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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.*Con. 29/2/60*

G.O. No.	<i>283</i>	Press
		Mis.
<i>8-9</i>		
Dated	<i>21-2</i>	<i>18 60</i>

Not to be folded or roughly handled*B*

*Proceedings of the Madras Government, Public Works Department,
for the month of February 1860.*

No. 8. Read the following letter from Colonel J. H. BELL, Chief Engineer; to the Secretary to Government, dated 26th January 1860, No. 9633.

I have the honor, with reference to paragraph 8 of my letter of the 9th instant, No. 8946, to submit the accompanying report by Colonel Lawford, Deputy Chief Engineer of the Central Circle, of his inspection of trunk road No. 6, from Súlúrpett to Allúr, a distance of 80 miles.
January 16th 1860, No. 79.

2. The damages caused by the heavy floods of last November consists chiefly of the destruction of the Súlúrpett bridge which is stated to have had inadequate waterway, and of the embankment with masonry drainage works forming the road to the north of Gúdúr. The Deputy Chief Engineer estimates the repairs at about 75,000 Rupees, but detailed estimates are under preparation in the district. It is evident that either vigorous efforts must be made to open the canal communication, for which one lac has been proposed in the revised budget, or that the road must be restored at a great expense. To leave the road on the natural level of the country would be tantamount to having no road at all except in dry weather.

3. Colonel Lawford estimates Rupees 20,000 as the cost of repairing the road north of Nellore, and this it would appear cannot be avoided.

4. The remarks of the Deputy Chief Engineer as to the necessity of supplying the works of irrigation with the means of regulating the influx and escape of water are undeniably true. Many works of this description are performed under local sanction from the funds for repairs and minor new works. The larger works are properly sanctioned by superior authority; but it is evidently impracticable to provide for many most pressing works under present circumstances.

5. The works of irrigation in Nellore have, it appears, suffered from the floods much less than the roads; and it is satisfactory to observe that the system of repair is considered by the Deputy Chief Engineer to be efficient.

No. 9. ORDER THEREON, 21st February 1860, No. 383.

Paragraph 1. The subject of the damage done to the northern trunk road has been several times under the notice of Government. The Chief Engineer in 26th August 1859 No. 4057. August last addressed them in relation to the stoppage of the work in the Nellore district, and the destruction of materials to a great extent, in addition to that of earth and chunam work, by the heavy rains which had lately fallen.

2. From subsequent communications moreover it appeared that the unusually heavy monsoon in November last had caused damage in addition to the above "greater than any experienced in previous years." A telegram* from the District Engineer of Nellore and subsequent† full reports from the same officer, give a clear account of what the state of the road must have been.

* Communicated with the Chief Engineer's letter of 28th November 1859 No. 7723
† Vide letter from Chief Engineer 9th January 1860, No. 8946.

The quantity of rain which had fallen in one month was more than 36 inches, (unusually large for that part of the country) and of this 12½ inches fell in two days. The result was that the country was generally flooded to the extent of about 60 or 70 miles: numerous breaches were caused in the road, and several bridges and tunnels washed away.

3. With his letter recorded above the Chief Engineer forwards a report from the Deputy Chief Engineer, Central Circle, who had been deputed to inspect the road in question. The report refers to that portion between Súlúrpett about the 50th to Allúr about the 130th mile from Madras. The bridge at Súlúrpett has been destroyed. It was, Colonel Lawford says, "insufficient in height as well as breadth of waterway." The greatest damage was found north of Gúdúr, where the Kundléru had overflowed, and destroyed both embankments and masonry work. Colonel Lawford estimates that 75,000 Rupees will be required to restore the road as far as Nellore to a proper condition, including a new bridge at Súlúrpett. North of Nellore 20,000 Rupees will be required for repairs.

4. Detailed reports and estimates for this purpose are under preparation in the District Engineer's office: and the question now arises—whether the road shall be restored or whether it shall be left alone. In their order marginally noted Government remarked as follows. "This road stretching along the low tract near the coast, arrests the whole drainage of the country."
3rd September 1859, No. 2123 paragraph 2.

