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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2597-98	Press Mis.
577-82	
Dated 24. 8	18.7.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department.
24th August 1867.

Read the following papers :—

No. 577. From the Acting Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 26th June 1867, No. 1,544.

- 1 Road Survey.
- 1 Plan of Bridge for Cortelliar river.
- 2 Plans of Bridges for Panangadi back-water.
- 1 Survey plan of do.
- 1 Detailed Estimate.
- 1 Abstract do.

1. With reference to the Order of Government No. 1,790, dated 14th June 1867, I have the honor to enclose a detailed and abstract estimate, with two road surveys and plans, for completing the Northern Trunk Road No. VI in

the Madras District for rapid wheel traffic. The estimates, including the cost of bridges, amounts to Rupees 1,93,000.

2. The road is now in very fair order and metalled, but there are no bridges across the Cortelliar river and back-water, and the portion of it across the Panangadi back-water ought to be raised, and its sides protected from the wash of water during the monsoon rains.

3. The cost of thoroughly re-forming the road and metalling it to a proper thickness will be Rupees 58,522. A bridge of twenty-seven arches across the Cortelliar river will come to Rupees 98,000. The original estimate for the work amounted to Rupees 72,000, but it was prepared in 1857, and we must now allow for enhanced rates.

4. The scheme of raising the road considerably through the Panangadi back-water, revetting in portion with stone, and building two bridges of five arches, and one of one arch, with tunnels and metalling, originated with Captain, now General, Johnston, Superintendent of Roads, and was estimated to cost Rupees 23,000, which amount is now raised to Rupees 31,000. Colonel Moberly, when District Engineer in 1863, proposed a very similar improvement to the road, only substituting self-acting sluices for bridges, for the retention of fresh water on the western side of the embankments, but the amount of estimate was very much the same as that mentioned above.

No. 578. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Camp at Dowlaishweram, 2nd August 1867, No. 104.

Enclosure 1.

1. With reference to G. O. No. 1,790, dated 14th June 1867, I have the honor to forward an approximate estimate for rendering fit for rapid wheel traffic that portion of Trunk Road No. VI, lying between the Bengal frontier and the village of Vuswuntwada, situated on the confines of the Godavery and Kistna Districts.

2. The estimate, amounting to Rupees 10,06,000, provides for bridging all rivers crossing the road that have not yet been bridged, except the Godavery, for which two steam ferry boats would be required. No provision has been made for these boats, if properly managed they could be worked at a profit.

3. I presume that Mr. Assistant Engineer Harris' estimate provides for improving the pass between Soobalia and the Bengal frontier, alluded to in Government Order No. 2,254, dated 26th July 1867. A special report on this pass has been called for, and will be forwarded to Government in due course.

of

*Proceedings of the Madras Government, Public Works Department,
24th August 1867.*

No. 579. From the Superintending Engineer, 2nd Division, to the Secretary to Government, Department Public Works, dated Masulipatam, 10th August 1867, No. 66 A.

Agreeably to G. O. No. 1,790, dated 14th June last, I have the honor to forward a report on the portion of road between Madras and Calcutta, which lies within the 2nd Division. A rough estimate of the cost of improvements needed to render it fit for rapid wheel traffic is embodied.

Report on the Mail Line of Road between Madras and Calcutta, as far as it lies within the 2nd Division of the Public Works of the Madras Presidency.

Pennungardu back-water.

1. The mail road enters the Division at the Pennungardu back-water (33 miles distant from Madras). The back-water is a shallow creek generally two or three feet deep, but during a few days in the rainy season becomes impassable, except in boats. It is unbridged, and the expense of any permanent structure across it would be (say) 25,000 Rupees.

Calinganaddi.

2. Thence nothing is required till the Calinganaddi at the 49th mile presents a formidable obstruction during rainy weather, and in fine weather a very heavy drag for carts. An estimate, Rupees 40,100, for a bridge across it was lately submitted to Government for sanction, but it was ordered* that it should be re-submitted at a more favorable period.

