M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 209 Press ~~Mis.~~

608-408

Dated 23 1 — 19 1863

Not to be folded or roughly handled

No. 404. 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, 25th November 1862, No. 41:—

SIR,

1. I have the honor to submit for the consideration of Government certain remarks made by Captain Mullins in a letter, which he addressed to the Deputy Chief Engineer of the Northern Circle, under date the 30th July last.

2. Captain Mullins writes, "It may be very right and necessary for a Collector to address "the Secretary to Government direct on many subjects connected "with this Department,* but this appears to me to have been a case "in which the Collector ought to have ascertained what I had to say "in the first instance, and to have asked the Chief Engineer's opinion had his doubts not been "set at rest. He had however no doubts, where a little more experience would have started "many, and hence the works on this road have been delayed, and the time of those whose duties "find sufficient employment for them, and perhaps of one who prefers the novelty of duties not "his own, has been wasted."

* Public Works.

3. I enclose a copy of the whole letter from which the above is an extract, and is to be found in the last paragraph. And the Government will see, that the case in which Captain Mullins thinks I should have applied to him first, is the case of the Mungamúru Basin and Trunk Road No. 6, north of Nellore, brought by me to the direct notice of Government in my letter of the 16th December 1861, No. 53.

4. Captain Mullins thinks it may be right and necessary a Collector should address the Government direct on many subjects; but in the case in question, he thinks I should have come to him, and then have gone to the Chief Engineer, had my doubts not been set at rest by himself.

5. "But Mr. Dykes," he observes, "had no doubts, where a little more experience would "have started many, and hence the works on this road have been delayed, and the time of those "whose duties find sufficient employment for them, and perhaps of one who prefers the novelty of "duties not his own, have been wasted."

6. As regards the grave imputation cast upon me by Captain Mullins, that I had delayed the works on an important line of road, I have requested through the Secretary to Government in the Public Works Department, that Captain Mullins may be called on for an explanation; and I have brought to the notice of Government that the imputation would be deserved, had the requisite estimates been prepared, and orders suspended in consequence of my representation; but the very reverse is the case.

7. And it is with regard to the remaining remarks referred to in the 4th and 5th paragraphs of this letter, and the general tone of the extract, as given entire in the 2nd paragraph, that I beg the orders of Government may be given.

8. As I understand my position, I am expected by Government to watch over the interests of the District. In their Order† of the 12th February 1861, No. 230, the Government said in respect to tanks, paragraph 4, "it is his‡ bounden duty to satisfy himself of the propriety and economy of the proposed outlay." And, in the conclusion of the same paragraph the following words were used to the same effect, and recognizing the consequences:—"The Government have repeatedly declared that they look to Collectors "for a faithful performance of this duty, invidious though it may sometimes be."

† Public Works Department. Irrigation.

‡ Speaking of the Collector.

9. The Proceedings quoted in the preceding paragraph were communicated to the Chief Engineer, they were, I presume, by him communicated to the District Engineer. But, be that as it may, they were but embodying in clear and emphatic language, what is the position assigned to Collectors by the general rules on the subject of their connexion with the Public Works Department?

10. And this being the case, when I brought to the notice of Government that "I saw no "chance of Trunk Road No. 6 being opened for traffic, although it had been years under con-"struction and there had been a large expenditure on it," it seems to me, and I beg to submit

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Estimates, having more than fully occupied my

for the consideration of Government, first, that in furnishing the report called for by Government on the said direct representation, it was not for Captain Mullins to give his opinion, whether in making that representation direct, I had adopted the right course or not; and, secondly, that in his remarks "on my having no doubts, where a little more experience would have started many," and having "*wasted* his time and my own," pleased with the *novelty of duties not my own*," Captain Mullins has allowed himself a latitude of expression not in accordance to, or justified by our relative positions, if I understand those positions aright.

11. It is not a pleasing duty, as the Government have recognized, to criticise the acts of those with whom you have to work, and are on terms of intimacy with. It is very often "invidious." The Government however declare they look for the "due performance of this duty invidious though it may be." And as the discharge of this duty, if met by remarks such as those now commented on, cannot but be prejudicial to the harmonious working of the two Departments, I beg that the Government will be pleased to require Captain Mullins to withdraw so much of his letter of the 30th July to the Deputy Chief Engineer as I have now submitted for consideration, and that the Government will be pleased to issue such orders on the subject as shall prevent their repetition.

