

(1) Number of pages 1-22

(2) Date of repair 30-5-1871

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>1471</u>	Press <u>Mis.</u>
<u>518-519</u>	
Dated <u>30-5-</u>	<u>1871.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th May 1871.*

No. 518. Read the following letter from the Superintending Engineer, 2nd Division, to the Secretary to Government, Public Works Department, dated Camp at Ventrapragada, 24th April 1871, No. 7:—

In reply to G. O., No. 1,461, 15th June 1870, I have the honour to observe that Colonel Winscom appears to have been mistaken as to the construction of the Great Northern Road, between the 33rd and 62nd miles from Madras.

2. The surface is even now in fair order for ordinary slow traffic, but it is merely superficial, and in wet weather the thin coat of gravel is cut through and the carts work in the natural soil below. I have reason to believe that this slighter section was made under the idea that the road would be relieved of much traffic by the excavation of the East Coast Canal, an expectation which is, I fear, likely to be realized only when the canal is carried to Nellore.

3. Here and there, where the soil was particularly bad, rough-stone pavements appeared to have been laid; but as the surface wore off and they cropped up they have been broken up, in some years past, into metalling, and there is now no foundation; rapid traffic will speedily destroy these weak places and damage the road generally.

4. I have gone into the estimates carefully with the Range Officer.

5. Mr. Lyon, Assistant Engineer, has measured the distances from the several quarries himself, and has consequently been able to reduce the estimate by Rupees 13,500; but I believe it will be necessary to expend the amount now asked for if this road is to carry traffic with greater facility than it does now.

No. 519.

ORDER THEREON, 30th May 1871, No. 1,471.

CIVIL WORKS, No. 46.

In requesting sanction in May 1870 to an estimate of Rupees 1,13,500 for remetalling and gravelling that portion of the Great Northern Road from Madras to Calcutta which lies between the 33rd and 62nd miles in the Nellore District, the Superintending Engineer of the 2nd Division represented that its surface was so broken up that it was not possible to place it in a state of repair with the aid of the maintenance allowance. Considering this description of the condition of the line to be entirely at variance with that given by the late Superintending Engineer, Lieutenant-Colonel Winscom, on the occasion of his submitting in October 1868 the estimate of Rupees 2,42,120 for completing for rapid wheel traffic the section of the Trunk Road in the Nellore District, and looking to the assurance given by that Officer that the estimate was complete in all respects and would not require to be supplemented hereafter, except for certain bridges, the Government remarked that they were at a loss to understand how the road in question was allowed, within so short a period, to fall into such a state of disrepair as to require its surface to be remetalled at so heavy an outlay as Rupees 1,13,500; and they accordingly directed the estimate for that amount to be returned to the Superintending Engineer, with instructions to resubmit it, if necessary, at a more favourable opportunity and with full

*Proceedings of the Madras Government, Public Works Department,
30th May 1871.*

2. In compliance with these orders Colonel Moberly now forwards the estimate in question, but slightly reduced in amount, the sum now asked for being Rupees 1,00,000 against Rupees 1,13,500 as originally proposed, and states that the surface of the road between the 33rd and 62nd miles in the Nellore District, though in good order and in a fit condition for ordinary slow traffic, is merely superficial, and is in wet weather so much cut through that carts have to work in the natural soil below. No reasons are, however, assigned for giving so slight a section to the surface of the part of the line in question, but the Superintending Engineer believes that this must have been done under the impression that much of the traffic on the road would be drawn away by the East Coast Canal, an expectation which, in his opinion, can only be realized after the extension of the canal to Nellore.

3. The question of remetalling the portion of the Great Northern Road which passes through the District of Nellore will be recommended for consideration to the Local Fund Board of the Circle, in connection with the appropriation of the grant from Provincial Funds awarded to that Circle.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Superintending Engineer, 2nd Division.
" Controller of Public Works Accounts.
" President of the Local Fund Board in Nellore.

Exd. S. T. Augustin.

No 7

of Superintending Engineer
Office 2nd Division
Camp Venkateswara
24th April 1871.

From

Colonel J. Moberly R.E.
Superintending Engineer 2nd Division

To

Colonel C. A. O. R.E.
Secretary to Government
Public Works Department.