* G. O. No. 3,792, 29th November 1866.

Soornamooki.

3. The Soornamooki river at 69th mile is a broad and deep river, easily traversable, except as regards its heavy sandy bed, for about 250 days in the year, but during the remainder it could not be crossed by mail carts. A bridge would be a great public boon. It would probably cost about 80,000 Rupees.

Maunbole road dam.

4. The Maunbole road dam is occasionally impassable during very heavy rains for a few hours.

5. With the exceptions above-mentioned the road is fitted for speedy mail cart transit, as far as Nellore, at the 108th mile.

Pennair river.

6. Across the Pennair river (109th mile) is an anicut, over which for about 230 days in the year the mail carts can pass with ease. During the remainder the mails would have to be ferried across.

Musunur Valley.

7. Thence to the Musunur valley (136th mile) there is no obstruction. The valley itself has, with the exception of one river (the Ubbalavagu) been bridged and embanked, and the metal will be laid this year. In 1869 all will be completed, and this portion fully opened.

Muner river.

8. The Muner river (161st mile) presents a formidable obstruction during heavy rains. It drains 1,280 square-miles of country, and at times becomes broad, deep, and rapid. To bridge it would probably cost 70,000 Rupees. On the south of the Muner is the Chilla Calva, formed by its spill, a deep muddy river at times, to bridge which might cost 5,000 Rupees.

Chilla Calva.

Paller.

9. From it to the Paller, at the 169th mile, there is no obstruction, and the road is good, but Paller is a broad stream, draining 840 square-miles, and occasionally runs 10 feet deep. The stream is nearly half a mile broad, and the river could not be bridged under a lac of rupees.

*Proceedings of the Madras Government, Public Works Department,
24th August 1867.*

Moosi.

G. O. No. 85, dated 10th January 1867.

10. Between the Paller and the Moosi the road was formerly made, but two miles were destroyed by heavy floods of the Moosi, and these are now difficult to traverse. Estimates have been sanctioned for restoring them.

11. The Moosi (at the 173rd mile) is another formidable impediment to traffic. It is deep in the rains, and sometimes remains impassable for six or eleven days together. It might probably be bridged for 70,000 Rupees.

Moodigunda.

12. From it to the river called "Moodigunda" at the 185th mile, the road is inferior, and on account of the difficulty of obtaining good material is likely to continue so, but it might be traversed by mail carts in fair weather.

13. From the Moodigunda to Guntur, at the 246th mile, there is no road at all, except a mere bandy track over the worst description of black cotton soil. No metal is procurable except at an exorbitant rate, on account of the distance it would have to be brought. I cannot suppose that this portion of the road can be made at an average rate of less than 6,000 Rupees per mile, or including bridges (although some have been built) of less than 7,000 Rupees. The total cost of making this portion may, therefore, be estimated at Rupees 4,27,000. A bridge across the Gundlacamma river would probably cost 80,000 Rupees. The Madras Government, in G. O.

Gundlacamma.

No. 3,699, dated 15th December 1863, determined to abandon the portion between Guntur and Inkole, as the Commamur channel, when finished, would afford a canal communication for about eight months in the year from near Inkole to Rajahmundry, Cocanada, Samulcottah, &c., in the Godavery District, but the portion from the Moodigoonda river to Inkole still remains a portion of Trunk Road No. VI, and nothing could be less like an "Imperial Line."

14. The road has been made from Guntur to Bazoarah; except in the rains, it is a very fair route. During wet weather, however, owing to the inferior metal procurable, it becomes spongy in parts, and cuts into deep ruts.

15. The Kistna (at the 265th mile) must be crossed in boats, excepting during the dry season (February till May or June), when pedestrians can pass over the anicut.

