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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 60 Press Mis.-

117-18

Dated 24-1-1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 24th January 1862.

No. 117. Read the following Proceedings of the Madras Government in the Revenue Department, dated 21st January 1862, No. 89:—

Transferring for early consideration letter from the Collector of Nellore on the state of the roads to Kistnapatam and Eskapilly. } (Vide Revenue Proceedings, 21st January 1862, Nos. 177-178.)

No. 118. ORDER THEREON, 24th January 1862, No. 60.

1. Communicated to the Deputy Chief Engineer, Northern Circle, who will be so good as to obtain and submit at an early date from the District Engineer, Nellore, a full report on each of the roads referred to by the Collector, together with an explanation of the circumstance mentioned in paragraph 4 with regard to the maintenance allowance of a portion of Trunk Road No. 6.

2. It is observed that the Collector states that some progress had been made in the construction of a Causeway across the Kistnapatam swamp, and that the work was stopped by Captain Mullins in communication with the Chief Engineer. Explanation is requested on this point.

3. The District Engineer, Nellore, should be called upon for his opinion as to the means to be adopted to give effect to the wishes of Government as expressed in paragraph 2 of these orders and for the necessary plans and estimates.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Chief Engr. and Secy. to Govt., D.P.W.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from J. W. B. DYKES, Esq., Collector of Nellore, to J. D. SIM, Esq., Secretary to Government, Revenue Department, Fort Saint George, dated Nellore, 30th December 1861, No. 54:—

SIR,

1. In the "Remarks" published in the "Madras Times" of Saturday last, the 28th, it is stated, "from Nellore there are good roads to Kistnapatam and Eskapilly, whence produce can "be exported by sea and return loads of Salt obtained."

2. The remarks from which the preceding has been taken accompanied the letter from this Government to the Government of India, under date the 19th ultimo, No. 2,146; and I lose no time in doing myself the honor to bring to the notice of Government what is the true state of the case, so far as the above important Cotton routes are concerned.

3. It will be seen that only one of the said roads, has as yet been attempted; and the attempt has been unsuccessful, in the first instance, from mismanagement, in the second from departmental instructions.

4. In my letter of the 16th instant, I have brought to the notice of Government the present state of Trunk Road No. 6, north of Nellore; but I did not mention a consequence and a very important consequence of the abandonment of the old line, viz., that the maintenance allowance is now not spent on the line on which the traffic goes, but on the line on which the traffic is to go when the Mungamuru basin is disposed of. And as all traffic goes by the old line, the result of this misappropriation of the maintenance allowance may be easily imagined. The old Trunk Road No. 6 is rough ground to ride over. And as this is the road to Eskapilly, what this route must be to a man with a loaded bandy the Government will readily conceive.

5. But the old Trunk Road No. 6, bad as it is, does not go to Eskapilly. It stops short at a place called Alluru. And, after the man who wants to export his cotton has got to Alluru, there is still six miles to the coast, with the coast swamp to cross, and not an attempt made as yet to help him there, not even a plan. There has been some dirt thrown up near the Travellers' Bungalow at Alluru. But these indications of what was once intended soon cease. And all I know on the subject is, that the District Engineer told me a short time ago, it was the original intention to take a road from Alluru to the backwater at the back of the Eskapilly Bungalow, and there make the terminus; or, in other words, leave the cotton carriers to break bulk, put the bales in a boat, boat the cotton across the backwater, then put the cotton again in carts and cart it over the seaward ridge that divides the backwater from the sea; which would be a system of procedure so little adapted to the requirements of commerce, as to render the proposed outlay not much better than so much money thrown away. It would be of use as employing labor, but further than that of no use whatever as regards exports.

6. Again, instead of there being a good road from here to Kistnapatam, as the Government apparently suppose, it is my duty to state that the case is very much the reverse. For the first eight miles out of Nellore, there is a good road: after that the road is through sand down to the coast swamp and there this road stops.