Enclosure
(Estimate)

Sir,

In reply to G.O. No. 1461. 15 June 1870. I have the honor to observe that Colonel Winsom appears to have been mistaken as to the construction of the Great Northern road between the 33rd and 62nd miles from Madras.

2. The surface is even now in fair order for ordinary slow traffic, but it is merely superficial and in wet weather the thin coat of gravel is cut through, and the carts work in the natural soil below. I have reason to believe that this slighter section was ^{made} under the idea that the road would be relieved of much traffic by the excavation of the East Coast Canal an expectation which is I fear like

to be realized only when the canal
is carried to Delmore -

3. Here and there where the soil was
particularly bad rough stone pavements
appear to have been laid - but as
the surface wore off and they cracked
up they have been broken up in some
years past into metalling, and there is
now no foundation - rapid traffic
will speedily destroy these weak places
and damage the road generally -

4. I have gone into the estimates care-
fully with the Range Officer -

5. Mr Lyon Assistant Engineer has
measured the distances from the several
quarries himself and has consequently
been able to reduce the estimate by
Rs 13500; but I believe it will be
necessary to expend the amount now
asked for if this road is to carry traf-
fic with greater facility than it
does now -

I have the honor to be
Sir

Your most Obedt Servant
H. M. S. Colwell

Supy. Engr. to Govt.

Abstract Estimate No. 12 for 1870-71
1st and 2nd Divisions

Rs 15 Lacs 70 M 192-193

Oct 578.

Rs 18 May 11 and 22 May 1871
P.C. 12 May 1871 - Rs 13 1/2
610 May 11 Rs 11 1/2

to be included only when the Canal

Abstract Estimate for 1870-71
1st or Sellore Range Sellore Dist.

Work Metalling the part of Great Northern Road from Madras to Bengal frontier between 33rd and 62nd Mile Stone.

16th 11. 1871
17th of 1871
19th of 1871
1965.
From
The Supt Engineer
2nd Division
To
The Secretary to Govt
D.P.W.
Dated 26th April 1871
18. 2nd May 1871
Inclosure 1
Forwards a revised Estimate
amounting to Rs 100,000
for Metalling Great Northern
Road from 33rd to 62nd Mile
in Sellore Range and affords
Explanation as to the necessity
of the same.
S/ 1471. 30th May 1871

Quantity	Description	Rate	Amount	Total	Grand Total
— 34 th Mile —					
1760	Cyos of Metalling	2	76	1345	✓
11733	Cyos of Gravelling	2	6	238354	672854 ✓
— 35 th Mile —					
1760	Cyos of Metalling	2	39	39328	✓
11733	Cyos of Gravelling	1	129	210854	6040134 ✓
— 36 th Mile —					
1760	Cyos of Metalling	2	13	36578	✓
11733	Cyos of Gravelling	1	127	210854	575104 ✓
— 37 th Mile —					
1760	Cyos of Metalling	2	—	3520	✓
11733	Cyos of Gravelling	1	116	2076108	5536108 ✓
— 38 th Mile —					
1760	Cyos of Metalling	2	26	3795	✓
11733	Cyos of Gravelling	1	14	2200	5995 ✓
— 39 th Mile —					
1760	Cyos of Metalling	1	136	3243	✓
11733	Cyos of Gravelling	1	103	1925	5170 ✓
— 40 th Mile —					
1760	Cyos of Metalling	1	99	28328	✓
11733	Cyos of Gravelling	1	66	165854	4441310 ✓
— 41 th Mile —					
1760	Cyos of Metalling	1	6	2420	✓
11733	Cyos of Gravelling	1	29	1375	3795 ✓
— 42 nd Mile —					
1760	Cyos of Metalling	1	36	2146	✓
11733	Cyos of Gravelling	1	16	128354	342854 ✓

Supd. Engr 2nd Div.

