarks
For completing Trunk Roads No 11 from Chittoor to Cuddapah	94884	Sanctioned 24th Augt/57. Item No 463 in Budget No 2 of 1859/60.
Road from Cuddapah to Bellary	107,000	Submitted 10th Novr/58 No 5123.
Road from Cuddapah to Nellore	50,500	Do 24th Decr/58 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 Venkatramrazpett to Ruipoor Ghat	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	128,237	Entered in Budget Statement No 2 of 1859/60. Vide E.M.C. 25th September 1856.

⊕ Please see para 5 of the E.M.C. in the Budget for 1859/60

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 to herewith submit enclosed copies of letters from the District Engineer Cuddapah, reporting on the relative importance of two roads vizt. of those from Vencatramrazpett over the Sonepoy pass to Royachotee and of that from Royachotee through Gurrumcondah 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 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 No 975
13th Jany/59 " 1210.

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
Wd. T. Pater Colonel
Chief Engineer.

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

W.B.

J.S.

Public Works Dept

No. 668.

Extract from the Minutes of Consultation

Under date the 22d March 1859.

Read the following Extract Mins. of Cons. in the Financial Railway Department dated 14th Decr 1858 and recorded in Consultation 4th January 1859 No. 3117.

Read also the following letter from the Chief Engineer.

/Here enter 26th January 1859 No. 356/

1 These papers relate to the roads to be formed in the Cuddapah District

---

Rd. Consd. Jany/59 No. 48-49

P. Works 1859 Departt
Cons 22d March
No 203

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

Dated 25th
Recd 26 } January 1859
No 356
Enc: 1-

Recommends for exemption from the restrictive orders the following works.
Road from Vencataramrazpett to Royachotee.
Road from Royachote to Muddeypully and Poonganoor intended as feeders to the North West Line of Railway.

S. C. No. 668: 22d March/59

No 122-

12th March 1816

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 Captn 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 128753 for Bridges on this line was sanctioned in Extract Mins Consn 24 August 1857 No 1628. But only very small parts of the Estimate have been sanctioned for execution.
2	5 & 12.	14	Royachoty to the Royain-pett station by the Sonepoy Ghaut	An Estimate of Rs 41,300 for a Road from Vencata-ramsaypett 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.	Cuddapah to the Sonepoy Ghaut	No estimate has been submitted.
		2.	Bolivoundla through Vempully to Cudda-pah.	An application for an outlay of Rs 8,800 for a cart road along the line from Cuddapah to Bolyvoundla recently sub-mitted by the Offg Chief Engineer, was negatived in Ex Mins Consn 29 Jany/59 No 272.
		3.	Cuddapah to Bellary.	An Estimate of Rs 469,500 for this road was returned on financial grounds (Nov 27-1857) in view to its being resubmitted hereafter.
		4.	Cuddapah, via Cumu-pett & Budwail to Nellore.	An estimate of Rs 30,500 for the portion of this line in Cuddapah with another Estimate of Rs 101000 for the portion in Nellore was recently ordered to be entered in the Budget Statement No 1 of 1860/61. Ex Mins Con 8 Feby/59 No 325.

No in this list	No of Capt. Johnston's letter	No of road as marked on the map	Description of the road	Remarks
7	9	5.	Cayepett to Kurnool via Nundialumpett and Dhoor.	No estimate has been submitted.
8	9.	-	Bridge over the Pennaur near Cuddapah.	Do. — Do.
9	10	8.	Cumbum, Budwail and Sidhout Talooks to the Railway station at Ontimetta.	Do. — Do.
10	13	16.	Continuation of the Royachoty & Rajumpett Road (No 14) to Cuddree to the west.	Do. — Do.
11	13	18.	Continuation of the same road through Chitwail & the Raepoor pass to the Coast.	An Estimate of Rs 78900 for the road from Vencataram-rauzpet to the Raepoor Ghaut was approved in Ex Mins Cons 28 October /57 No 2021 p 14; but the project has been deferred on financial grounds to the Budget of 1860/61. Ex Min & Cons 5 Jany 59 No 1/13.
12	15	25	Road from the Vencatagherry Zemindaree in the Nellore district by the Chengelut Pass to the Rail. Station.	No estimate has been submitted.
13	15	26	Continuation of the above line to the town of Yerragoontla.	Do. — Do. — Do.
14	16	27.	Corbulcotta by Palcur and the Nagapuitte Pass to the Railway Station at Kurumbadey	Do. — Do. — Do.
15	17	"	Portion of Trunk road from Madras to Cuddapah between [illegible]	The Govt. lately ~~sanctioned~~ granted Rs 5000 towards the formation of this rd.

