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# MADRAS RECORD OFFICE

## Government of Madras

Public Works DEPARTMENT

G.O. No. 484 (W) Press
B.P. No. Mis.

Dated 23-2- 1876.

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department,*
*23rd February* **1876.**

Read the following papers :—

No. 406. From the District Engr., Cuddapah, dated 19th August 1875, No. 1,106.
No. 407. From do. do. „ 20th October „ „ 1,610.
No. 408. Endorsement of the Chief Secretary on Proceedings, Board of Revenue, dated 27th Oct. 1875, No. 2,973, dated 6th Dec. 1875, No. 761.
No. 409. From the District Engr., Cuddapah, dated 25th January 1876, No. 2,190.
No. 410. To do. do. „ 26th „ „ „ 2,197.

No. 411. ORDER THEREON, 23rd February 1876, No. 484.

CIVIL WORKS, No. 17-A.

THE Cuddapah Local Fund Board appear to have three grievances against the District Engineer :—

*1st.*—That shale was used instead of sand on one mile of a certain road ;

*2nd.*—That *stuff* from certain wankas has been used for the rest of the road, instead of sand from the Pennair.

*3rd.*—That the District Engineer did not personally inspect the road immediately after their meeting of 22nd February 1875, and wrongly stated on the 17th April that he had sent in a report of such personal inspection.

2. The District Engineer's explanation is that during the original discussion on the subject of the best material to be used he had stated his opinion that "in digging through the black cotton something could be found to answer just as well as sand," and that on actually inspecting some shale which had been taken out of a well that was being dug near Yerragoontla Railway station he approved of it, and authorized its use. His Grace the Governor in Council observes that, as objected by the Local Fund Board, sand was provided for in the estimate, and shale is not sand. Strictly speaking therefore, the District Engineer had departed from his own estimate and specification, but such departure cannot be held to be beyond the discretionary powers vested in District Engineers.

3. Again, the District Engineer has established the fact that sand from the Pennair was not provided for in the sanctioned estimate, and could not be obtained at the rates entered therein, which provided for using the sand from certain nullahs crossed by this road. That such sand does not come up to the standard of the Local Fund Board is to be regretted, but the material supplied is that estimated for ; and the Board have no redress, owing to their original failure to scrutinize the details of the estimate before they sanctioned it. His Grace the Governor in Council would be glad of report how the materials actually used have stood the season's work, if they have been spread on the road. Having been collected, and only a small expenditure being requisite to spread them, the experiment might as well be carried out.

4. The District Engineer should have been more careful in making the statement of the 17th April, but he has expressed his regret for the oversight. And his explanation that, having inspected the road on the 2nd February, a second inspection within the same month was not absolutely necessary ; that other duties called him at

2 [illegible]

*Proceedings of the Madras Government, Public Works Department,*
*23rd February* 1876.

the time in another direction; and that ill health interfered with a later visit; may, in the opinion of His Grace the Governor in Council, be accepted.

(True Extract.)

Major-General, R.E.,
*Secretary to Government.*

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No. 1106 of 1875/6 Cuddapah District Enginee
Office Camp Pullampett
19th August 187

From

The District Engineer
Cuddapah

To

The Secretary
to Government
Public Works Department
Fort Saint George

Sir

Encl: 2. As from the last para of resolutio No. 96 of the Proceedings of the Local Fund Board, Cuddapah Circle under date the 3rd August 1875 received on the 16th Idem I find that the Board have referred for the orders of Government a question regarding expenditure on the road from the Yerragoontla Railway Station to Poddatoor I have the honor to submit the following remarks for the consideration of Government.

2 At one of the meetings of the Local

1874 the state of the road from the Yerra-
:goontla Railway Station to Poddatoor,
or rather that portion of it to the South
of the Pennair and which is over black
cotton soil was mentioned and it was dis-
:cussed what steps should be taken to
improve it. I stated that in the Bombay
Presidency a good layer of sand had been
found to answer well and that in the
Bellary District I had used moorum and
had found it very successful; that at the
north end sand could be easily obtained
from the Pennair and that I thought sand
might be found at the southern end
near Yerragoontla or that by digging through
the black cotton something could be found
to answer just as well - I was then requested
to submit an Estimate which I accordingly
did on 16th October 1874 and which was
sanctioned in Resolution No IV of the Local
Fund Board Proceedings under date the 1st
December 1874. I never had an idea of
carting sand from the Pennair for all the
miles and am at a loss to understand
how the members of the Board can have
fancied that I intended to do so.

3 The sanction of the Board of
Revenue is dated 16th January 1875 was
received by me on the 19th and was com-
:municated to the Range Officer on the 20th
Idem. On the 2nd February I inspected
the Road in company with Mr Sub Engineer
Donaghue, the then Range Officer of the
Cuddapah Range, who informed me that
there was some shale which had been
taken out of a well which was being dug
near the gate of the Yerragoontla Railway
Station which he thought would answer
very well, and that the portion of the road
near the station had, he believed, been made
with it and had stood very well

I examined the material and agreeing
with Mr Donaghue told him to use it,
but at the same time to take care and screen
it.

4 Further on from Yerragoontla Mr
Donaghue pointed out some water courses the

the roadway through which during the worst of the rains had kept good and from which he had in his Estimate proposed to take the Material. I examined this and found it a species of black sand and as the road at these watercourses had not cut up I gave authority to use this black sand and told him to be careful to sift it, also to remove any old metalling there might be in the ground before spreading the sand and shale.

5 On the 22nd February a Local Fund Meeting was held at Cuddapah to attend which I went in by rail from the Pullampett Taluq, not knowing of the President's Minute which I first saw on the day of the meeting and at the same time sent on my camp and kit to Sompry in the Rayachoty Taluq where I had arranged to meet the Sub Divisional Officer of the Madanapully Range, intending to run out again the day after the meeting by train to Rajampett and ride on from thence. The Local Fund Board

harp upon the idea that I ought to have gone out myself after the meeting of the 22nd February because as they say "the rail runs up to the very beginning of the road at a distance of only 24¼ Miles from Cuddapah" and do not take into consideration that my camp, horse and kit were in exactly the opposite direction, that I had seen the road only three weeks before, that I had informed them that I had authorized the use of the shale and that I had directed the Range Officer to go out at once to see that my instructions were being attended to.

6 In Para 3 of Resolution No. 96 it is said "The Board has already desired that neither of these articles may be placed on the road as they are the very things that the Board does not wish to have." The only occasion on which the Board expressed any desire of the kind was in Resolution No. 61 of their Proceedings under date the 30th April 1878 which was only received by me

on 19th May and on which I, on the same day, sent orders to stop the work &c &c.

If the Board had expressed any desire of this kind at their meeting on 22nd February 1875 I would have at once inquired if it was their wish for me to submit a revised Estimate as the rate allowed did not admit for carrying the sand from the Pennair.

7. I am at a loss to understand what the L. F. Board means in Para 6 of Resolution No. 96 when they say "The Board considers that it has not been treated properly in this matter". I sent the Range Officer out immediately and directed him after examining the road to proceed on to Poddatoor where the Collector (the President of the Local Fund Board) was doing jummabundy, show him specimens of what was ordered to be used and explain the instructions that had been given. Mr. Donaghue reported that he had carried out my instructions and that he believed the President was satisfied.

