M.R.O. 1—77,006—8-6-37.

(1) Number of pages 18

(2) Date of repair 6.3.39

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2345	Press / Mis.
210-211 Dated 12-11-1860.	

Not to be folded or roughly handled

6/3/39

Proceedings of the Madras Government, Public Works Department,
12th November 1860.

No. 210. Read the following letter from Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to J. D. BOURDILLON, Esq., Secretary to Government, Fort Saint George, dated Chepauk, 17th October 1860, No. 5,933 :—

SIR,

1. I have the honor to submit for the consideration and orders of Government, a revised estimate amounting to Rupees 10,600, received from the District Engineer of Cuddapah, for the annual maintenance of the road from Cuddapah to the Bellary frontier.

1 letter from Dist. Engr., Cuddapah, No. 862, dated 22nd Nov. 1859, with 1 enclosure.
1 letter from Dist. Engr., Cuddapah, No. 68, dated 15th May 1860, with 1 demi-official letter and 1 sketch.
1 letter from Dist. Engr., Cuddapah, No. 435, dated 22nd August 1860.
1 letter from Dist Engr., Cuddapah, No. 546, dated 18th September 1860.
1 Abstract Estimate.
Letter No. 862.

2. On the 22nd November 1859, the District Engineer of Cuddapah represented to this office the importance of making this road passable at all seasons of the year, which it is not at present ; as active measures are in progress for connecting Cuddapah and Bellary by Railway, which so far from answering the want of a good road, has rendered it a matter of the greatest importance ; for the main line of communication to the different villages and stations in its present state would be destroyed by a single heavy shower of rain, and thus, access to these places would be cut off. Captain Hemery also showed that his estimate of Rupees 1,07,000 for completing this road in the Cuddapah District (included in that of Rupees 4,69,300 for the whole line from Cuddapah to Bellary, which was submitted* to Government and returned by them for reasons explained in letters from this Office, Nos. 12,678 (paragraph 1) and 2,202 (paragraph 3), dated 25th April and 30th June 1860 respectively), might be reduced to Rupees 83,700 by substituting road dams, where necessary, for all large masonry works, which are not urgently required, as the rivers along the line are very shallow and never impassable for more than 24 hours at a time, excepting the Papugnee and the Chittravattee rivers, for bridging which no provision was made in the estimate above referred to. In this letter Captain Hemery requested, that if the sum of Rupees 20,000, entered in his Budget No. 1 for 1860-1, as the estimated expenditure for this road, could not be sanctioned, at least a sum of Rupees 3,000 may be authorized for immediate expenditure in the following manner: Rupees 1,500 to connect the road with the Cantonment of Cuddapah, between which there was a break of 1,333 yards over heavy sandy soil, and Rupees 1,500 to build a large tunnel and raise the road through a swamp near Pírzádahpett, where carts were said to sink up to their axles in mud, but, as already reported in my letter, No. 2,202 of the 30th June last, the restriction on expenditure prevented the District Engineer's proposition being recommended to Government. The repair of the portion of road near the Cantonment of Cuddapah has, however, since been sanctioned by Government in their Orders, No. 1,711, dated 13th August 1860, on an estimate of Rupees 1,335, of which Rupees 332 is to be met from the maintenance allowance† of this road, and the remainder to be executed by the convicts free of charge.

* In letter No. 5,123, dated 10th November 1857.
Proceedings of Govt., Nos. 1,045 and 1,508, dated 19th May and 14th July 1860.

Proceedings of Govt., No. 1,508, dated 14th July 1860.

† Rupees 7,950.

3. The impassable state of the portion of the road near Pírzádahpett, eight miles north of Cuddapah, was again brought to notice by the District Engineer in his letter of the 15th May last, No. 68, with which was submitted a demi-official letter from Mr. Latham, Resident Engineer of the 3rd Division of the North Western Railway, who gives the following description of the state of that portion of the road: "It is a morass in which bandies and "other conveyances are stuck to their great inconvenience, and yesterday my bandy got into "this place sinking down about three feet, and requiring the aid of 13 or 14 villagers to extri-cate it," with a request that the earliest attention might be given to having it repaired, as the Railway Company have now a great number of their own bandies and bullocks travelling on this road, and much damage and delay may be occasioned at this point. With this letter Captain Hemery also submitted an estimate of Rupees 2,850 for repairing the portion of road in question, where, owing to the road crossing the supplying channel of the Gútúr tank, as shown in the sketch received and herewith forwarded, it is considered necessary to build a tunnel of six vents and to raise a bank on each side of the tunnel through the swamp, which, it is evident, could not be done for 100 Rupees, the sum considered by Mr. Latham sufficient to render the road passable, and this estimate it was proposed should be met from the sum (Rupees 10,000) allotted in the Budget for emergent and isolated works. But as this fund was not considered applicable to repairs of this description, and as there were no other means available, the District Engineer was instructed to repair this portion of the road in the best manner possible from the annual grant of Rupees 7,950.

