

(1) Number of pages 2

(2) Date of repair 18-1-1966

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 789.	Press Mis.
198. 194	
Dated 9-3.	1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th March 1866.*

No. 193. Read the following Proceedings of the Madras Government in the
Revenue Department :—

Passing orders on an estimate, amounting to }
Rupees 5,000, submitted by the Board of } (Here enter 3rd March 1866, No. 550.)
Revenue, for the construction of a road be- }
tween Poonnaloor and Oolapollem in the Nellore }
District.

No. 194. ORDER THEREON, 9th March 1866, No. 789.

LOCAL FUNDS, No. 28.
Civil Works.

Communicated to the Superintend-
ing Engineer of the 2nd Division, whose
particular attention will be called to the
orders in paragraph 3.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 2nd Division
,, Controller of Public Works Accounts.
,, Accountant General.

Exd. S. T. Augustin.

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*Proceedings of the Madras Government, Revenue Department,
3rd March 1866.*

No. 42. Read the following Proceedings of the Board of Revenue, dated 30th January 1866, No. 694.

Read again letter from the Collector of Nellore, dated 26th October 1865, No. 257, recorded in Board's Proceedings, 8th November 1865, No. 7,183, forwarding estimate for constructing a portion of the road between Ponnaloor and the beach at Oolapollem.

Read also the following letter from the same Officer, dated 22nd December 1865, No. 324.—

1. With reference to the Board's Proceedings, dated 8th ultimo, No 7,183, I have the honor to state that it cannot be ascertained exactly under what circumstances the Kanigini, Kandukuru, and Oolapollem road to the beach was commenced before the requisite estimate had been prepared and formally sanctioned. I have a recollection of having made the request myself, but whether it was officially made, or in conversation with the Engineer, I cannot now remember, and no official letter bearing on the subject can be found.

2. I enclose, for the Board's information, copy of a letter* from the Superintending Engineer, to whom I referred for information on receipt of the Board's Proceedings under reply.

* No. 67, dated 2nd December 1865.

3. Colonel Winscom, the Board will observe, gives the result of his inspection of the road after a good fall of rain, and while concurring in the designs for masonry works, and the details of the estimate forwarded to the Board with my letter of the 26th October, gives it as his opinion that the taking the road through the town of Kandukuru, and deviating from the salt Lambadi track from Oolapollem to the Vamulapaud pass, is a mistake.

4. Colonel Winscom, after personal inspection, has been able, I am glad to say, to reduce the estimate by 4,000 Rupees, or about eleven and a half per cent.; and subject to such modification, I beg that the Board will be pleased to send on the estimate for the approval of Government. I do not, however, think it fair to give the whole 5,000 Rupees next year to this road, for which so much has been already given; and giving for 1866-67 Rupees 3,600, the balance can be given the following year.

5. The observations as to the line taken are based on the idea that the road was a salt road, and a salt road only. As such, however, it would be made out of Imperial Funds; and made out of Local Funds and linking our town to the coast, the line taken will, I trust, be found convenient. The carts that take the grain down for exportation can bring back salt; and if I could so arrange matters that the pack-bullocks with the through trade should never put hoof on the road, it would be fairer to the Fund and the people who contribute to it.

From the Superintending Engineer, 2nd Division, to the Collector of Nellore, dated Camp Tittoo, 2nd December 1865, No. 67.

1. In reply to your letter, No. 277, dated 17th November 1865, forwarding Proceedings of the Board of Revenue, No. 7,181, dated 8th November 1865, in which they request information as to why the Kanigherry and Oolapallem road was commenced without an estimate in full being

*Proceedings of the Madras Government, Revenue Department,
3rd March 1866.*

previously prepared, I have the honor to say that as far as I can find out from the records of this office, the work was commenced by your desire from the Ferry Funds at your disposal in 1859-60,

* Of which Rupees 10,000 was afterwards transferred to Kottaiyam road, as per Government Order, 15th September 1863, No. 2,654. and that Rupees 498-8-4 were spent in that year. In 1863, a sum of Rupees 12,000* was allotted in the Local Fund Budget, and Colonel

Anderson then called for a detailed estimate for the whole road from Oolapalem to Kanigherry, and this amounting to Rupees 73,000 was forwarded by the Range Officer; but being considered too large a sum for submission, the portion from Ponnaloor to the beach was with certain alterations alone forwarded by me on 21st September 1865. Up to the commencement of this year the sum of Rupees 13,776, out of the estimated amount of Rupees 34,150, had been expended. In this year the allotment is Rupees 11,000, so that by April next, it is hoped that 24,776 Rupees will have been expended, leaving only a balance of Rupees 9,374 for future expenditure.

