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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <i>442</i>	Press ☒ Mis.
<i>272-273</i>	
Dated <i>12 - 2 - 1864</i>	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
12th February 1864.*

No. 272. Read the following letter from Lieutenant-Colonel J. C. ANDERSON, R. E.,
Superintending Engineer, 2nd Division, to Colonel C. A. ORR, R. E., Secretary to
Government, Department Public Works, dated Masulipatam, 18th January 1864,
No. 46:—

SIR,

1. With reference to G. O. No. 9, dated 4th January 1864, in which I am required to furnish an explanation in regard to certain remarks of the Collector of Nellore in his report of progress of Public Works in 1862-63, I have the honor to report that an Estimate for the construction of a line of road from Ongole to the coast at Kottapatam was prepared by Captain Mullins in June 1862, and in it provision was made for crossing the swamp referred to by the Collector in paragraph 9 of his report, by an under-sluiced road dam, 200 yards in length estimated to cost Rupees 11,072. Captain Greenaway, who succeeded Captain Mullins, took up the project, and proposed to substitute for the proposed dam a bridge of 9 bays* of 20 feet span, estimated Rupees 4,195, and the Deputy Chief Engineer approved of the suggestion.

* Not 6 bays of 13 feet span as stated by the Collector.
† Subsequently revised in this Office to Rupees 6,570.

2. The Revised Estimates have been in my possession for some time, but the Plans were not all found among the records: hence the delay in their submission to Government. They are now all ready however, and will be forwarded in a few days.

3. With regard to the mode of crossing the Kottapatam swamp, I would observe that it must be exceedingly difficult if not impossible to calculate with accuracy the amount of water-way required to pass the flood water of a river after it overflows its banks. The Collector judges of the water-way required for a bridge or road dam, by the width of the swamp, which without exaggeration he states to be half a mile; but many swamps of exactly similar nature to that under consideration act more as receptacles for drainage water, than as channels for their discharge; and the fact of the swamp being for months together impassable, would seem to show that the water cannot flow along it with a very rapid current.

4. In extraordinary floods a large body of water is doubtless thrown into this swamp by the overflow of the river Moossee, and it is quite possible that the water-way allowed may prove insufficient; but both on the ground of economy, and to obviate the delay to the opening out of the road which the construction of a larger work would give rise to, I think it desirable that the water-way should be confined within moderate limits; and that a second road dam should be added hereafter, if shown by experience to be necessary, due precautions being taken that the road embankment should give way rather than the bridge.

5. I quite agree with the Collector that a flooring would be an improvement, and I would also advocate the addition of a rough stone apron, though it will add materially to the expense of the work.

6. I do not understand the Collector's statement to the effect that the swamp "has been taken in hand last." The bridge was in progress when I inspected the road in July last, while a considerable portion of the road remained untouched, and if its completion has been retarded it has been owing to the interruption of work occasioned by the rainy season and not because other portions of the road have been in progress at the same time. Earthwork and spreading of gravel may be carried on occasionally, when masonry works may have to be stopped.

7. As regards the Collector's remarks that broken bricks have been used in the construction of the bridge in question, I would beg to state that I noted in my Inspection Report that the bricks were of an inferior quality, but as a rule good brick earth is not obtainable in the vicinity of the coast, and of course for a work in a salt swamp, they would have to be carted from a distance, and many of them broken in this operation. It would hardly be expedient to discard them, notwithstanding.

8. The road across the Kistnapatam swamp, at the terminus of the communication from Cuddapah to the coast via the Dorenal Pass and Nellore, referred to in paragraphs 10 and 12 of

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12th February 1864.*

the Collector's report, has already been the subject of a report by the late District Engineer, Nellore, and the Deputy Chief Engineer who submitted an Estimate of the probable cost of completing the road but the Government in consideration of the large outlay required for the purpose* and the small amount of traffic, directed that the project should be re-submitted at some future time, when the circumstances of the case might justify the expense.

9. So far as the road itself is concerned, I cannot think its circumstances can have materially changed in the course of the year that has elapsed from the date of the Order; but as the extension of the Coast Canal to the Kistnapatam back-water, has subsequently been under the consideration of Government, it would seem desirable that this road, which is to form the feeder to the canal, should simultaneously with the execution of that work, be placed in a serviceable condition.