4. In now forwarding for entry in the Budget of 1861-2 a revised estimate of Rupees 10,600, for the annual maintenance of this road, the District Engineer states that, if sanctioned, this sum will enable him to thoroughly repair the worst portions of the line, and while it will do away with the present necessity of the reduced estimate of Rupees 83,700, referred to in paragraph 2 of this letter, he will engage with this sum at his disposal, to put the entire road in such order as is necessary for a line of communication running parallel to a Railway.

Letter No. 435, dated 22nd, August 1860.

5. The present annual allowance for this road is Rupees 150 for one mile, which, I think, quite inadequate to its wants, considering the bad condition of certain portions of the line, and I have therefore no hesitation in recommending for entry in the Budget of 1861-2, after due examination in this Office, the revised estimate of Rupees 10,600, which provides for Rupees 200 a mile, and which has been approved of by the Acting Collector of the District, Mr. Wedderburn, who also is of opinion that the present annual allowance for a road like this running through black cotton soil is too small to be effective.

No. 211. ORDER THEREON, 12th November 1860, No. 2,345.

1. In this letter the Chief Engineer recommends that the maintenance allowance of the Cuddapah portion of the road from Cuddapah to Bellary, may be raised from 150 Rupees to 200 Rupees a mile, or from 7,950 Rupees for the whole 53 miles to 10,600 Rupees. Sufficient reasons are assigned for the proposal, and the Government sanction it; the sanction to have effect from the 1st May 1861.

2. Colonel Horsley alludes at considerable length to two especially bad parts of this road. For the repair of one of these, he correctly states, sanction was given by the Government in an Order of 13th August 1860, No. 1,711, and it does not appear why it is brought forward again.

3. The other spot appears to be the same as that for the repair of which funds were granted in paragraph 1 of the same Order, viz., the piece near Pírzádahpett. It is not quite clear, however, whether it is the same road or another; and indeed, the Governor in Council must observe that the letter as a whole is confused and difficult to understand.

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

Central Office of P. Works
Chepauk, 17. October 1860
No. 5933

From
Lieutenant Colonel W. H. Horsley,
Chief Engineer P.W.

Public

To
J. D. Bourdillon, Esqre,
Secretary to Government,
Public Works Department,
Fort St. George.

Sir

Enclosures 8.
Letter from Dy. Engr. Cuddapah
No. 359 dated 22nd Nov. 1859.
with
1 Enclosure
1 Plan
1 Abstract Estimate
1 Skeleton
1 Letter from do. No. 435 dated 22nd Augt. 1860.
1 Abstract Estimate
Letter No. 862.

I have the honor to submit for the consideration and Orders of Government a revised Estimate amounting to Rupees 10600, received from the District Engineer of Cuddapah, for the Annual maintenance of the Road from Cuddapah to the Bellary frontier.

2. On the 22nd November 1859 the District Engineer of Cuddapah represented to this Office the importance of making this road passable at all seasons of the Year, which it is not at present, as active measures are in progress for connecting Cuddapah and Bellary by Railways, which so far from answering the want of a good road, has rendered it a matter of the greatest importance; for the main line of communication to the different villages and Stations in its present