7. The coast swamp at Kistnapatam is very bad and difficult to manage; for, if we happen to have high tides and a flood in the Kandleru at the same time, the inevitable result is that the whole swamp is put under five or six feet of water and at the ebb there is a bad scour.

8. At the beginning of this year I had arranged with Captain Greenaway to build a causeaway across this swamp, strong enough to be submerged with safety. It was to be faced with laterite, and done out of the local funds. Kept low and well metalled on the top, this is, I believe, the only way in which our swamps can be passed successfully. And some progress had been made before Captain Greenaway left. Since then the work has been stopped by Captain Mullins in communication with the Chief Engineer, and as regards the last eight miles and getting across the swamp we are no better off at Kistnapatam than at Eskapilly.

9. A high mound was, I believe, carried across the Kistnapatam swamp at a considerable expense some three years ago, before I joined the District; but, making no provision for Kandleru floods, and the Kandleru draining the Guduru valley, as might be expected the first heavy flood made a pretty clean sweep of it.

10. I regret that it should be my duty to give the Government so very unsatisfactory an account of the present state of these alleged roads. And I can only hope that the Government will be pleased to issue such instructions as shall really give Nellore good roads to two such valuable outlets for commerce as Kistnapatam and Eskapilly.

11. And in conclusion I beg to state, that I propose doing as much as I can to improve the old Trunk Road to Alluru out of the local funds. And from Alluru a proper road could be easily made to the coast. There are some godowns built, to the north of the Bungalow, by the Native merchants for storing the goods to be shipped. The site has been well chosen; for there is a break there in the coast swamp, and an east and west ridge by which you can get dry foot to the shore. And if the road were taken to this point, there would be little difficulty in making it; and Eskapilly would be at once the outlet for the country between the Pennair and Juvaladinne.

12. For Kistnapatam, I believe, nothing better can be done, than to order the carrying out of the plan proposed by Captain Greenaway. It is the same plan as at Masulipatam, only the cause-way there is faced with brick. It would, I believe, be successful, and I cannot give the Government a better idea of the present state of the road than by simply mentioning that last September, after a very dry season I nearly lost a pair of Capes *on the road*. The horses went up to their chests, and had they struggled must have been lost, for straw had been spread, and it was the straw alone that held them up.

ORDER THEREON, 21st January 1862, No. 89.

1. Transferred to the Department Public Works for early consideration.

2. Eskapilly and Kistnapatam are very important Salt Depôts and their communications with the interior ought to be maintained in proper repair.

(True Extract.)

Secretary to Government.

To the Department Public Works.

Exd. S. T. Augustin.

P. Works 1862 Dept.
Pro: of Govt. for January.
No. 143.

Pro: of the Madras Govt.
in the Revenue Depart.

Dated 21 January/62.
Recd 22d }

No. 89.

From Dy Chief Engr S.C.
Dy 25 Nov/62 Cy 3565
to Pro

Transferring for early
Consideration Letter
from the Collector of
Nellore on the state
of the Roads to Kist-
=nampatam and Ex-
=tending.

With an Order

No. 60 - 24 Jan.

Engineer - Explanation
is requested on this
point.

The District En-
=gineer Nellore should
be called upon for
his opinion as to the
means to be adopted
to give effect to the wishes
of Govt as expressed in para
2 of these orders & for the
necessary Plans & Estimates.
11 copies.

To the Dy Chief Engr S Circle
Dept 24
No. 117-118.

For Lt Colonel
24th Jany 1862

No. 60

Communicated to the Deputy
Chief Engr Northern Circle who will be
so good as to obtain and submit at an
early date from the District Engineer
Nellore a full report on each of the
roads referred to by the Collector, &
together with an explanation of
the circumstance mentioned in para 4
with regard to the maintenance
allowance of a portion of Trunk
Road No. 6.

It is observed that the
Collector states that some progress
had been made in the construction
of a Causeway across the Kistnapatam
swamp, and that the work was
stopped by Captain Mullins in
communication with the Chief
Engineer