10. The portion of the same line of road from Nellore to the Cuddapah frontier, to which my attention has been called in paragraph 1 of the G. O. under reply, is now in progress, and it is probable that the whole of the amount allotted† will be expended during the current official year. The new line referred to in G. O. No. 1,927, dated 17th July 1863, has been laid out by Supervisor Appavoo Mudali, under the supervision of Captain Moberly, and the Estimates are now being examined in this Office.

11. It would seem desirable that the different sections of the road should be considered as a whole, and, with the approval of Government, I would propose to submit together the Estimates for completing the entire line of road from the Cuddapah frontier to Kistnapatam.

No. 273. ORDER THEREON, 12th February 1864, No. 442.

1. The explanation contained in the foregoing letter is satisfactory. The Government observe that by a previous reference to the Superintending Engineer, the Collector might have elicited the information now before them, and might thereby have avoided several errors into which he seems to have fallen. The Government regret that this at-all-times desirable course was not followed by Mr. Dykes.

2. With reference to paragraph 5 of the Superintending Engineer's letter, the Government consider that a flooring should be added to the bridge over the swamp. Provision for this should be made in the revised Estimates.

3. Colonel Anderson's proposal to submit a single set of Estimates for the entire line of road between the Cuddapah frontier and Kistnapatam, is approved of.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 2nd Division.
„ Board of Revenue.

Exd. S. T. Augustin.

No. 28 December 1862 No. 450-451
" 17 July 1863 - 408-409
" 17 Dec 1863 - 421-422
" 14 January 1864 - 18-19

No. 46 of 1863-64-
17/1864 Depara
Pro. of Govt. for February 28
J. P. C.

Dated 18 January 1864
Recd. 28 "

Further explanation
in regard to
certain remarks of Govt.
on the progress of the
Angola & Kottapattam
Road and the road
from Kistnapatam
to Cuddapah Frontier
with reference to G.O.
No. 9 of 4 January 1864

No. 272

No. 442-12 February

2. 15. Feb 4 1864 No. 57

Public Works Dept.
 Proceedings of the Indian Government
 Dated the 12th February 1864

Furnishing explanation in
 regard to certain remarks
 of Govt. on the maps of the
 Ongole & Kollupatana Road
 and the road from Nistnapatana
 to Guodapah Frontier with
 reference to G. O. No. 9 dated
 1st January 1864

Recd the following letter
 from the Sup^r Engrs & D^r
 12th Feb 1864

Received 18th Jan 1864
 No. 46

The explanation
 contained in the foregoing
 letter is satisfactory.
 The Govt. observe that
 by a previous reference
 to the Sup^r Engrs, the
 Collector might have
 elicited the information
 now before them, &
 might thereby have
 avoided several errors
 into which he seems to
 have fallen. The
 Govt. regret that this
 at all times desirable
 course was not followed
 by Mr. Dykes. Before
 forwarding the letter to the
 Sup^r Engrs, the Govt. had
 been informed by the
 Sup^r Engrs that the
 Collector had been
 informed of the
 Govt. instructions.

With reference to
 para. 5 of the Sup^r?

Mr. Dykes should be directed
 in the future to place him-
 self in communication with the
 Sup^r Engrs before he forms
 a view or makes a
 statement as to the
 progress of the work.
 The N.D.W.
 J.W.

Engineer's letter, the
Govt. considers that a
flooring should be
added to the bridge
over the Swamp.
Provision for this
should be made in
the revised estimates.

Colonel Anderson's
proposal to submit a
single set of estimates
for the entire line of
road between the
Jeddahah frontier &
Kistapattan is
approved of.

[Faint handwritten notes and a signature]

To
The Suptg Engr 2nd Div.
" Board of Rev.

13th Feb 4.

July 1864. Depts

Wm. of Geo. J. J. J. J.

Mr. H. H. H.

of Geo. J. J. J. J.

of 12 Aug 1864

Wm. J. J. J.

Ed. H. H. H.

Ed. H. H. H.

July 1864. 270

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