As I heard nothing from the President to the contrary I took his silence for consent and believed that every thing was satisfactorily explained.

8 With regard to the remark of the Board in the latter part of Para 1 of Resolution No. 96 on the explanation offered by me in Para 2 of my letter No. 510 of 3rd June 1875 I would merely add that on the 17th April 1875 I was very poorly, having gone into Cuddapah for Medical advice, that I was busily engaged in getting off the annual Administration Report and other papers and that when the draft which had been made by my Head Clerk was laid before I never thought of looking at Resolutions No. 37 and 38.

As I am not aware what papers have been sent up by the President of the Local Fund Board I herewith forward copies of the letters that have passed.

I have the honor to be
Sir
Your most obt. Servant

Col R.E.
District Engineer

L 20 A 2745
75

2816
75

No. 1610

Cuddapah District
Engineer's Office
20th October 1875

From
The District Engineer
of Cuddapah

To
The Secretary to Government
Public Works Department
Madras

Sir

In continuation of my letter No. 1106 of 19th August 1875 I have the honor to inform you that a few days ago I examined the road from Yerragoontla to Poddatoor and found it very much cut up into ruts. This I do not think would have been the case if the Local Fund Board had left me alone to carry out the proposed work and had not by their Resolution No. 51 of the 30th April 1875 desired me to stop work on that sanctioned Estimate.

By the ordy. Post

2. I herewith send two samples of what the President and the Local Fund Board are pleased to call Wunka stuff, the one sample being taken from the inside of a heap and the other from the top on which heavy showers of rain had at times fallen during the past few months.

I have the honor to be
Sir
your most Obedient Servant

Colonel R.E.
District Engineer

~~R. W.~~ 1875 Dept.
Finl. No 1600
From No: 6758
The District Engineer
of Cuddapah

To
The Secretary
to Government
Public Works Dept.
Madras
(Local Funds - Road)
No. 9816/95.

Dated 20 } October
Recd 23 } 1875
E. D. Ans. 2. Nov.

Reports on the state
of Road from Yerra-
-goontla to Vempalley
and forwards two
samples of what
the President and the
Local Fund Boards are
pleased to call
Winka stuff.

Letter from the Dt. Engr. Cuddapah, No 1106, dated 19 Augt/75.
Do. —— Do. —— No 1610 —— 20 —— do

No. 249. Transferred with sample of road material
to the Financial Department.

Fort St. George
20 Oct/75

C. Walker Major Genl RE
Secy to Govt P.W.D.

G.O. No 484. 23. 76

D. ... as regards a statement of

C. No. 2644/75

Fin'l 1875 DEPARTMENT
(Local Funds Road)

From Secretary to Govt
P.W.D.

No. 249.

Dated 30 } Oct
Received 2 } Nov } 1875

3 [illegible]
sample

No. 2545.

[illegible]

Transferring 2 letters from the D.E. Cuddapah regarding the Road from Yerragoontla Railway Station to Proddatoor and sample of Road material –

Rec. 23/2/76 No. 484

[illegible] 10484. 23. 2

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No. 2190 of 1875/76. Cuddapah District Engineer's
Office Camp Cuddapah
Dated 25th January 1876.

From

The District Engineer
of Cuddapah

To

The Chief Engineer
Public Works Department
Madras.

Sir,

With reference to your Memorandum No. 835 of the 9th Ultimo I have the honor to forward a copy of the Estimate for Rs 4570 for spreading Stone on the Road from Yerragoontla to Proddatoor together with Copies of the Data list and Specification. I take this opportunity of informing you that the Local Fund Board Cuddapah Circle lately approved of my having used almost exactly the same material on the Bellary Road and which has been found to answer.

Encl. 3

2. As regards a Statement of

the work done, paid for and due up
to the end of February 1875 I beg to
inform You that I am unable to —
furnish it. The accounts show a payment
of Rs 700 but no measurements are given
and the delay in replying to Your —
memorandum was caused by having to
make a reference to Mr Sub Engineer
Donaghue the former Range officer. In
his reply received this morning that officer
says " I have the honor to inform You"
that the Sum of Rs 700 given to — "
Contractor Mahommed Saib in February last,"
was in part payment of work executed,"
that is for material delivered on the Road"
Side."

"In February while the work was in "
full progress the heaps of Sand were not "
piled to Shape for measurement, all the "
available labour being employed in "
excavating and carting the material. In "
this, as well as in similar cases, the "
number of bandy loads is counted, from "
which the quantity delivered is — "
" approximately obtained, and between one half
" to two-thirds of this amount valued is —
" paid to the Contractor, the payment so made
" is called an advance, though really it is
" a part payment on work performed."

" Measurement for incomplete work in
" progress like the above is never recorded,
" in fact it would be useless to do so; —
" because every day's work after the measurement
" would cause a variation in it and therefore
" for purposes of check by a Superior it —
" would be useless."

" At the end of the Official Year
" Mahommed Saib's account was adjusted on
" measurement. From the register it would
" appear, that his bill amounted to Rs 2215-15-10
" from this amount the two previous advances
" of Rs 700 each were deducted, and the
" balance paid him in full in clearance of
" all demands."

" I was very anxious to get on with
" this work, because a Member of the Local
" Fund Board Coopiah by name Complained
" " that very little was done although
" the Estimate was Sanctioned. Some

months previous to the date on which operations were commenced." My reply to this complaint was considered by the Board as satisfactory, and in order to avoid similar reflections I urged the work on rapidly and as the contractor had engaged a very large number of Carts I succeeded in my efforts, and of course, I was obliged to encourage the contractor by paying him as often as I possibly could for work performed."

"In April I checked the overseer's measurements in company with the Sub Divisional Officer and found them correct."

I have the honor to be
Sir
Your most obedient Servt

Col. R. E.
District Engineer Cuddapah

R.W.
No 22/2/76
209

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P. W. 1876 Dept.
No: 660

Memo No 835 of 9/12/75.

G.O. No 484 23.2.76

From
The District Engineer
Cuddapah
To
The Chief Engineer
P. W. D.
Madras.

Dated 25th } January 1876.
Recd 27 }
Ans 3d

With reference to memorandum No 835 of the 9th ultimo, forwards copies of Estimate, Specification & Data list for spreading sand on Yerragoontla Road.

Cir 2-2-76.

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District Engineer

No. 2197 Cuddapah District
Engineer's Office
26th January 1876

From
The District Engineer
of Cuddapah

To
The Secretary to Government
Public Works Department
Fort St. George

Sir,

In continuation of my letter No. 2190 of the 25th Instant, I have the honor to request that I may be furnished with a copy of the letter from the President of the Local Fund Board Cuddapah Circle, regarding the road from Yerragoontla to Poddatoor, as no copy has been furnished to me for any explanation I may have to offer and from a paragraph I lately saw in one of the Newspapers I have reason to believe that the Collector of this District is not careful to be always accurate in his statements about the Public Works Department in this District.

I have the honor to be
Sir,
Your most Obedient Servant

Col. R. E.
District Engineer.