<u>43 Mile</u>									
1760	Cy of Metalling	1	1	1870	-	-	-	-	✓
11733	Cy of Gravelling	1	1	6	1233	5	4	3153	5 4 ✓
<u>44 Mile</u>									
1760	Cy of Metalling	-	15	9	1732	8	-	-	✓
11733	Cy of Gravelling	-	13	9	1008	5	4	2740	13 4 ✓
<u>45 Mile</u>									
1760	Cy of Metalling	-	15	9	1732	8	-	-	✓
11733	Cy of Gravelling	-	11	-	733	5	4	2463	5 4 ✓
<u>46 Mile</u>									
1760	Cy of Metalling	-	15	9	1732	8	-	-	✓
11733	Cy of Gravelling	-	8	9	641	10	8	2374	2 8 ✓
<u>47 Mile</u>									
1760	Cy of Metalling	1	2	3	2007	8	-	-	✓
11733	Cy of Gravelling	-	5	9	641	10	8	2649	2 8 ✓
<u>48 Mile</u>									
1760	Cy of Metalling	1	2	3	2007	8	-	-	✓
11733	Cy of Gravelling	-	8	9	641	10	8	2649	2 8 ✓
<u>49 Mile</u>									
1760	Cy of Metalling	1	6	-	2420	-	-	-	✓
11733	Cy of Gravelling	-	12	6	916	10	8	3336	10 8 ✓
<u>50 Mile</u>									
1760	Cy of Gravelling	-	15	-	1650	-	-	1650	- ✓
<u>51 Mile</u>									
1760	Cy of Gravelling	-	11	3	1237	8	-	1237	8 ✓
<u>52 Mile</u>									
1760	Cy of Gravelling	-	12	6	1575	-	-	1375	- ✓
<u>53 Mile</u>									
1760	Cy of Metalling	1	3	6	2145	-	-	-	✓
11733	Cy of Gravelling	-	15	-	1100	-	-	3245	- ✓
<u>54 Mile</u>									
1760	Cy of Metalling	1	4	9	2222	8	-	-	✓
11733	Cy of Gravelling	-	15	-	1100	-	-	3382	8 ✓

<u>55 Mile</u>									
1760	Cy of Metalling	1	1	-	1870	-	-	-	✓
11733	Cy of Gravelling	-	13	9	1008	5	4	2878	5 4 ✓
<u>56 Mile</u>									
1760	Cy of Metalling	-	14	6	1595	-	-	-	✓
11733	Cy of Gravelling	-	13	9	1008	5	4	2603	5 4 ✓
<u>57 Mile</u>									
1760	Cy of Metalling	-	15	9	1732	8	-	-	✓
11733	Cy of Gravelling	-	10	-	733	5	4	2463	13 4 ✓
<u>58 Mile</u>									
1760	Cy of Metalling	1	3	6	2145	-	-	-	✓
11733	Cy of Gravelling	-	10	8	733	5	4	2878	5 4 ✓
<u>59 Mile</u>									
1760	Cy of Metalling	1	6	-	2420	-	-	-	✓
11733	Cy of Gravelling	-	10	-	733	5	4	3153	5 4 ✓
<u>60 Mile</u>									
1760	Cy of Metalling	1	2	3	2007	8	-	-	✓
11733	Cy of Gravelling	-	8	9	641	10	8	2649	2 8 ✓
<u>61 Mile</u>									
1760	Cy of Metalling	1	2	3	2007	8	-	-	✓
11733	Cy of Gravelling	-	8	9	641	10	8	2649	2 8 ✓
<u>62 Mile</u>									
1760	Cy of Metalling	1	1	-	1870	-	-	-	✓
11733	Cy of Gravelling	-	10	-	733	5	4	2603	5 4 ✓
Total 699,045 5 10									

Superintendence and Sundries 954 10 2
Total Estimate Rs 699,045 5 10

Remarks
 The Condition of the surface of the various miles from 33rd to 62nd mile stones of the Great Northern Road being very bad, this Estimate provides for

for giving the road a proper coating of dustal
6 inches thick with a top dressing of gravel
4 inches for a width of 6 yards. The Cost
of Materials and of Cartage is shown separately
for each Mile.

Alex. P. Carr
Mayor

Q. Qy. is office
Feb 24th 1871

Executive Engineer 1st Div. N.Y.

Sub Eng. Office 2nd Div.
Camp Ventura 2000
24th Nov 1871

H. Moberly
Superintending Engineer 2nd Div.

In closure in letter
No. 7 of 24. March
1871 from the
Chief Engineer
2nd Div. to
Chief of Road
1871. Division

1871 19 65/71

Public Works Department
Proceedings of the Madras Government
Under date the 30th May 1871
Read the following
Resolutions of the Council
of the Madras Government
of the 30th May 1871
I would like to have this
subject discussed in Council.
in the hope that some may
possibly be found in the local
parts of the district for some
agreement
towards the further
desired - asked by
Grant for Provincial
Roads.
the 33rd and 62nd miles
the Yellow Dub
the length of the
the Local Fund Board 2nd for represented
in this consideration
A.A.

that its surface was so
broken up that it was
not possible to place
it in a state of repair
with the aid of the main-
tenance allowance.

