M.R.O. 14—10,000—21-4-22.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 89 Press ~~Mis.~~

177-178

Dated 21 — 1 - 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
21st January 1862.

No. 177. Read the following letter from J. W. B. DYKES, Esq., Collector of Nellore, to J. D. SIM, Esq., Secretary to Government, Revenue Department, Fort Saint George, dated Nellore, 30th December 1861, No. 54:—

SIR,

1. In the "Remarks" published in the "Madras Times" of Saturday last, the 28th, it is stated, "from Nellore there are good roads to Kistnapatam and Eskapilly, whence produce can "be exported by sea and return loads of Salt obtained."

2. The remarks from which the preceding has been taken accompanied the letter from this Government to the Government of India, under date the 19th ultimo, No. 2,146; and I lose no time in doing myself the honor to bring to the notice of Government what is the true state of the case, so far as the above important Cotton routes are concerned.

3. It will be seen that only one of the said roads, has as yet been attempted; and the attempt has been unsuccessful, in the first instance, from mismanagement, in the second from departmental instructions.

4. In my letter of the 16th instant, I have brought to the notice of Government the present state of Trunk Road No. 6, north of Nellore; but I did not mention a consequence and a very important consequence of the abandonment of the old line, viz., that the maintenance allowance is now not spent on the line on which the traffic goes, but on the line on which the traffic is to go when the Mungamuru basin is disposed of. And as all traffic goes by the old line, the result of this misappropriation of the maintenance allowance may be easily imagined. The old Trunk Road No. 6 is rough ground to ride over. And as this is the road to Eskapilly, what this route must be to a man with a loaded bandy the Government will readily conceive.

5. But the old Trunk Road No. 6, bad as it is, does not go to Eskapilly. It stops short at a place called Alluru. And, after the man who wants to export his cotton has got to Alluru, there is still six miles to the coast, with the coast swamp to cross, and not an attempt made as yet to help him there, not even a plan. There has been some dirt thrown up near the Travellers' Bungalow at Alluru. But these indications of what was once intended soon cease. And all I know on the subject is, that the District Engineer told me a short time ago, it was the original intention to take a road from Alluru to the backwater at the back of the Eskapilly Bungalow, and there make the terminus; or, in other words, leave the cotton carriers to break bulk, put the bales in a boat, boat the cotton across the backwater, then put the cotton again in carts and cart it over the seaward ridge that divides the backwater from the sea; which would be a system of procedure so little adapted to the requirements of commerce, as to render the proposed outlay not much better than so much money thrown away. It would be of use as employing labor, but further than that of no use whatever as regards exports.

6. Again, instead of there being a good road from here to Kistnapatam, as the Government apparently suppose, it is my duty to state that the case is very much the reverse. For the first eight miles out of Nellore, there is a good road: after that the road is through sand down to the coast swamp and there this road stops.

7. The coast swamp at Kistnapatam is very bad and difficult to manage; for, if we happen to have high tides and a flood in the Kandleru at the same time, the inevitable result is that the whole swamp is put under five or six feet of water and at the ebb there is a bad scour.

8. At the beginning of this year I had arranged with Captain Greenaway to build a causeway across this swamp, strong enough to be submerged with safety. It was to be faced with laterite, and done out of the local funds. Kept low and well metalled on the top, this is, I believe, the only way in which our swamps can be passed successfully. And some progress had been made before Captain Greenaway left. Since then the work has been stopped by Captain Mullins in communication with the Chief Engineer, and as regards the last eight miles and getting across the swamp we are no better off at Kistnapatam than at Eskapilly.

9. A high mound was, I believe, carried across the Kistnapatam swamp at a considerable expense some three years ago, before I joined the District; but, making no provision for Kandleru

floods, and the Kandleru draining the Guduru valley, as might be expected the first heavy flood made a pretty clean sweep of it.

10. I regret that it should be my duty to give the Government so very unsatisfactory an account of the present state of these alleged roads. And I can only hope that the Government will be pleased to issue such instructions as shall really give Nellore good roads to two such valuable outlets for commerce as Kistnapatam and Eskapilly.

11. And in conclusion I beg to state, that I propose doing as much as I can to improve the old Trunk Road to Alluru out of the local funds. And from Alluru a proper road could be easily made to the coast. There are some godowns built, to the north of the Bungalow, by the Native merchants for storing the goods to be shipped. The site has been well chosen; for there is a break there in the coast swamp, and an east and west ridge by which you can get dry foot to the shore. And if the road were taken to this point, there would be little difficulty in making it; and Eskapilly would be at once the outlet for the country between the Pennair and Juvaladinne.

12. For Kistnapatam, I believe, nothing better can be done, than to order the carrying out of the plan proposed by Captain Greenaway. It is the same plan as at Masulipatam, only the cause-way there is faced with brick. It would, I believe, be successful, and I cannot give the Government a better idea of the present state of the road than by simply mentioning that lost September, after a very dry season I nearly last a pair of Capes *on the road*. The horses went up to their chests, and had they struggled must have been lost, for straw had been spread, and it was the straw alone that held them up.

No. 178. ORDER THEREON, 21st January 1862, No. 89.

1. Transferred to the Department Public Works for early consideration.

2. Eskapilly and Kistnapatam are very important Salt Depôts and their communications with the interior ought to be maintained in proper repair.

(Signed) J. D. SIM,
Secretary to Government.

Rec'd 1862 Dep.th
Rev.e Dept.t for January/62
From
No 39
The Collector of Nellore
To
The Secretary to Govt.
Revenue Depth.
Fort St. George

Dated 30th December 1861.
Dep.d 2d January 1862.
Rec.d 4th ——

No 54.

No Enclosures.

Brings to notice the
true state of the Roads from
Nellore to Kistnapatam
with reference to certain remarks
published in the Madras Times
of Saturday, the 28th Dec.r

Ans.d 21st January
With an Order

Pr-29 Returned Ans.d No 54
Pr-19 Nov.r Rep.d — 254
256
Pr-31 Dec.r Rep.d — 494
498

Rec.d of Govt Dept
23 Dec.r/62 encl.s 21/63

No. 177 & 178.

Note.
The "remarks"
are in GO No.
2146 & were
regarded by
me on personal
knowledge of the
District in 1849.
There were pork
Govts Rew.

D.S.
Fort St George
21st January/62
II Copies to the Govt. Rev. Dept.

Pr. 89
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