State

dale would be destroyed by a single heavy shower of rain, and their access to these places would be cut off. Captain Hemery also shewed that his Estimate of Rupees 10,000 for completing this road in the Cuddapah District included in that of Rupees 4,69,300 for the whole line from Cuddapah to Bellary, which was submitted to Government and returned by them for reasons explained in letters from this Office Nos. 12678 /para 1/ and 2202 /para 3/ dated 25th April and 30th June 1860, respectively, might be reduced to Rupees 83,700 by substituting road Dams, where necessary, for all large masonry works, which are not urgently required, as the rivers along the line are very shallow and never impassable for more than 24 hours at a time, excepting the Papaghnee and the Chittravatee rivers, for bridging which no provision was made in the Estimate above referred to. In this letter Captain Hemery requested, that if the sum of Rupees 20,000, entered in his Budget No. 1 for 1860/61 as the estimated expenditure for this road, could not be sanctioned, at least a sum of Rupees 3,000 may be authorized for immediate expenditure in the following manner.— Rupees 1500 to connect the Road with the Cantonment of Cuddapah, between which there was a break of 1333 Yards over heavy sandy soil,

Do. Letter No. 5123 dated 10th Nov. 1857.

Pro: of Govt. Nos. 10½ 11508 8/19th May and 14th July 1860.—

Pro: of Govt. No. 11508 8/14th July 1860.

and Rupees 1500 to build a large culvert and raise the road through a swamp near Peerzadpett, where carts were said to sink up to their axles in mud, but, as already reported in my letter No. 2202 of the 30th June last, the restriction on expenditure prevented the District Engineer's proposition being recommended to Government.— The repair of the portion of road near the Cantonment of Cuddapah has, however, since been sanctioned by Government in their Orders No. 1711 dated 13th August 1860 on an Estimate of Rupees 1385, of which Rupees 302 is to be met from the Maintenance allowance of this road, and the remainder to be executed by the Convicts free of charge.—

Rupees 7950

3. The impassable state of the portion of the road near Peerzadpett, 8 Miles north of Cuddapah, was again brought to notice by the District Engineer in his letter of the 15th May last, with which was submitted a demi official letter from Mr. Latham, Resident Engineer of the 3d. Division of the North Western Railway, who gives the following description of the state of that portion of the road:- "it is a morass in which "bandies and other conveyances are stuck to "their great inconvenience, and Yesterday my bandy

No. 68

"bandy got into this place sinking down about
"3 feet, and requiring the aid of 13 or 14 villagers
"to extricate it."— with a request that the earliest
attention might be given to having it repaired,
as the Railway Company have now a great
number of their own bandies and bullocks
travelling on this road, and much damage and
delay may be occasioned at this point. With
this letter Captain Henery also submitted an
Estimate of Rupees 2,850 for repairing the portion
of road in question, where, owing to the road
crossing the supplying Channel of the Guttur
Tank, as shewn in the Sketch received and
herewith forwarded, it is considered necessary
to build a tunnel of 6 vents and to raise a bank
on each side of the tunnel through the swamps,
which, it is Evident, could not be done for 100 Rs.,
the sum considered by Mr. Latham sufficient
to render the road passable, and this Estimate
it was proposed should be met from the
sum (Rupees 10,000) allotted in the Budget for
emergent and isolated works. But as this
fund was not considered applicable to repairs
of this description, and as there were no other
means available, the District Engineer was
instructed to repair this portion of the road in
the best manner possible from the annual
grant

grant of Rupees 7,950.

4. In now forwarding for entry
in the Budget of 1861/62 a revised Estimate
of Rupees 10,600 for the Annual maintenance
of this road, the District Engineer states that,
if sanctioned, this sum will enable him to
thoroughly repair the worst portions of the
line, and while it will do away with the pres-
ent necessity of the reduced Estimate of Rs. 83,700,
referred to in para 2 of this letter, he will
engage with this sum at his disposal
to put the entire road in such order
as is necessary for a line of communica-
tion running parallel to a Railway.

Letter No. 1350 of
22d. August 1860.

5. The present Annual allow-
ance for this road is Rupees 150. for
one mile, which, I think, quite made
quate to its wants, considering the bad
condition of certain portions of the line,
and I have therefore no hesitation in
recommending for entry in the
Budget of 1861/62, after due examination
in this Office, the revised Estimate of
Rupees 10,600, which provides for Rs.
pees 200 a mile, and which has been
approved of by the Acting Collector of the
District, Mr. Hedderburn, who also is

5 [illegible]

of

of opinion that the present Annual allowance for a road like this running through black Cotton Soil is too small to be effective.