2 Since I addressed you on the 19th October 1865,† I have been over the road in question from the sea beach to the sixteenth mile, and have carefully examined the sites of the works

proposed. The road from the third mile traverses an undulating country, the soil of which is chiefly a mixture of gravel and red clay; small streams, chiefly supplying tanks, cross the road continually, and owing to the impetuosity with which they run down the inclines of the undulations, and the peculiar nature of the soil which gives way immediately to the action of water, deep gullies with steep sides are formed, which are difficult for carts to pass. I had the advantage of going along the line within twenty four hours of a very heavy and continuous fall of rain on two days previous, so that I saw it at its worst. The soil had even then dried sufficiently to form a good firm road on which bandies could easily proceed, but the nullahs had steep jagged sides. The whole line from Oolapalem village to within two and a half miles of Ponnaloor had, excepting for two or three small distances, been gravelled, and on this gravelling the greater part of the Rupees 13,776 must have been expended, for after the fourth mile only one or two road dams were finished. I further found, that though I presume chiefly intended as a road for the use of the Lombadies going for salt, those people never used it between Ponnaloor and Canoomullah as in order to take Candakoor in its route it has been made to deviate from the direct road between Oolapalem and the Vamulapand pass.

3. I think, therefore, that the expenditure which has been incurred on gravelling the road from Canoomullah to within two and a half miles off Ponnaloor, and perhaps the carrying the line through Candakoor at all, instead of having a branch from it to the cusbah station, are the mistakes that have been made, and that the tunnelling and making road dams is essentially necessary and should have been done at first, instead of the gravelling, which is without doubt over such ground (except in places) for country traffic, a non-essential.

4 With regard to your remarks in your letter, No 213, dated 9th October 1865, concerning tunnels and road dams, and the sloping of the sides of nullahs, I consider, first, that on account of the dissolving nature of the soil, nearly all the streams traversing the road must have either dams or tunnels; and secondly, that considering the steep gullies in which the majority of the nullahs run, that tunnels are generally more appropriate than road dams, as the latter would have to be of inordinate length, to be of good service, and thus probably the expense of the dams might equal, if not exceed, that of the tunnels.

5. I, as before stated, examined carefully every site of works up to the sixteenth mile, and I found that, with two or three exceptions, the plans of the Range Officer, submitted by me with my letter, No 52, and now with the Board of Revenue, are what are needed, and have been devised with judgment. In those cases where alterations are desirable, I have given the Range Officer the needful instructions, and I find that the whole road will be satisfactorily finished if the allotment of Rupees 5,000, which I have proposed in the Budget Estimate for 1866-67, is granted.

*Proceedings of the Madras Government, Revenue Department,
3rd March 1866.*

Ordered that the foregoing letters, and their enclosures, be submitted to Government, with the Board's recommendation that sanction be granted to the estimate, amounting to Rupees 5,000, for the construction of the road between Ponnaloor and Oolapollem.

No. 43. ORDER THEREON, 3rd March 1866, No. 550.

Local Funds, No. 2.
Civil Works

1. The Government consider it desirable that the portion of the road from Oolapollem to Kanigherry, between the former place and Ponnaloor, should be finished as soon as possible, and therefore sanction the full allotment required for that purpose, viz, Rupees 5,000, out of the Budget of 1866-67. The road appears to have been commenced in 1859-60 without sanction, and Rupees 498 were then spent upon it. In 1863, a sum of 12,000 Rupees (subsequently reduced to 2,000 Rupees) was allotted to the work, and the then Superintending Engineer called for detailed estimates. These amounted to the large sum of Rupees 73,000, and as this was considered too large for submission, the portion of the line now under consideration, estimated at Rupees 34,150, was alone submitted for sanction in September last. By the commencement of the current official year Rupees 13,776 had been expended, and Rupees 11,000 is the allotment of the current year. The Government have thus been led to commence a road estimated to cost Rupees 73,000 out of a Fund, the annual receipts of which are only about Rupees 17,000, and which has also to meet the requirements of other parts of a very large District for local roads, and some 20,000 Rupees has been laid out on a portion of the road, before the submission of the requisite plans and estimates. Moreover, these estimates exceed actual requirements by Rupees 4,000, though it is not stated in what respects this is the case, and the work done has been unnecessarily expensive.

2. The Government are much displeased with these proceedings, and they desire that the District Road Fund Rules be in future strictly adhered to.

3. Colonel Winscom will be informed, through the Public Works Department, in reference to paragraph 4 of his letter to the Collector, dated 19th October 1865, No. 58, that Government will not receive faulty or doubtful schemes on the chance of his being able to inspect the works and correct errors in them while under, or prior to, execution.

4. The continuation of the line to Kanigherry, on the expensive scale proposed, is out of the question at present. A good fair-weather road is all that the Road Fund can afford.

(True Extract.)

L. P. S.

Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.

Edw. S. T. Augustin.

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2130 } March 1866
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Paying orders
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