P. W. 1876 Dept.
No. 661

From
The District Engineer
of Cuddapah

To
The Secretary
to Government
Public Works Depart.
Fort St. George

Dated 24th
Recd 27th January 1876

Requests to send a Copy of the letter from the President Local Fund Board Cuddapah Circle regarding the road from Yerraguntla to Poddatoor.

Pro. 23/2/76

G.O. No 484 23.2.76

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Copy of Proceedings of a Meeting of Local Fund Board Cuddapah circle held at Cuddapah on August 3rd 1875

x x x

I Public Works

Resolution No. 96. Read the following papers

The Board's resolution No. XXXVII of 22nd February 1875

The Board's resolution No. XXXVIII of the same date.

The Board's resolution No. L of 30 April /75

The Board's resolution No. LI of the same date

Letter of District Engineer No. 610 of 3rd June 1875

Foot note of District Engineer No. 643 of 17th June 1875.

The Board perfectly understood at its meeting of 22nd February last that the District Engineer had no intention of complying with its request that he would personally inspect the road on which the President had report so unfavorably although the rail runs up to the very beginning of the road at a distance of only 2¼ Miles from Cuddapah. As to the statement that the personal reports had been furnished, Colonel [illegible] explains that when he wrote the letter making that statement he overlooked the resolution of the Board to which it referred. The Board cannot consider that explanation to be satisfactory on such an important matter.

It is now clear to the Board that although it estimated for and desired sand, shale has been collected on one mile, and a mixture containing a maximum of black cotton soil, some stones, and a minimum of sand on the remaining miles, and this without its knowledge or consent. The cost has been Rs 3647-12-11 out of an estimate of Rupees 4570-0-0

The Board has already desired that

neither of these articles may be placed on the road as they are the very things that the Board does not wish to have.

The Board considers that it has not been treated properly in this matter and resolves to ask for the orders of Government as to how the money so wasted is to be recovered, and who is to pay for the removal of the collected stuff.

(True Extract)

(Signed) A. J. B. Atkinson
Vice President

(True Copy)

Col. R.E.
District Engineer

P. W. 1875 Dept.
No: 5405

From
The District Engineer
Cuddapah

To
The Secretary
to Government
P. W. Depart.
Fort St. George

No. 2816/75

Dated 19th
Despd. 21st
Recd. 23
August 1875

Submits certain remarks for consideration of Government the question regarding expenditure on the Road from the Yerragoontla Railway Station to Proddatoor with reference to Resolution No. 96 of the Proceedings of the Cuddapah Circle Local Fund Board.

L. Fd. No. 2545 / 75

Cir 2-2-76.
Despd. Commr. 28-8-75

Rec: 23/2/76
No. 106

G.O. No 484 23.2.76

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Extract of Proceedings of the L. F. Board Cuddapah Circle d/22nd February 1875 –

R. No. XXXVII Read memorandum of Mr. R. R. A. Kuppiah, Local Fund Member.

The Board is obliged for this paper. Regarding Jammalamadugu Overseer looking after the Poddatur and Yerragunttla road, the Board thinks that to be the best arrangement that can be made. The Local Fund Overseer at Cuddapah is further off, and the same officer in the Proddatur Taluq does not reside at Proddatur but has to look after the Dhoor and Rajpet to Budwail road. The Jammalamadugu Overseer comes down the Bellary road from Kondapuram to Yerragunttla, and returns home via Proddatur. The Board learnt this arrangement from the District Engineer and accepts it as satisfactory.

Regarding the mud instead of sand being put on the road, the District Engineer states that he authorized some shale (not mud) to be used from a well near the railway station. He promises to despatch the Range officer at once with directions to report what earth has been used. The Board observes that the sanctioned Estimate is for sand & not slate.

Regarding the delay in commencing the work it appears that the sanction of the Board of Revenue is only dated 16th January last and that the orders were issued on 20th idem. The Board thinks that this must be accepted as satisfactory.

The state of the shed at the back of the dispensary at Prodatur is under enquiry, and Mr. R. R. A. Aupprah's suggestions will be attended to. The state of the town of Prodatur commented on is disposed of in the President's foot-note.

R. No. XXXVIII. Read Minute of the President reporting that against continual orders metal is flung down on the Bellary and Madras Road from Wontimitta to Cuddapah and from Kamalapur to Yerra:guntla without being tamped; also that instead of sand from the Pennair, stuff from the Vankas is being put on the Yerraguntla and Prodatur road; also that the metal is not taken off the surface of the road before the sand is applied.

The Board very much regrets to have such an unfavourable report. It refers the Minute to the District Engineer with the request that he will personally in:spect and report on the points brought to notice in the President's Minute.

Copy of Minute D/ of 20th February 1875 from the President Local Fund Board Cudda:pah Circle.

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Between Kamalapur and Yerraguntla the road is rendered impassable owing to the quantities of metal which have been thrown upon it while nothing has been done to tamp or roll it down. Orders have been so repeatedly issued regarding the use of rollers that I propose when plain orders of this description are set aside by Overseers and Maistries they should be heavily fined or their pay stopped till the work is done

The same remarks apply to the Madras Road between Cuddapah and the Railway level Crossing near Hanumanthapenta on the road to Vontimitta. I find that the sand to be applied to the road between Yerraguntla and Proddatur is taken from the Vankas which receive the drainage of the black cotton country in the neighbourhood. Such stuff I should say was utterly useless. It contains rather more black soil than sand and the process now going on is the application of black soil, and the result will be that after the first shower the road will be worse than it ever has been yet. I should say that all the sand should be brought from the river near Kottadurti and for a short distance from that village good river sand is being used

Before sand of any kind is applied I should think it would be necessary to remove the metal or gravel now on the road. The District Engineer will be able to say if this is necessary. My idea is that the sand should meet the black soil and be allowed to mix with it at once.

Copy of letter from the Officer in charge Cuddapah Range to the District Engineer Cuddapah Dd 24th February 1875 No 1902

In reference to the two Memoranda on the Yerraguntla road read at the last Local Fund Meeting and your instructions on the subject, I have the honor to state that, I inspected the road yesterday & found the contractor working in accordance with orders given him, ~~and~~ that is to say, he was engaged in carting shale and sand, the shale to the 1st Mile & the sand to the 2-3,-4 & part of 5th Miles

2 The shale is not provided in the Estimate but it was substituted for sand under orders received from you. The material composing the

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operatio
this C
J Board
avoid
work
had
Carts
of c
the
of ten
perfo
Meant
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embankment in the 1st Mile is better than that in the other miles, I have not used shale hitherto on black cotton soil and do not know what effect it may have by admixture, but the experiment is worth a trial since the material is plentiful along the line of proposed road between Amllala and Vampally and if it prove successful on the Yerragunta line the use of it on the Amllala road would be desideratum inasmuch that the soil here is nearly all black cotton and the expense in many places would be less than sand as the latter material if used would have to be carted over longer distances.