Proceedings of the Madras Government, Public Works Department,
for the month of February 1860.

The water way being insufficient, breaches are of constant occurrence. "It has happened repeatedly in this way that the road has been carried away for miles" and the consequence is that to make it permanent "a height of embankment and an amount of waterway" must be provided "which must make the road inordinately costly." The Government were of opinion that the best way of treating this road as a second class one would be "to make a firm surface "not raised at all, or only a few inches above the adjoining country with inverts at proper "intervals," allowing the drainage to run over it.

5. Colonel Lawford now gives it as his opinion that "such a plan is totally impracticable, "if any certainty of communication is to be maintained, for the "water is at times many feet deep and spreads over such an extent that all passage is cut off." He considers too that "the "enormous outlay that has for a series of years taken place on this road renders its abandonment a measure not likely to be adopted nor to be recommended, unless the means of "communication by water be placed in a sure and permanent condition, which must involve a "delay of several years." Colonel Bell observes that "either vigorous efforts must be made "to open the canal communication for which one lac has been proposed in the revised budget, or "that the road must be restored at a great expense." He agrees with Colonel Lawford that "to leave the road on the natural level of the country would be tantamount to having no road "at all, except in dry weather."

6. It is very plain that the communication cannot remain in its present condition; Colonel Lawford mentions the probable cost of the canal from Durgarāzpatam to Nellore as four lacs of Rupees. Colonel Bell that one lac has been entered in the revised budget.

7. In their order marginally noted Government called for a report on the expediency of making the coast canal the principal means of communication to the north instead of the trunk road. The Chief Engineer in November last gave it as his opinion that the canal may be made an excellent line of communication for all purposes of State and commerce, liable to interruption only at distant periods when the road may be brought into use, and that the road would be regularly maintained as of the second class. Government thought* that the road should be kept in a fairly passable state for slow traffic.

8. Pending the completion of a canal between Durgarāzpatam and Kistnapatam, it is essential that the northern road should be passable in all weathers. The Chief Engineer will in sending up the estimates now under preparation (and the transmission of which should be expedited as much as possible) give his deliberate opinion on the necessity for spending the large sum mentioned by Colonel Lawford. He will also consider whether the bridge at Sālūrpatt will have to be rebuilt or not. There does not appear to Government any very urgent necessity if the road is eventually only to be a second class one. If a bridge is still considered necessary Colonel Lawford's remarks in paragraph 2 of his letter should be considered. If it is placed below the junction of the two streams "Kalinganudi" and "Pamdi kalava" the line of road must apparently be altered—and further expenditure in consequence called for.

9. It is to be remarked that the greater part of the damage reported having taken place north of Gūdūr, the question of road or no road is to be considered only in reference to the canal between Durgarāzpatam and Kistnapatam and not to that portion lying south of the former place, to which a road from Gūdūr is in process of making.

10. Until a final decision is come to on this question Colonel Bell will instruct the District Engineer to proceed with those repairs most urgently needed.

11. The repairs to the road north of Nellore must of course be fully completed.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office of P.W.D.
Sijakham
26 January 1860

N. 9633

From
The Chief Engineer

To
The Secretary to Government P.W.D.

Sir,

Public.

N. 8916

Recd's Encl. letter

24/1/60

1/7/60

I have the honor, with reference to para 8 of my letter of the 9th instant, to submit the accompanying report by Colonel Lawford, Deputy Chief Engineer of the Central Circle, of his inspection of Trunk Road No 6 from Sālūrpatt to Alur a distance of 80 miles.

2 The damages caused by the heavy floods of last November consist chiefly of the destruction of the Sālūrpatt Bridge which is stated to have had inadequate waterway, and of the embankment with masonry drainage works forming the flood to the north of

of Sudur. The Deputy Chief Engineer estimates the repairs at about 75,000 Rupees, but detailed Estimates are under preparation in the District. It is evident that either vigorous efforts must be made to open the Canal communication for which place has been proposed in the Revised Budget, or that the road must be restored at a great expense. To leave the Road on the natural level of the Country would be tantamount to having no road at all except in dry weather.