16. The present main line from Bazoarah to Ellore is a road that was partially made several years ago by the old corps of Pioneers, but since the construction of the Ellore canal, little or no money has been expended on it, and though carts continually traverse it, it would require expensive repair before it would be fit for swift mail traffic. At Perikeed, or 295 miles from Madras, the road passes into the 1st Division of Public Works.

17. The following is a very rough estimate of the money that would be necessary to render the road fit for swift mail cart traffic within the limits of the 2nd Division.

	RS.
Bridge across the Pennungardu back-water	*25,000
Do. do. Calinganaddi	40,100
Do. do. Soornamooki	80,000
Do. do. Muner river	70,000
Do. do. Chilla Calva	5,000
Do. do. Paller river	1,00,000
Do. do. Moosi	70,000
Road from the Moodigoonda river to Guntur at 7,000 Rs. per mile ...	4,27,000
Bridge across the Gundlacamma river	80,000
Road from Bazoarah to Perikeed, 26 miles, at 1,500 Rs. per mile ...	39,000
Bridges on do. do.	8,000

Total... 9,44,100

(Signed) G. V. WINSOM, Lieut.-Colonel, R. E.,
Superintending Engineer, 2nd Division.

MASULIPATAM,
10th August 1867.

* This is provided for in the estimate received from the Superintending Engineer of the 4th Division.

*Proceedings of the Madras Government, Public Works Department,
24th August 1867.*

No. 580. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Camp at Dowlaishweram, 16th August 1867, No. 111.

In continuation of my report No. 104, dated 2nd August 1867, on the probable expenditure requisite to put No. VI Trunk Road into such a condition as to be fitted for rapid wheel traffic, I have the honor to inform you that the estimate provides for improving the pass alluded to by the Executive Engineer, Cuttack Division, and instructions have been sent to the Assistant Engineer to at once improve the ghaut, which can be done out of the sanctioned estimate* for improving the road between Soobalia and the Bengal frontier, of which there is an unexpended balance of Rupees 10,620, but no funds have been provided for this work during the current year.

* G. O. No. 1,179, of 17th April 1866.

No. 581. ORDER THEREON, 24th August 1867, No. 2,597.

CIVIL WORKS, No. 73.

1. Ordered that these papers be communicated to the Government of India.

2. Captain Beckley will furnish without delay the required detailed report of the state of that portion of the mail line of road between Madras and Calcutta which passes through the districts comprised in the 1st Division:—

(Here enter No. 2,598, dated 24th August 1867.)

(True Extract.)

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

To the Superintending Engineers of the 1st, 2nd, and 4th Divisions.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT SAINT GEORGE,
24th August 1867.

No. 2,598.

No. 582.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

CIVIL WORKS, No. 74.

1. In compliance with the request contained in your letter of the 29th May 1867, No. 413 C, I am directed to

forward for the information of the Government of India the accompanying reports of the state of that portion of the mail line of road between Madras and Calcutta which lies in this Presidency, accompanied by rough estimates* of the cost of completing the road for rapid wheel traffic.

* For the road in the Madras District	RS. 1,93,000
For do. in the Nellore and Kistna Districts ...	9,19,100
For do. in the Ganjam, Vizagapatam and Godavery Districts ...	10,06,000
Total...	21,18,100

2. The required detailed report on the condition of the road in the Ganjam, Vizagapatam and Godavery

Districts has been called for, and will be forwarded immediately on receipt from the Superintending Engineer of the 1st Division.

I have the honor to be,
Sir,

Your most obedient servant,

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

Exd. S. T. Augustin.

N^o 1544

Supg. Engineer's Office S^r Du
Madras 26th June 1867

S^r. From

Lieut Colonel J. Bean R.E.
As Superintending Engineer S^r Du

To Colonel C. A. Orr R.E.
Secretary to Government M.D.