3 Then in regard to the sand which has been taken out of the Vunkahs in accordance with the data list that accompanied the Estimate I beg to observe that the material is good for the purposes for which it is required, and in my opinion even better than the Pennair sand which is too fine for admixture with the black soil. It is true that the sand is black, the grain very large, and that about 8 or 10 percent is black dust, but the Pennair sand also contains dust, but in color it is white, so that if I had the choice of both kinds I would certainly prefer the stuff which the Collector considered objectionable. I have used both kinds on clayey roads and my experience teaches me that the larger the grain the better will be the result

4 With this report I beg to send five specimens of sand No. 1 bag contains sand taken from the Pennair.

No. 2 Also from the Pennair but in other place
No. 3 Sand collected on roadside taken from the Vunkah near the Pennair.
No. 4 Sand from Vunkah in 4th Mile
No. 5 —— Do —— in 3rd Mile

5 The rates in the Estimate vary from Annas 3-5 to annas 6-10 per cubic yard according to distance of carriage from the various points on the road from which it was originally intended that sand should be obtained

Copy of memorandum from the Officer incharge of of Cuddapah Range dated 5th March 1875

I interviewed the Collector at Proddatoor on the 23rd ultimo after my examination of the road: and I declare that I ascertained from that officer that, the said road was not bad, and that the cliffs of which specimens were shown were being carted from the different Vunkahs as provided in the Estimate & data list and that there was no dishonesty on the part of the Contractor

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Copy of letter from the President Local Fund Board Cuddapah to the District Engineer Cuddapah of 16th April 1875 No. 196.

I have the honor to request that the Report asked for from you regarding the Proddatoor Yerragoontla Road in Resolution No. XXXVIII of the Meeting of the 22nd February last may if possible be submitted by the next meeting which is fixed for 29th instant.

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Copy of letter from the District Engineer Cuddapah to the President Local Fund Board dated 17th April 1875 No. 129.

In reference to your letter No. 196 of 16th instant I have the honor to observe that the report regarding the road from Yerragoontla to Proddatoor has been sent in with my No. 2387 dated 11th March last. The one relating to the Bellary & Madras road between Wontimitta & Cuddapah and Camalapoor and Yerragoontla will be transmitted in time by next meeting.

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Extract of Proceedings of the Local Fund Board Cuddapah Circle dated 30th April 1875 Nos. 50, 51 & 53

No. 50 Read Memorandum of Vice President dated 20th April 1875 (Yerragoontla & Proddatoor Road) and papers appertaining thereto.

The Board regrets that the District Engineer when asked for a personal report on the

Poddatoor Yerragoontla road in consequence of an unfavourable minute of the President thereon furnishes a copy of a subordinate's letter to him instead, stating twice that it is the report asked for.

(The Range Officer is unable to be a party to this resolution)

No. 51 Read memorandum of Vice President dated 28th April on the Range Officer's report on the Poddatoor Yerragoontla Road. The Board wishes to know why the material in the Wunkah was used instead of sand from the Pennaur. It regrets that the District Engineer has not sent the Range Officer samples as his account of them in his report differs from the thirteen samples shown by the President & Vice President. The Board desires that the collection of shale and Wunkah stuff be at once stopped, and requests under G O P. D. No. 269 of 17th February 1874 to be furnished with an account showing the amount already expended on such collection in order to be able to say whether it will pay for it or not.

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Copy of docket from the District Engineer Cuddapah to the Officer in charge Cuddapah Range d/ 19th May 1875 No. 385.

With reference to Proceedings of the Local Fund Board Cuddapah circle Nos 51 & 53 requests to stop at once all collection of shale and Wunkah stuff on the Poddatoor and Yerragoontla Road pay for the same and furnish an account showing the amount expended.

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Copy of docket from the District Engineer Cuddapah to the Officer in charge Cuddapah Range d/ 20th May 1875 No. 408.

In continuation of this Office No. 385 of the 19th Instant requests to be very careful only to measure up such material on the

Poddalore and Yessagoontla Roads correspond with what was authorized by the undersigned on 2nd February last.

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Copy of letter from the District Engineer Cuddapah to the President Local Fund Board Cuddapah 23rd June /75 No. 570

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With reference to the first part of resolution No. 51 of the Proceedings of the Local Fund Board Cuddapah Circle dated 30th April 75 I regret that, through an oversight, the samples of sand referred to in Para 4 of the Cuddapah Range Officer's letter No. 1932 of 24th February 1875 were not sent to the Local Fund Board, as also that the oversight was not brought to notice and application made for the same. Instructions have been issued now to send them over. As regards the latter part of the resolution orders have been issued to stop work and to furnish an account of the amount expended which shall be submitted as soon as it is received;

2 As regards resolution No. 50 of the Proceedings of the same meeting I would beg to observe that the only occasion on which it can be imputed to me that I stated the report asked for in resolution No. 28 of the Proceedings of 22nd February last had been submitted is in my letter No. 129 of 17th April 1875 and I regret very much the misunderstanding that has occurred on this matter: I did not look at the proceedings of the Local Fund Board for 22nd February 1875 on receipt of your No. 196 of 16th April 1875 before writing my letter or I would have seen that the Cuddapah Range Officer's letter was with reference to resolution No. 37. I never for one moment intended the Board to suppose that it was my report asked for in resolution No. 38: if I had noticed that Resolution was referred to I should have replied

that I had had no opportunity of inspecting the road in question

3 As you were not present at the meeting on the 22nd February 1875 and so are unacquainted with what passed I herewith give a history of the whole matter. When the memorandum submitted by Mr. R. R. A. Kuppriah was read on which Resolution No 37 was passed I informed the meeting that I had personally inspected the whole of the Podatur and Yerragontla road on the 2nd February 1875 and had pointed out from whence sand and shale might be taken for the road. I distinctly informed the Board that the sanctioned Estimate did not provide for bringing sand from the Pennair, and if I recollect rightly I informed the Board at their meeting held on 1st December 1874 that all the sand would not be brought from the Pennair. At the time of my inspection on the 2nd February I observed that at some of the nullahs where there was a coarse shaly kind of black and there was no appearance of the road having cut up and as on enquiry I was informed that these places were hard and good during the rains I directed they might use that stuff but to take care to sift it. In the Bellary District I had used moorum on black cotton soils and had found it answer and as the cost of bringing sand from the Pennair would have more than doubled 1875 the Estimate I did not provide for it

4 When I directed the Cuddapah Camp Officer to proceed and report as ued to what was being used on the road, with- reference to resolution No 37 of 22nd February 1875 I directed him to proceed to Podatur to see you, to show specimens of what was ordered to be used and to explain to you the instructions that had been issued. On the 5th March 1875 Mr Donaghue reported to me as follows "I interviewed the Collector at Podatur on the 23rd ultimo

after my examination of the road and I believe that I satisfied that Officer that the sandness was not bad, and that the stuff of which specimens were shown was being carted from the different Vankals as provided in the Estimate and data list, and that there was no dishonesty on the part of the Contractor

5 Turning now to the question of my report after personal inspection, as requested in resolution No. 38 of 22nd February 1875 I informed the meeting on that day, as already mentioned, that I had inspected the road on the 2nd Idem and of the instructions issued and then told them that I had with inconvenience come in for that meeting as my camp and kit were at Lonepoy, and that I saw no chance of my being able to inspect it as I was about to proceed on a tour in the Voilpaud Taluq. In the middle of April I was very poorly and went into Cuddapah for Medical advice and left on the suggestion of the Zillah Surgeon as soon as I was a little better in order to get out of the heat: that I was not thoroughly recovered soon shewed itself and I had to alter my tour & proceed to Madanapully to place myself under the hands of the Medical Officer at that station.