3. Colonel Lawford estimates Rupees 20,000 as the cost of repairing the road North of Nellar, and this it would appear cannot be avoided.

4. The Remarks of the Deputy Chief Engineer as to the necessity of supplying the works of Irrigation with the means of regulating the influx and escape of water are undeniably true. Many works of this description

are

are performed under local sanction from the funds for repairs, and minor new works. The larger works are properly sanctioned by Superior authority; but it is evidently impracticable to provide for many such pressing works under present circumstances.

The works of irrigation in Nellar have, it appears, suffered from the floods much less than the roads; and it is satisfactory to observe that the system of repair is considered by the Deputy Chief Engineer to be efficient.

Sepattham
26 January 1860

To The Secretary to
Government PWD

I have the honor to be,
Sir,
Yours most obedt Servt

M. W. Colwell
Chief Engineer

B. Gray

most extensive in area

Public Works Dept

No 383

No 383

Proceedings of the Madras Government
Under date the 21st February 1860

Read the following
letter from the Chief Engineer

Submitting with observations
report from Colonel Lawford -
Deputy Chief Engineer Central
Circle of his inspection of Trunk
Road No 6 from Pilurpett
to Allur.

(Here enter 26th January 1860
No 633)

Para 1. The subject of the
damage done to the Northern
trunk road has been several
times under the notice of
Government. The Chief En-
gineer in August last ad-
-dressed them in relation
to the stoppage of the works
in the Nellore district, and
the destruction of materials
to a great extent, in addition
to

20th Aug. 1859 No 4057.

P.M. No. 31: 1859 to 20
1859-1860

P.M. No. 31: 1860 to 1861
1860-1861

Chief Engineer

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to that of earth and human
work, by the heavy rains which
had lately fallen.

2 From subsequent com-
munications moreover it ap-

peared that the unusually
heavy monsoon in November
last had caused damage
in addition to the above
"greater than any experienced

"in previous years". A

Telegram from the District
Engineer of Mellore and
subsequent full reports from
the same Officer, give a
clear account of ^{what} the state

the road must have been

in. The quantity of rain
which had fallen in one

month was more than 36
inches, (unusually large

for that part of the
country

* Communicated with the Chief
Engineer's letter of 28th Nov.
1859 No 7723.

* Vide letter from Chief Eng.
9th Jan. 1860 No 8946.

Country and of ⁹ this 12¹/₂
inches fell in two days.
The result was that the
country was generally
flooded to the extent of
about 60 or 70 Miles -
numerous breaches were
caused in the road, and
several bridges and
tunnels washed away.

3. With his letter
recorded above the Chief
Engineer forwards a report
from the Deputy Chief
Engineer, Central Circle,
who had been deputed
to inspect the road in
question. The report
refers to that portion
between Sulurpett about
the 50th to Allur about
the 150th mile from
Madras

Madras. The Bridge at
Sulurpett has been destroy-
ed. It was, Colonel Lawford
says, "insufficient in
height as well as breadth
of water way". The
greatest damage was
found north of Giddur,
where the Kundera
had overflowed, and
destroyed both embank-
ments and masonry
works. Colonel Lawford
estimates that 75000 Rupees
will be required to restore
the road as far as Mellore
to a proper condition,
including a new bridge
at Sulurpett. North of
Mellore 20,000 Rupees
will be required for
repairs. Detailed

J. Sept. 1859 No 2/23
para 2

4 Detailed reports and
estimates for this purpose
are under preparation
in the District Engineer's
Office: and the question
now arises, whether the
road shall be restored
or whether it shall be
left alone. In their
order marginally
noted Government
remarked as follows.
"This road stretching
"along the low track
"near the Coast, arrests
"the whole drainage
"of the country." The
water way being in-
sufficient, breached
are of constant occur-
rence. "It has hap-
"pened repeatedly
in