Considering this descrip-
tion of the condition
of the line he eventually
obtained with the
aid of the State
Engineer & Col.
Hinscom on the occasion
of his submitting in
October 68 the estimate
of \$242,120 for completing
for rapid wheel traffic
the section of the Trunk
Road in the Nellore

7
District and looking to the
4
assurance given by the
officer that the estimate
was complete in all
respects and would not
require to be supple-
mented hereafter
except for certain bridges
the Govt remarked
that they were at a
loss to understand how
the road in question
was allowed to remain
in such a period
to fall into such
a state of disrepair
as to require its surface
to be remodelled at

So heavy an outlay as
Rs. 1,13,500, and they accor-
dingly directed the
estimate for that
amount to be returned
to the Supt. Engrs, with
instructions to pre-
sent it, if necessary,
at a more favorable
opportunity and with
full explanations.

In compliance
with these orders Col. Mohan
now forwards the estimate
in question, but slightly
reduced in amount,
the sum now asked for
being Rs. 1,00,000 against

Rs. 1,13,500 as originally
proposed, and states
that the surface of the
road between the 33rd
and 6th miles in the
Yellow Sub, though
good order and in a
fair condition for ordi-
nary slow traffic,
is merely superficial,
and is in much wear.
There is much cut-
through that carts
have to work in the
natural soil the
low, the reasons are
however assigned
for giving the slight

So heavy an outlay as
Rs. 1,13,500, and they accor-
dingly directed the
estimate for that
amount to be returned
to the Supt. Engrs, with
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at a more favorable
opportunity and with
full explanations.

In compliance
with these orders Col. Mohan
now forwards the estimate
in question, but slightly
reduced in amount,
the sum now asked for
being Rs. 1,00,000 against

Rs. 1,13,500 as originally
proposed, and states
that the surface of the
road between the 33rd
and 6th miles in the
Yellow Sub, though
good order and in a
fair condition for ordi-
nary slow traffic,
is merely superficial,
and is in much wear.
There is much cut-
through that carts
have to work in the
natural soil the
low, the reasons are
however assigned
for giving the slight

a section to the surface
of the part of the line
in question, but the
Supt. ~~Eng.~~ believes
that this must have
been done under the
impression that much
of the traffic on the
road would be
drawn away by the
East Coast Canal,
an expectation which,
in his opinion, can
only be realized
after the extension
of the canal to Killore.

~~The demands~~
~~of the Supt. Eng.~~
The

9
6
The question of provi-
-ding funds for improving
this portion of Trunk
Road to VI will be referred
to the Local Fund Board
in Killore for con-
-sideration in connection
with the appropriation
made from Provincial
Services for roads, and
with an expression of
opinion from the Govt.
that the road is not
required to be adapted
for quick traffic.

To
The Supt. Eng. and Genl.
" Contr. of P.W. Accounts
" President of the Local Fund
Road in Killore

Despatch 8/5/12

~~Handwritten text, mostly illegible due to crossing out.~~

The question of settling
the future of the great
Northern Road which
could be put through the
is a task of some
and will be considered
recommended for consideration
and the road
is a matter of the circle
in connection with
the Department of
the great Northern
Roads awarded to
the Circle
and the road
is a matter of the circle
and the road

U
Recirculate with
reference to the last
para, which has been
revised.
JH

R. L. May 1900
22nd May 1900
Handwritten notes and signatures at the bottom of the page.

1871
Govt of 1871 Madras.

PUBLIC WORKS.

To The Superintendent Engrs.
2nd Division

Dated

Recd.

Encl.

G. O 30 May No. 1471.

No. 5181

Public Works - The

Public Works - The
Public Works - The
Public Works - The

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1871
Govt of 1871 Madras.

PUBLIC WORKS.

To The Superintendent Engrs.
2nd Division

Dated

Recd.

Encl.

G. O 30 May No. 1471.

No. 5181579

Public Works - The

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