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Copy of letter from the Officer in charge of Cuddapah Range to the District Engineer Cuddapah of 15th June 1875 No. 284.

With reference to your dockets Nos 386 and 408 of 19th & 20th ultimo I beg to report having stopped all collection of shale and sand on the 15th ultimo on the Roddoor & Yerragoontla Road.

I enclose in a statement shewing the expenditure incurred on the road in collecting sand & shale. The balance of the Estimate is for levelling the road & spreading the materials now collected.

Copy of statement showing expenditure incurred in Collecting sand & shale for Road from Proddatoor to Yerragoontla.

|  | Amount of Estimate |  |  | Amount expended up to date |  |  | Balance of Estimate to be spent |  |  |
|---|---|---|---|---|---|---|---|---|---|
| Road from Yerragoontla to Proddatoor. | 4570 | - | - | 3647 | 12 | 11 | 922 | 3 | 1 |

Copy of footnote No. 643 of 19th June 1875.

---

Forwarded to the President Local Fund Board Cuddapah, for information with reference to para 1 of this Office letter No. 510 dated 3rd Instant.

(True Copies)

Col. R.E.

Cuddapah
Dt. Engrs Office
19th August
1875

District Engineer

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Local
Acting
1875,

owing

, that

DEPARTMENT,

20 Octr 1875

1875;

le disposed

Dept-

form

such

Enclosures in a
Letter from the
District Engineer
of Cuddapah
to the Secretary
to Government
P. W. Department
Fort St. George
dated 19th. August
1875 No. 1106.

P.W. ~~5445~~ 9816/2/75

Finl No. 2545/75

---

No. 2,973.

Financial DEPARTMENT,

Nos 2545 & 2564

From the Dt. Engr., Cuddapah, Dd 19 Augt. & 20 Octr. 1875

— the Board of Revenue, Dated 27 October 1875:

FOR ORDERS.

Note by the Honorable
W. Hudleston

These must be disposed of in Public Works Dept.— The Financial cant form a judgment on such subjects.—

18/ W. H.

B.C. No. 7916

No. 835

Memo

The District Engineer is requested with reference to his letter No. 1602 dated 20th October 1875, to send a copy of his estimate for Rs 4570 & of the specification and of the data list. He will also be so good as to forward a statement of the work done on the Proddatoor and Yerraguntla Road paid for, and due up to the end of February 1875.

Fort Saint George
9th December 1875

(signed) A. W. Walker
Major R.E.
Chief Engineer

To
The District Engineer
Cuddapah.

---

No. 2,973.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 27th October 1875.

Read the following letter from W. D. HORSLEY, Esq., President of the Local Fund Boards, Cuddapah District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cuddapah, 2nd October 1875, No. 538 :—

I HAVE the honor to forward for the orders of Government the following Resolution No. 96 of 3rd August of the Cuddapah Local Fund Board :—

"The Board perfectly understood at its meeting of 22nd February last, that the District Engineer had no intention of complying with its request that he would personally inspect the road on which the President had reported so unfavorably, although the rail runs up to the very beginning of the road at a distance of only 24¼ miles from Cuddapah. As to the statement that the personal report had been furnished, Colonel Moberly explains that when he wrote the letter making that statement he overlooked the resolution of the Board to which it referred. The Board does not consider that explanation to be satisfactory on such an important matter.

"It is now clear to the Board that, although it estimated for and desired sand, shale has been collected on one mile, and a mixture containing a maximum of black-cotton soil, some stones, and a minimum of sand on the remaining miles, and this without its knowledge or consent. The cost has been Rupees 3,647-12-11 out of an estimate of Rupees 4,570.

"The Board has already desired that neither of these articles may be placed on the road as they are the very things that the Board does not wish to have.

"The Board considers that it has not been treated properly in this matter, and resolves to ask for the orders of Government as to how the money so wasted is to be recovered, and who is to pay for the removal of the collected stuff."

2. The facts that led up to this resolution and to the necessity of asking for the orders of Government are as follows: Yerraguntla is a railway station 24¼ miles north-west of Cuddapah, and is the station from which the cotton grown in the Prodatur and Jammalamadugu Taluqs and pressed in Prodatur town is despatched. Prodatur is distant from Yerraguntla seven miles, one mile of which consists of two branches of the Pennair with a bank of sand between them. The six miles from Yerraguntla to the bank of the Pennair lies through black-cotton soil, and in the official year 1870-71 a road was completed of six miles in length at a cost of Rupees 40,699. Notwithstanding this expense, nearly 7,000 Rupees a mile, the road is generally in bad order. The material of which the road is composed has sunk into the black soil, and in wet weather the road is barely passable. Connecting, as it does, the railway with the cotton-growing country, this is one of the most important roads in the district. Great efforts have been made to keep it up, and in addition to the original heavy outlay, Rupees 4,377 have been spent in maintenance, besides Rupees 1,110 for the reconstruction of road dams. In all, these six miles of road have cost the country Rupees 46,186, or Rupees 7,696 a mile since its construction in 1870-71, and it is still in bad order.

3. At a meeting of the Cuddapah Local Fund Board of 23rd July 1874, the District Engineer and the Vice-President were requested to propose a scheme for utilizing the General Fund balance of the Circle. They reported on 21st August, and submitted a supplemental Road Fund Budget, the 6th item of which was an entry for an experimental sanding of the Yerraguntla-Prodatur Road. These officers remarked: "This item of Rupees 1,200 is entered to try the effect of sand on black cotton, &c. The entry is for an experiment which, if successful, will, it is hoped, lead to a further allotment for the completion of this trace." The Local Fund Board passed the Budget in a resolution of the 2nd October, and a copy was sent to the District Engineer. Colonel Moberly sent an estimate on the 16th October, amounting to "Rupees 4,570, for repairing and spreading sand over the surface of the road from Yerraguntla to Prodatur." The Local Fund Board in a meeting of 1st December last sanctioned the estimate.

4. Up to this time, and when the estimate was sanctioned, the understanding had always been that sand from the Pennair River on the 7th mile was to be used. No sand is available except in the bed of the Pennair. On the 9th February 1875, a non-official member passing over the road remarked that instead of sand, mud was being put upon the road. On the 20th February 1875, I examined the road and minuted as follows: "I find that the sand to be applied to the road between Yerraguntla and Prodatur is taken from the wankas which receive the drainage of the black-cotton country in the neighbourhood. Such stuff I should say was utterly useless. It contains rather more black soil than sand, and the process now going on is the application of black soil to black soil, and the result will be that after the first shower, the road will be worse than it ever has been yet. I should say that all the sand should be brought from the river near Potladurti, and for a short distance from that village, good river sand is being used." Potladurti is the village on the south bank of the Pennair at the 6th milestone.