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 Cayipett, to communicate with No 7. Of these roads Estimates have already been prepared and laid before Government for Nos 2, ~~3~~ 4 & 6, ~~the first~~ No 4 is now ~~third~~ Of these, ~~Estimates for the following amounts are now~~ sanctioned for immediate execution, in view to the road being ready as soon as the Railway is open.

2 Royachoty to the Razampett Station by the Sonepoy Ghaut } ~~Rs 41300~~

3 Culcudda to the Sonepoy Ghaut

4 Pooliwandla through Vainpully to Cuddapah } ~~8800~~

~~[illegible]~~ The Chief Engineer will report which portion of the Estimate for No. 6 is for the road from Cuddapah to Cuppitt, 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 No 2. For the remaining three of the roads above specified, vizt Nos 3, 7 & 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 ~~valuable~~, ~~[illegible]~~ ~~and extremely~~ 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 Cuppitt over the Dorenall Pass to the Coast. Out of this number ~~Of these~~, Estimates have already

already been considered and approved for Nos 1, 6 & 11; for No 8, — the Bridge over the Pennair, a work very much required, an Estimate may be prepared and submitted for consideration & 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 ~~a~~ first Class lines when the Railway shall be made, as both are near & parallel to the railway. The remaining roads in the list viz Nos 12, 13 & 14, ~~15~~ 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.

10 Copies to the Chief Engr
Dispd 23rd
5 — Genl. Raily Dept
6 — Govt. of India

Cons 4 Jany /59 No 48 49 -

(10) 7

Public Works 1859 Depttt

Cons 22d March

From Chief Engr Dd 9th June /60
C No 1448 -

No 668.

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

From Chief Engr Dd 7th April /59 No 853. in Cons 29th April

Extract Fml Railway Dd 18th April /59 }
C. No 987 in Cons: 10th June /59 No 128 & 129 }

Further 27th May /59 No 29 - 30

Further Cons: 27th May /59 No 29 - 30

Pra Fml Railway Dept Dd 3 June /59 }
C No 1476 in Cons 15th July 45 - 46 }

From Govt of India 8th Augt /59 C No 2230
Cons:

Cons: 4th Jany: /59 No 48 & 49

Passing orders on the subject of the Roads proposed to be formed in Cuddapah as feeders to the North West Railway

No 122 & 123

[illegible] March Pan

334

P.W. Dept

No 669

Copied - Despd 23 Steamer

No

Captain H. Yule

Secretary to the Government of
India

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

No 4

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 sixth (No 2 in the list) is beyond the competence of this Government to authorize.

* 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 Rs 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

* dated 12th March 1857 No 462

September 1858 No 4604.

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 Rs (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

* Item No 30

each year will therefore
not be considerable

Fort St. George
22d March /59

c 12 March 1816

Public Works 1859 Dept.
Cons. 22d March.

No 669

To
The Offg Secretary to the
Government of India
Dd 22d March /59

From the Secretary to the Govt
of India d 13 May 59 C. No 1234
in Cons. 24th No 630

From the Under Secry to the Govt
of India 8th Augt /59 C No 2230
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 8 Augt
1859. C No 2230