Sir,

With reference to the order of
Government N^o 1790 dated 14 June 1867,
I have the honor to enclose a de-
tailed and abstract estimate with
two road surveys and plans for com-
pleting the Northern Trunk Road
N^o VII in the Madras District for ca-
rib wheel traffic. The estimates
including the cost of Bridges amounts
to Rs 1,93,000.

The pond is now in very
fair order and installed but there
are no bridges across the Corbelliar
River and backwater, and the
portion of it across the Penangadi
backwater ought to be raised and
its sides protected from the wash

of

of water during the monsoon rains -

3 The cost of thoroughly reforming the road and metalling it to a proper thickness will be Rs 58,522. A bridge of 27 Arches across the Coontellian River will come to Rs 98,000. The Original Estimate for the work amounted to Rs 72,000, but it was prepared in 1857, and we must now allow for enhanced rates.

4 The scheme of raising the road considerably through the Penangadi backwater, revetting in portions with stone, and building two Bridges of five Arches, and one of one arch, with tunnels, and metalling, originated with Captain, now General Johnston, Superintendent of Roads, and was estimated to cost Rupees 23,000, which amount is now raised to Rupees 31,000 - (Colonel Roberts, when District Engineer in 1863, proposed a very similar improvement to the road, only substituting self acting sluices for bridges, for the retention of fresh

water on the Western side of the embankments, but the amount of estimate was very much the same as that mentioned above.

I have the honor to be
Sir,
Your most obedt Servant
Rear Lieut Col. Rb.
Ag. Sup. Engineer & D. W.

Encl
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3
 Supg. Engrs Office, 1st Div.
 Camp Downstream,
 2nd August 1867. 11
 From Captain J. Beckley R.E.
 As Supg. Engineer, 1st Div.
 To Colonel C. A. Orr R.E.
 Secretary to Govt, W. D.
 Madras.

Madras.

Sir,

With reference to G. O. N^o 1790 dated
14th June 1867, I have the honor to forward an
approximate estimate for rendering fit
for rapid wheel traffic that portion of
Trunk Road N^o II lying between the
Bengal Frontier and the Village of Kus-
wantwadda situated on the confines of
the Coimbatore & Kistna Districts.

2. The estimate amounting to Rs. 1,00,000, provides for bridging all the Rivers crossing the Road that have not yet been bridged - except the Godavary for which two steam ferry boats would be required. No provision has been made for these boats, if properly managed they could be worked

The Secretary of the
 14th Division

To the Secretary
to Government

dated 26th June 1863
 No 24.
 Dec. 4. No 1544

submitting with remarks
a detached view & abstract
of mine to wit: 2 Dead bones
and plans for completing
the North West Turn p road
N. W. in the New and Old
for road. to Rock Spring
amounting with the cost
of bridge to \$18,193.00

worked at a profit.

13 ✓

3. I presume that Mr. Assistant Engineer Harris' estimate provides for improving the pass between Loobahia & the Bengal frontier alluded to in Government Order No. 2254 dated 26th July 1864. A special report on this pass has been called for & will be forwarded to Government in due course.

Yours very truly

J. Buckley. (Ap. to P. & C.)
Asst. Insp. Engineer, T. D. D.

15th

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Box 3792
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for the Union

The Secretary
April

March 20 August 1877

Wm. J. B.

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is a broad and deep river, easily tra-
-versable, except as regards its heavy
sandy bed, for about 250 days in the
year, but during the remainder it could
not be crossed by mail carts. A bridge
would be a great public boon. It would
probably cost about 80,000 Rs. -

4. The Mannabole road dam is occasionally impassable during very heavy rains for a few hours.

5 With the exceptions above mentioned the road is fitted for speedy mail cart transit, as far as Bellare at the 108th mile.

6 Across the Pennair River (109th mile) is an ancient one which for about 230 days in the year, the mail carts can pass with ease. During the remainder the mails would have to be ferried across.