I have the honor to be,
Sir,
Your Most Obedient Servant

Central Office of P.W.
Chepauk 17 October 1860

W. H. Bowlby Lieut. Coll.
Chief Engineer P.W.

Lieut. Coll.
Dy. Chief Engr. E.C.

To

J. D. Bourdillon, Esqre.,
Secretary to Government,
Public Works Department,
Fort St. George.

Compd. [illegible]

PUBLIC (ROADS)

ABSTRACT of Estimate No. of 186 -

ROAD No.

DISTRICT Kadapa

WORK Annual repairs to 53 Miles of Road from Kadapa towards Bellari

Quantities.	Description of Work.	Rate. Rs.	A.	P.	Amount. Rupees.	Amount of each part. Rupees.
17600	Yards collecting, casting, spreading and Tamping Gravel — Yards	-	8	-	8800	
36	Sets of Coolies repairing made portions of road for 6 months —					
	per Set per Month —	6	-	-	1296	
4	Mistries, each per month —	10	-	-	480	
	Sundries —				24	
	Average per Mile Rupees 200 for 53 Miles Rupees				10600	

Central Office 9th Nov. 63 — Lt. Rowley Lieut. Col.
Check — Chief Engineer. D. P. W.
Correct 63

Rs. 10600 Estimate for Annual repairs to 53 Miles of Road from Kadapa towards Bellari.

From Lieut. Colonel H.M. Worsley
Chief Engineer D.P.W.

To C. Pedder Esq.
Secretary to Govt.
P.W.D.

Dated 17th October 1863

No. 5233

Sir,

I have the honor to submit an Estimate amounting to Rupees 10600 received from the Executive Engineer Cuddapah for the Annual maintenance of Road from Cuddapah to Bellary Frontier for entry in the Budget of 1864/65.

No 210.

Rs 10600

Rowley

Quantities.	Description of Work.	Rate.			Amount.	Ar eacl
		Rs.	A.	P.	Rupees.	Ri

Public Works Department

No. 2345.

Proceedings of the Madras Government
Under date the 12th ~~October~~ November 1860

Read the following
letter from Lieut. Colo. Horsley
Chief Engineer D. P. W.

Submits a revised Estimate
amounting to Rs. 10,500 received from
the District Engineer Cuddapah for
the annual maintenance of Road
from Cuddapah to Bellary frontier
for entry in the Budget of 1861/62

(Here enter 17th Octr/60 No. 5933)

Sir this letter the Chief
that
Engineer recommends the maintenance allowance of the Cuddapah portion of the road from Cuddapah to Bellary, may be raised from 150 Rs. to 200 Rs. a mile, or from 7,950 Rs. for the whole 53 miles to 10,600 Rs. Sufficient reasons are assigned for the proposal, and the Government sanction it; the sanction to have effect from the 1st May 1861.

Colt

Enclosure
In a Letter
From
The Chief Engineer
D. P. W.
To
The Secretary to Govt
Genl Dept.
Dated 17th Octr 1860
Rec'd 30th Octr 1860
P.W. 2814/60.

No. 5933.

Abstract Estimate for
Annual Repairs &
53 Miles of Road from
Cuddapah towards Bellary.
Amounting to Rupees 10,600.

2. Lt.Col. Horsley alludes at considerable length to two especially bad parts of this road. For the repair of one of these he correctly states, sanction was given by the Government in an order of 13th August 1850, No 1711, and it does not appear why it is brought forward again.

3 The other spot appears to be the same as that for the repair of which funds were granted in Para 1 of the same order, viz. the piece near Pirzadah, pott. It is not quite clear, however, whether it is the same road or another, and indeed, the Governor in Council must observe that the letter as a whole is ~~badly~~ confused and difficult to understand

10 Copies
To the Chief Engineer with Public Dispatch

Maintenance allowance for
Road from Cuttack to Pooree

Public Works 1860. Dept.
Pro: of Govt for 4 Nov.

No 2345

Pro: of the Madras Govt
Dt 12th November 1860.

From Chief Engr 24th Nov
Cpies 2799 in lo

From Do Salary Cpies 259
6

Sanctioning the proposal
to raise the maintenance
allowance of the Cuttack
portion of the road from Cut-
tack to Pooree from
Rs 10 per to Rs 15 per

No 210 & 211.