"in this way that the road
"has been carried away
"for miles and the conse-
"quence is that to make
"it permanent. "a height
"of embankment and
"an amount of water
"way must be provided
"which must make the
"road inordinately costly.
The Government were
"of opinion that the
"best way of treating
"the road as a second
"class one would be
"to make a firm sur-
"face not raised at
"all, or only a few
"inches above the ad-
"joining country with
"inverts at proper in-
"tervals, allowing

Para 5 of Col. Lawford's
letter dated 16th Jan'y
1860 to ^{the} Chief Engineer.

the drainage to run over
it. 13
Colonel Lawford
now gives it as
his opinion that "such
"a plan is totally
"impracticable, if any
"certainty of commu-
"nication is to be main-
"tained, for the water
"is at times many
"feet deep and spreads
"over such an extent
"that all passage
"is cut off." He
considers too that "the
"enormous outlay that
"has for a series of
"years taken place
"on this road renders
"its abandonment
of

"a measure not likely to
"be adopted nor to be
"recommended, unless
"the means of commu-
"nication by water be
"placed in a sure and
"permanent condition,
"which must involve
"a delay of several
"years." Colonel Bell
observes that "either vigorous
"road efforts must be
"made to open the Canal
"communication for
"which 1 lac has been
"proposed in the revised
"budget, or that the road
"must be restored at a
"great expense." He agrees
with Colonel Lawford
that "to leave the road at the na-
"tural level of the country would be
Tantamounth

July 6th 1859 No 1646.

Nov. 23rd 1859 No 7563

"tantamounth to having no
"road at all, except in dry
"weather." 16

6. It is very plain that
the communication can-
not remain in its present
condition; Colonel Lawford
mentions the probable cost
of the canal from Dugairaz-
patam to Nellore as 4 lacs
of rupees. Colonel Bell
states that 1 lac has been
entered in the revised
budget.

7. In their order man-
ually noted Government
called for a report on
the expediency of making
the coast canal the
principal means of com-
munication to the north
instead of the trunk
road. The Chief Eng-
in November last gave
it as his opinion that
the canal may be made
an excellent line of com-
munication for all
purposes of state and
Commerce

Commerce, liable to interruption only at distant periods when the road may be brought into use - and that the road would be regularly maintained as of the second class. Govt. thought that the road should be kept in a fairly passable state for slow traffic.

8. Pending the completion of a canal between Durgavaspattam and Kiotnapattam, it is essential that the northern road should be passable in all weathers. The Chief Engineer will in sending up the estimates now under preparation find the transmission of which should be expedited as much as possible) give his deliberate opinion on the

5 Jan. 1860 No 28

17
the necessity for spending the large sum mentioned by Col. Lawford. He will also consider whether the bridge at Salispett will have to be rebuilt or not. There does not appear to Government any very urgent necessity if the road is eventually only to be a second class one. If a bridge is still considered necessary Col. Lawford's remarks in para 2 of his letter should be considered. If it is placed below the junction of the two streams "Kalinganadi" and "Pandi Kalava" the line of road must apparently be altered - and further expenditure in consequence called for.

9. It is to be remarked that the greater part of the damage reported having taken place north of Guidur, the question of road or no road is to be considered only in reference to the canal between Dur-gazpatam and Hishnapatam, not to that portion lying south of the former place, to which a road from Guidur is in process of making.

10. Until a final decision is come to on this question Colonel Bell will instruct the District Engineer to proceed with those repairs most urgently needed.

11. The repairs to the road

19
road north of Kellore must of course be fully completed.

JP MLC
10/2/60

10 Copies to the Chief Engineer
with an Encl. Dist-23.

To the Chief Engineer

10

Public Works 1860 Septt.
Pro. of Govt. 29 February

No 383.

Pro. of the Madras Govt.
Df 21st February/60.

Mis. Pro. 2nd May 60.
No 82

Further CR 1573 of 1864

From the Chief Eng^r of 12th Dec^r 60. C.S. 2787 in

Observing that the re-
pairs to the road south of
Vellor must be fully com-
pleted.

No 849.

1-11-60