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Mannabole
road dam

Pennair
River

Missinier
Valley

Munier
River

Chilacalua

Pallir

Moosi

GO Rs 85 of
10 Jan 1867

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9 From it to the Pallir, at the 169th mile there is no obstruction and the road is good but the Pallir is a broad stream draining 840 square miles & occasionally runs 10 ft deep. The stream is nearly $\frac{1}{2}$ a mile broad, and the river could not be bridged, under a lac of rupees.

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11 The Moossee (at the 173 mile) is another formidable impediment to traffic. It is deep in the rains, and some times remains impassable for 11 days together. It might probably be bridged for 70,000 Rs.

12 From it to the river called "Moodee gunda" at the 185 mile, the road is inferior, and on account of the difficulty of obtaining good material is likely to continue so, but it might be traversed by mail carts in fair weather.

13 From the Moodee gunda to Guntur, at the 246 mile, there is no road at all, except a mere bandy track, over the worst description of Black Cotton Soil. No metal is procurable except at an exorbitant rate, on account of the distance it would have to be brought. I cannot suppose that this portion of the road can be made at an average rate of less than 6000 Rs. per mile or including Bridges, although some

Gundlacamma

19
have been built of less than 7000 Rs. The total cost of making this portion may therefore be estimated at Rs. 427,000. A Bridge across the Gundlacamma River would probably cost 80,000 Rs.

The Madras Government in G.O. No 3699 dated 15 Decr 1863 determined to abandon the portion between Guntur and In Kule, as the Commamies Channel when finished, would afford a canal communication for about 8 months in the year from near In Kule to Rajamundry, Cocanada, Samudcottav, in the Godaverry District, but the portion from the Moodee gunda river to In Kule, still remains a portion of Trunk Road No VI and nothing could be left like an "Imperial Line".

14 The Road has been made from Guntur to Pajjaraoh; except in the rains, it is a very fair route. During wet weather however, owing to the inferior metal procurable, it becomes springy in parts, and cuts up deep ruts.

15. The Kistna (at the 265 mile / must be crossed, in boats, excepting during the dry season / February till May or June / when pedestrians can pass over the Anicut.

16. The present main line from Dayanah to Ellore is a road that was partially made several years ago by the old Corps of Pioneers but since the construction of the Ellore Canal, little or no money has been expended on it, and though carts continually traverse it, it would require expensive repair before it would be fit for swift mail traffic. At Pithkad or 295 1/2 miles from Madras the road passes into the 1st Division of Public Works.

17. The following is a very rough estimate of the money that would be necessary to render the road fit for swift mail cart traffic within the limits of the Second Division.

| | |
|-------------------------------|--------|
| Bridge across the Pennungunda | 25000 |
| Do Do Back water - | |
| Do Do Calinga Naddi | 40100 |
| Do Do Soornamooki | 80000 |
| Carried over | 145100 |

+ Note - This is provided for in the estimate

| | |
|--|--------|
| Brought over | 145100 |
| Bridge across Munier River | 70000 |
| Do Chilla Calva | 5000 |
| Do Pallar River | 100000 |
| Do Moodi | 70000 |
| Road from the Moodigonda River to Guntur at 7000 Rs per mile | 427000 |
| Bridge across the Guntur Camma River | 80000 |
| Road from Dayanah to Pithkad 26 miles at 1500 Rs per mile | 39000 |
| Bridge on Do Do - | 8000 |
| Total Paper | 944100 |

Supr Engr's Office D.D. } Geo. Minicom Secy 1866
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C 1066 A

Superintendent
Municipal
10 Aug 1867.

From Lieut Col J. V. Winscom R.E.
Superintendent

To Colonel C. A. M. R.E.
Secretary to Government

Sir
Agreeably to G.O. No 1790
dated 14 June last, I have the honor
to forward a report on the portion
of Road between Madras & Calcutta,
which lies within the 2nd Division
A rough Estimate of the Cost of
improvements needed to render it
fit for rapid wheel traffic
is embodied.