5. The non-official member's remarks and my minute were read at a meeting of the Local Fund Board on 22nd February last, and the Vice-President, who presided, informs me that the District Engineer who was present desired that the two might be the subject of one resolution, but that the Vice-President declined on the ground that it would not be proper either to the District Engineer or to myself that any body but the nearest collateral authority to the President, *viz.*, the District Engineer himself, should be requested to personally inspect and report on the facts so unfavorably noticed in my minute. Two resolutions of the Local Fund Board were therefore passed. The former, on the non-official member's memorandum, records the following remarks: "Regarding the mud instead of sand being put on the road, the District Engineer states that he authorized some shale (not mud) to be used from a well near the railway station. He promises to despatch the Range Officer at once, with directions to report what earth has been used. The Board observes that the sanctioned estimate is for sand and not shale." This Resolution is numbered 37.

6. I must observe here, that it was thus admitted by the District Engineer that without the Board's knowledge or consent and in the face of his own joint report (see paragraph 3) that the experiment of sand was to be tried, he authorized quite a different material to be collected.

7. Regarding my minute, the Board passed the following Resolution No. 38: —"The Board very much regrets to have such an unfavorable report. It refers the minute to the District Engineer, with the request that he will personally inspect and report on the points brought to notice in the President's minute."

8. I am informed that the District Engineer told the Board at this meeting that he could not then go as his camp was in another direction, and that he refused all offers of the Vice-President to go with him, the distance being only 24¼ miles by rail. I am also informed (and the District Engineer admits it in a letter to be dealt with presently), that on a subsequent visit to Cuddapah, although able to go to Nandalur, he did not go to Yerraguntla, although he was in Cuddapah on two occasions, *viz.*, before and after his visit to Nandalur. I am also aware that, although the District Engineer was told in writing that this very question of the road was to be discussed on the 29th April, he left Cuddapah two days previously. This led the Board to make the remarks in the resolution quoted in paragraph 1 of this letter, that they perfectly understood that the District Engineer did not intend to comply with its request of a personal visit, and that the Board considered that it had not been treated properly in the matter.

9. I am also to state that at this meeting of 22nd February last, a paper called a "data list," which had never been shown to the Board at all, was produced after hesitation and shown to the Vice-President. Of the contents of this document the District Engineer appeared to be unaware, but the Vice-President found that it provided for sand being taken from the wankas and not from the river. The question now is whether the stuff from the wankas is sand.

10. Regarding this point, I collected eleven samples and the Vice-President collected four. These were all taken roughly from the heaps of material collected on the sides of the road. The Vice-President in a Memorandum, dated April 28th, 1875, states, after inspection and on perusal of the Range Officer's report on the non-official member's statement, "that the shale is now closely piled on both sides of the first mile, and I do not agree to its being put on the road. I have tried it and made a mess of it. Powdered with water it comes into slush. Regarding the remainder of the road, I have taken samples and tried them. I find the stuff mixed with water to become mud. This is not what we want. I observe too that the Range Officer admits that it is not sand, but 'sand mixed with black dust.' Now that dust is black-cotton dust. I submit that is not what we want. My samples show far more than 10 per cent. of dust, and the very large grain is not sand but stone. We did not ask for the Range Officer's experience on clayey soils. We asked for sand to be put on the black-cotton soil as an experiment." At the meeting of the Local Fund Board on 30th April, at which both these sets of samples were produced, the Board stated that it "wished to know why the material in the wankas was used instead of sand from the Pennair. It regrets that the District Engineer has not sent the Range Officer's samples, as his account of them in his report differs from the thirteen samples shown by the President and Vice-President;" and it asked that any further collection might be stopped, and an account furnished of the cost of such collection "in order to be able to say whether it will pay for it or not."

11. To this request the District Engineer replies in a letter, No. 510 of 3rd June, and it is upon this letter that the Local Fund Board passed the resolution

that heads this letter. The District Engineer in that letter gives no reply to the Board's inquiry why wanka stuff was used instead of Pennair sand, although the reason seems to be that the data list provided for the former, while the Board was under the impression that it had provided in money for the latter. As already pointed out in paragraph 9 of this letter, the data list had never been before the Board at all when the estimate was passed, and was only shown with difficulty at its meeting of the 22nd February. The latter part of the District Engineer's letter quoted above states why he did not inspect the road when asked. The Board has recorded its opinion that it knew perfectly well that the District Engineer had no intention of inspecting it.

12. I now proceed to notice Resolution No. 50 of the Circle Board, dated 30th April last. The resolution runs as follows:—"The Board regrets that the District Engineer when asked for a personal report on the Prodatur-Yerraguntla Road, in consequence of the unfavorable minute of the President thereon, furnishes a copy of a subordinate's letter to him instead, stating twice that it is the report called for." This resolution was moved by the Vice-President on the following grounds. As pointed out in paragraph 7 of this letter, the Board asked for "a personal report" on my minute in Resolution No. 38 of 22nd February against the District Engineer's wishes. Colonel Moberly in a footnote, No. 2,387, of 12th March, communicates the report of his Range Officer (whom he promised to send on the non-official member's memorandum, see paragraph 5 Resolution No. 37) "with reference to Proceedings of the Local Fund Board, dated 22nd February 1875." With my knowledge the Vice-President on the 16th April, No. 196, addressed the District Engineer and requested "that the report asked for from you regarding the Prodatur-Yerraguntla Road in Resolution No. 38 of the meeting of the 22nd February last, may, if possible, be submitted by the next meeting which is fixed for the 29th instant." Colonel Moberly replied on the next day that the report "has been sent in with my No. 2,387, dated 12th March last." This was not the case. What had been sent was the Range Officer's promised report on the non-official member's minute (Resolution No. 37), and no reply has up to date been sent on the Resolution (No. 38) asking for a personal report. This fact called forth the Board's Resolution quoted in paragraph 12.

13. Colonel Moberly now explains (3rd June) when sending the samples omitted before "through an oversight," that he "did not look at the Proceedings of the Board for 22nd February 1875, on receipt of your No. 196 of 16th April 1875, before writing my letter, or I would have seen that the Cuddapah Range Officer's letter was with reference to Resolution No. 37." This explanation the Board has not been able to accept as satisfactory. The District Engineer was present at the meeting held on the 22nd February, when the Board, opposed to the expressed wish of the District Engineer that my minute, and that of the non-official member should be disposed of together, recorded separate resolutions on each minute. No. 37 accepts the District Engineer's promise that the Range Officer would report on the subject of the non-official's member's memorandum. Resolution No. 38 on my minute asks for the personal inspection and report of the District Engineer for the reasons given in paragraph 5 of this letter. This last resolution was therefore prominently brought to the notice of the District Engineer. The Board, for reasons already stated, perfectly understood that the District Engineer had no intention of personally inspecting and reporting on the road.

14. The facts therefore stand thus: First, the District Engineer admits that for one mile he has ordered shale to be collected when the estimate said sand, and without either asking the Board's consent before doing so, or telling it after he had done so. Second, the District Engineer has permitted the collection of material on five miles of stuff which is not sand, but a maximum of black cotton, a few stones, and a minimum of sand. This is proved by all the samples which have been on the Board's table including those of the Range Officer himself, and by the Range Officer's own statement besides (see paragraph 10), and this collection has been made without the Board's knowledge or consent. The data list never put before the Board at all, and only hesitatingly shown to the Vice-President provides for sand from the wankas, when the Board thought it was getting sand from the Pennair, and even then the wankas by samples shown do not contain sand. Third, the Board has been unable to accept as satisfactory the District Engineer's explanation that he signed a letter without looking at the Proceedings of the Board to which the letter referred, the District Engineer having been a party to the resolutions passed on the 22nd February.