I have the honor to be
Sir
Yours most Obedt Servt

Commissioner Lieut Col R.E.
Superintendent

Enclosed in
letter No 10 of 10
August 1867 to
the Secy. to Govt
of Madras

17300/67

Supg. Engineer's Office, 1st Div.
 Camp Dowlaiswaram,
 16th August 1867.
 From Captain J. Beckley R.E.
 To Asst. Supg. Engineer, 1st Div.
 Colonel C. A. Orr R.E.
 Secretary to Govt., F.W.D.
 Madras.

Sir,
 In continuation of my report N^o 104
 dated 3rd August 1867, on the probable expen-
 -diture requisite to put N^o VII Trunk Road
 into such a condition as to be fitted for
 rapid wheel traffic, I have the honor to
 inform you that the Estimate provided for
 for improving the pass alluded to by the
 Executive Engineer Cuttack Division and
 instructions have been sent to the Asst.
 -ant Engineer to set once improve the
 Ghant which can be done out of the
 sanctioned estimate for improving the
 road between Loo Bahia & the Bengal
 is an unexpended

L.S. N^o 2254
 dated 26 July 1867

G.O. No. 1179
 of 17th April
 1866.

To the Secretary to
 Government
 Madras
 27th August 1867
 From Asst. Supg. Engineer
 1st Division
 on the subject of Road
 between Dowlaiswaram
 & Loo Bahia which
 lies within the 1st Div.

No 579

No 2597-40598 21500000

the current year -

Shane per per

J. Buckley. (Capt. R.E.)

Asst. Engineer, 2nd Div.

1867

1867

2597-82598

Expenses of
of Bank in
for payment of
traffic line
Bengal Road

2597-82598

To the

the

how

the

the

Council

Public Works Department
2597-82598
Proceedings of the Madras Government
Under date the 24th August 1867.

Read the following
From the Asst. Engineer 1st Div. H.E. No. 1544 dated 26th June 1867
From the " " " 1st Div. H.E. No. 104 dated 2nd August 1867
From the " " " 2nd Div. H.E. No. 66 dated 18th " " "
From the Asst. Engineer 1st Div. " " " 111 dated 18th Aug 1867

Ordered that these
papers be communicated
to the Government of India.

2. Captain Buckley will
furnish without delay the
required detailed report of
the state of that portion
of the mail line of road
between Madras and
Calcutta which passes
through the Districts
comprised in the 1st
Division.

To the Sub-Engineers of the
1st, 2nd & 3rd Divisions

W.D.

To 2508
No 2598
The Secretary to the
Govt. of India.

Sir,

In compliance
with the request contained
in your letter of the 29th
May 1867. No 4136. I am
directed to forward for
the information of the
Government of India
the accompanying reports
of the state of that por-
tion of the mail line
of road between Madras
and Calcutta which
lies in this Presidency,
accompanied by rough
estimates of the cost of
completing the road
for rapid wheel traf-
fic.

2. The required detail-
ed report on the condition
of

Rs.
* For the road in the Madras
Dist: 1,93,000
For do in the Bellare and
Tichnah Dist: 9,19,100
For do in the Ganjam, Vizag
apatnam & Godavery Dist: 1,06,000
Total 21,18,100

10 29
of the road in the Ganjam,
Vizagapatnam and Godavery
Districts has been called
for, and will be forward-
ed immediately on re-
ceipt from the Super-
intendent of the 1st Division.

M.

For St George
24th Aug 767

14

Pub: Works 1867 Department
3800.

Pro: Govt. for August

No. 2597 + 2598

Pro: of the Madras Govt.

24th August 1867

N. S. N. 3806 of 67

Passing orders on certain
papers containing information,
relative to the State of that
portion of the mail line of
Road between Madras and
Calcutta which lies in this
Presidency.

Furnishing the
Govt. of India with the
above papers.

No 577 (2587-2582)

577 (2582)