15. The estimate for sand as sanctioned by the Local Fund and Revenue Boards amounts to Rupees 4,570. Of this sum, Rupees 3,647-12-11 have been wasted on the collection of shale on one mile, and stuff on the other five miles, neither of which collections are sand. These collections the Board refuses to have put on the road because shale turns into slush, and black-cotton dust to black-cotton soil is the very application it does not wish to have. It was on that very ground that it desired and estimated for an experiment of sand. The cost of collection being Rupees 3,647-12-11, the cost of removal will be considerable. The Board does not consider that in the interests of the tax-payers it is justified in paying for this, which is a charge incurred without its knowledge or consent in the first instance, and without being reported to it even afterwards.

16. I am to ask for the orders of Government on this point, and to state that I agree with the Board's resolution to which I was a party, that the Board has not been properly treated in the matter.

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### ENCLOSURE No. 1.

From Colonel A. S. MOBERLY, R. E., District Engineer, Cuddapah, to W. D. HORSLEY, Esq., President of the Local Fund Boards, Cuddapah, dated Madanapally, 3rd June 1875, No. 510.

WITH reference to the first part of Resolution No. 51 of the Proceedings of the Local Fund Board, Cuddapah Circle, dated 30th April 1875, I regret that, through an oversight, the samples of sand referred to in paragraph 4 of the Cuddapah Range Officer's letter, No. 1,932, of 24th February 1875, were not sent to the Local Fund Board; as also that the oversight was not brought to notice and application made for the same. Instructions have been issued now to send them over. As regards the latter part of the resolution, orders have been issued to stop work, and to furnish an account of the amount expended, which shall be submitted as soon as it is received.

2. As regards Resolution No. 50 of the Proceedings of the same meeting, I would beg to observe that the only occasion on which it can be imputed to me that I stated the report asked for in Resolution No. 38 of the Proceedings of 22nd February last had been submitted is in my letter No. 129 of 17th April 1875, and I regret very much the misunderstanding that has occurred on this matter. I did not look at the Proceedings of the Local Fund Board for 22nd February 1875 on receipt of your No. 196 of 16th April 1875 before writing my letter, or I would have seen that the Cuddapah Range Officer's letter was with reference to Resolution No. 37. I never for one moment intended the Board to suppose that it was my report asked for in Resolution No. 38; if I had noticed what resolution was referred to, I should have replied that I had had no opportunity of inspecting the road in question.

3. As you were not present at the meeting on the 22nd February 1875 and so are unacquainted with what passed, I herewith give you a history of the whole matter. When the memorandum submitted by M. R. R. A. Kuppiah was read on which Resolution No. 37 was passed, I informed the meeting that I had personally inspected the whole of the Prodatur and Yerraguntla Road on the 2nd February 1875, and had pointed out from whence sand and shale might be taken for the road. I distinctly informed the Board that the sanctioned estimate did not provide for bringing sand from the Pennair; and, if I recollect rightly, I informed the Board at their meeting held on 1st December 1874, that all the sand would not be brought from the Pennair. At the time of my inspection on 2nd February, I observed that at some of the nullahs where there was a coarse shaly kind of black sand, there was no appearance of the road having cut up, and as on inquiry I was informed that these places were hard and good during the rains, I directed they might use that stuff, but to take care to sift it. In the Bellary District, I had used moorum on black-cotton soils, and had found it answer; and as the cost of bringing sand from the Pennair would have more than doubled the estimate, I did not provide for it.

4. When I directed the Cuddapah Range Officer to proceed and report as to what was being used on the road, with reference to Resolution No. 37 of 22nd February 1875, I directed him to proceed to Prodatur to see you, to show specimens of what was ordered to be used and to explain to you the instructions that had been issued. On the 5th March 1875, Mr. Donaghue reported to me as follows: "I interviewed the Collector at Prodatur on the 23rd ultimo after my examination of the road, and I believe that I satisfied that officer that the sand used was not bad, and that the stuff of which specimens were shown was being carted from the different wankas as provided in the estimate and data list, and that there was no dishonesty on the part of the contractor."

5. Turning now to the question of my report after personal inspection, as requested in Resolution No. 38 of 22nd February 1875, I informed the meeting on that day as already mentioned, that I had inspected the road on the 2nd idem, and of the instructions issued, and then told them that I had with inconvenience come in for that meeting, as my camp and kit were at Sampoy, and that I saw no chance of my being able to inspect it, as I was about to proceed on a tour in the Voilpaud Taluq. In the middle of April, I was very poorly and went into Cuddapah for medical advice, and left on the suggestion of the Zillah Surgeon as soon as I was little better, in order to get out of the heat; that I was not thoroughly recovered soon showed itself, and I had to alter my tour and proceed to Madanapally to place myself under the hands of the medical officer at that station.

(True Copy.)

(Signed) W. D. HORSLEY,
President.

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Submitted for the orders of Government.

2. The Local Fund Board of the Cuddapah Circle on the proposal of the District Engineer and Vice-President resolved to try the experiment of sanding a certain road through black-cotton soil, and an estimate was prepared for this object, for Rupees 4,570. Rupees 3,648 have been spent against this estimate in putting on the road, what the Local Fund Board characterize as mud, in consequence of which it is said the road is worse than before. They object to pay for the work which has been done, and seem to think that they have been treated disingenuously and discourteously by the District Engineer.

(True Copies and Extract.)

Acting Secretary.

To the Officiating Chief Secretary to Government, Financial Department.

Copy to the President of the Local Fund Boards, Cuddapah District.

P.W. 1875 Dept.
Financial & Public
Local Funds - Roads

1875 No 7816

# Board of Revenue, MADRAS.

Recd. The Chief Secy.

PROCEEDINGS, 27TH OCTOBER 1875, No. 2,973.

Dept 30 Oct /75

Encl.

Chgr No

Received 4 Nov. 75

Recd. 7 Decr.

OCTOBER.

No. 2,973.

*Prodatur and Yerraguntla Road*—in Cuddapah Circle.—Submitting to Government Resolution of Local Fund Board objecting to pay for the material used by District Engineer for sanding the —, and considering that they have been treated disingenuously and discourteously by that officer.

No 761

Transferred to the Public Works Depart-ment for disposal.

By order
Fort St. George
6th Decr 1875

Chief Secy

P.W.

Rv. 23/2/76
408

G.O. No 484 23.2.76

---

Specification to accompany Estimate for repairing the Road from Yerragoontla Railway Station to the village of Poddatore.

The road from Yerragoontla Railway Station to the village of Poddatore has been made some few years back in the ordinary way with broken stones and gravel. The soil is black cotton, the sub soil has worked itself to the top, and all the metal has disappeared, and the road after a little rain is impassable.

The accompanying Estimate provides for a foot of sand for nearly 4 1/2 miles of this road.

Before the sand is spread, all the ruts to be filled in.

The sill at each of the road dam is to be cleared out to the depth that the sand is to be laid on viz one foot.

The sand should be used as required & put on 4 inches at a time, that is in three layers each 4 inches deep.

(Sigd) A. Pinno
Sub Divl Officer

(Sigd) W. F. Donaghue
Sub Engineer
Incharge of Cuddapah Range

(Signed) A. S. Moberly Col. R.E.
District Engineer

(Signed) A. J. B. Atkinson
Vice President

(True copy)

A. S. Moberly Col. R.E.
District Engineer Cuddapah

Specification to
accompany Estimate
for spreading Sand over
the Road from Yerragunt
to Poddatoor.

No 25/2/96
2/3/96

---

List of Rates for Spreading Sand over the Road
from Yerraguntla to Poddatoor.

| Quantity | Description of work | Rate | per | amount | Total |
|---|---|---|---|---|---|
| | **For 1st mile** | | | | |
| 1 | Cyd Sand including Loading & spreading. unloading from the 25th mile 1st Furg of Bellary road to the 1st mile of Poddatoor road a distance of 2 miles @ 4 trips per day each load = ½ cyd | ,, 6 10 | cyd | ,, 6 10 | |
| | Total for 1 cyd of Sand | | | | ,, 6 10 |
| | **For 2nd mile** | | | | |
| 1 | cyd of Sand including Loading & spreading. unloading from 3rd mile 8th furlong of Poddatoor road to 2nd mile of do do a distance of 2 miles @ 4 trips per day each load to contain ½ cyd | ,, 6 10 | ,, | ,, 6 10 | |
| | Total for 1 cyd | | | | ,, 6 10 |
| | **For 3rd & 4th miles** | | | | |
| | do do distance 1 mile do do | ,, 4 6 | cyd | ,, 4 6 | |
| | Total for 1 cyd | | | | ,, 4 6 |
| | **For 5th mile** | | | | |
| | do do ¾ do do | ,, 3 5 | cyd | ,, 3 5 | |
| | Total for 1 cyd | | | | ,, 3 5 |

(Sig.) A. Pimm
Sub Divl. officer

(Sig.) W. F. Donaghue
Sub Engr
Incharge Cuddapah Range

(Sig.) A. S. Moberly Col. R.E.
District Engineer

(True copy)
A. S. Moberly Col. R.E.
District Engineer Cuddapah.

Data Sir for Spreading
Sand on the Road
from Yerragoontla to
Proddatoor.

No 66
No 25

---

Local Fund Cuddapah Circle — Repairs

## Abstract Estimate

District Cuddapah Taluq Proddatoor Yerragoontla village
Work Repairing & Spreading Sand 5 Yards wide over the Surface of Road from Yerragoontla to Proddatoor

| Quantity | Description of work | Rate | Per | Amount | Total |
|---|---|---|---|---|---|
| 2666⅔ | Cyds of Sand Spreading | „ 6 10 | Cyd | 1138 11 2 | |
| 2933⅓ | Do Do | „ 6 10 | „ | 1252 12 5 | |
| 2933⅓ | Do Do | „ 4 6 | „ | 825 - - | |
| 2933⅓ | Do Do | „ 4 6 | „ | 825 - - | |
| 1466⅔ | Do Do | „ 3 5 | „ | 313 3 1 | |
| | | | | | 4354 13 8 |
| | Sundries & Superintendance at 5 per Cent | | | | 215 2 4 |
| | Total Estimate Rupees | | | | 4570 - - |

I do hereby Certify that the above Estimate provides for every thing necessary and that no Supplemental Estimate will be required.

(Sigd) A. J. B. Atkinson
Vice President
For President

Cuddapah Range
Office 9th October/75

(Signed) H. Pimm
Sub Dl Officer

Signed/ W. J. Donaghue
Sub Engineer in ch
Cuddapah Range

Sigd/ A. S. Moberly Col. R.E.
District Engineer
Cuddapah

Sketch & Estimate
amounting to Rs 4510 —
for repairing & spreading
sand & gravel over the
surface of the Road
from Gajagonla to
Cuddapah.

R. 860
/76.

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No 484

Public Works Department.

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 23rd Feby 1876.

Read the following :—

From The Dist: Engr Cuddapah (H. E. No 1106 d/19th Augt 1875)
——— do ——— do ——— ( " " 1610 " 20th Oct " )

Endorsement of the Chief Secy on Pro: 15d of Revr No 2973 d/27th Octr } (H6. No 761 d/6th Decr 1875)

From The Dist: Engr Cuddapah. ( " " 2190 " 25th Jany 1876)
Do ——— Do ——— ( " " 2197 " 26 — " — " )

The Cuddapah Local Fund Board appear to have three grievances against the District Engineer.

1st That shale was used instead of sand on one mile of a certain road.

2nd That stuff from certain Wankas has been used for the rest of the road, instead of sand from

from the Pennair

3rd That the District Engineer did not personally inspect the road immediately after their meeting of 22nd February 1875, and wrongly stated on the 17th April that he had sent in a report of such personal inspection.

The District Engineer's defence is that during the original discussion on the subject of the best material to be used he had stated his opinion that "in digging "through the black cotton "something could be found "to answer just as well as "sand" - And that on actually inspecting some shale which had been

taken

taken out of a well that was being dug near Yerraguntla Railway Station he approved of it, and authorized its use - His Grace the Governor in Council observes that, as objected by the Local Fund Board, sand was provided for in the Estimate, and shale is not sand - Strictly speaking therefore, the District Engineer had departed from his own Estimate and Specification; but such departure cannot be held to be beyond the discretionary powers vested in District Engineers

Again the District

Engineer

Engineer has established the fact that sand from the Pennair was not provided for in the sanctioned Estimate, and could not be obtained at the rates entered therein; which provided for using the sand from certain Nullahs crossed by this road. That such sand does not come up to the standard of the Local Fund Board is to be regretted, but the material supplied is that estimated for; and the Board have no redress, owing to their original failure to scrutinize the details of the Estimate

before

before they sanctioned it. His Grace the Governor in Council would be glad of report on how the materials actually used have stood the Season's work, if they have been spread on the road. Having been collected, and only a small expenditure being requisite to spread them, the experiment might as well be carried out.

The District Engr. was very careless in making the incorrect statement of the 17th April,

but

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but he has expressed his regret for the oversight. And his explanation that having inspected the road on the 2nd Feby. a second inspection within the same month was not absolutely necessary; that other duties called him at the time in another direction; and that ill health interfered with a later visit, may, in the opinion of His Grace the Governor in Council, be accepted. It is not for Local Boards to dictate to District Engineers or Range Officers the

the performance of their duties in a certain cour or at particular times; results only are open to their criticism, and reference for the orders of Govt. -

CMW
1.2.76

D. E. Cuddapah
Finl Dept.
Despd - 4 - 3

Cir 7876 ~~57108~~ 1876 1779/61 [illegible]

Govt. of Madras

PUBLIC WORKS.

D.C. Cuddapah

Dated

Recd

Reg. Each

G.O. 23 Feb 188 No. 484

Nos. 406–411

Badvel & Yerraguntla Road, Cuddapah Dt.

Passing Orders on papers regarding the objection made by the L.F.Ad — Cuddapah Circle, to pay for the material used by District Engineer for sanding the —