12. In writing to Government direct on the 16th of December last year, I had no other object in view, than securing the interests of the District and Government by the speedy completion, as regards this District, of Trunk Road No. 6, north of Nellore. It was for me to consider, not Captain Mullins, whether that object was more likely to be secured by correspondence with himself, or a direct representation to Government. And, under the impression that direct representation, under the circumstances, was more likely to be efficacious, and was called for by the exigencies of the case, I determined then to adopt that course, and am this day again addressing Government direct, on the same subject, in the Public Works Department, a year having elapsed without further progress having been made, beyond reports and estimates, towards utilizing an expenditure, it is, I believe, my duty to watch over, just as much as if the money had been spent on tanks.

No. 405. ORDER THEREON, 29th January 1863, No. 204.

Ordered to be recorded, with reference to G. O. in the Department of Public Works dated the 13th January 1863, No. 76.

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

Nº III. of 1862/63.

Southern Circle. 2

District Engineer's Office,
Kondachee 30th July 1862.

From,

Captain J. Mullins,
Acting District Engineer, Tanjore.

To,

The Deputy Chief Engineer,
Northern Circle D.P.W.

Sir

In April last, in accordance with the

Nº 2159 - 31st May/61. orders of Government, Communicated with your

Memo. Nº 934 of the 15th January last, I

proceeded to the Mungamur or Musunnur Valley

for the purpose of ascertaining what would be

the cost of diverting the line of Trunk Road, No.

6, to the line suggested by Mr. Sykes, as also to

note the present condition of that part of the

Trunk Road which would become useless were

the direct line abandoned - Owing however to the

Annicut Channels and the Kollapalam Road

Estimates, having more than fully occupied my

time, I was unable to prepare the Report called for in your order under reply, prior to giving over charge of the Nillore District at the close of June to Major Gumaway, & I have now the honor to forward through that Officer, this Letter and its accompaniments as per Margin* and to inform you that it was arranged before I left Nillore that Mr Gumaway should prepare the plans and Estimates for completing the Road across the Valley on the present line, & in forwarding them with this Report, he will have the opportunity of making any observations that he may be disposed to add to what I am about to say.—

* 1. Sketch of the Country showing surveyed & proposed line of Road.
2. Section across the Musunur Valley shewing flood level & arrangement of Road, masonry works &c.
3. Abstract Estimate for construction in Mr Dyke's Lines Rupees 74,000.—

2. I will now offer a few remarks on the Letter from Mr. Dykes to the Secretary to Government, in consequence of which the information now furnished was ordered to be obtained.

In para 1. Mr Dykes infers that the delay in opening the new line of Trunk Road No 6 is attributable to the inefficiency of the arrangements carried out. He alludes to large expenditure extending over many years, but had he in the first instance informed me of his views, on the subject of this Road, he would have learnt that no expenditure whatever has been incurred on the Road across the Irungunnur or Musunur Valley, & that for the last six years the allotments for the Road have been so small that there has been no chance of taking up this section of the work at all.—

Para 3rd of the Collectors communication gives a fair idea of the formation of the Coast near the Valley in question but towards the close of the para. the want of accurate information is evinced. The greatest depth of water in the Valley out of the Nullahs is 4½ feet, and when we get 14 inches in the 24 hours after the ground has been saturated by previous falls" must be taken as an expression in round Numbers, so far as the results of such

an occurence are concerned, seeing that although such a fall has been exceeded in the Nellore District, experience shows that it does not happen when the ground is saturated, the area over which the fall occurs is limited to a very few miles, and is therefore inapplicable to the 200 miles of the present Valley. Moreover the Tanks in this Valley are neither few nor insignificant. Again there is an inconsistency between the representation that the small opening for the gorges of the floods at Juvaladinna keeps the waters back, and the strong causeway required to resist the sweeping effects of floods which must thus have become almost still water. This last is the true state of the case, for there is little or no current; and on this point we have good evidence, at any rate for 7 or 8 years, for the late Road Department, when the line was originally selected, put up mounds of earth near each of the 5 Nullahs to ascertain whether the intended

level of embankment would suffice, & these show conclusively 1st that the 10 feet of water reported by Mr Dyson's have confined themselves to the Nullahs, and 2ndly equally so, that the currents are very slight for the mounds are of yellow soil and flood and rain together still leave them of very respectable dimensions. Towards the North side of the Valley there seems to be no current at all. Towards the South the action of water is perceptible, and there is a difference between the side of the mound next the Nullah and that turned away from it.

Para 4 needs no remark. The papers to be submitted will settle the question raised. A glance at the Sketch Map now submitted will show that Mr Dyson's was perhaps right in para 5 in not recommending the Road to be diverted to the eastward where the old lines are shewn for the country is not promising there and

the tracks marked are only two out of many a.c.
actually used in order to avoid the floods during
the monsoon. That Officer's careful examination
of the Valley with the view to the selection of a
line to the westward ought at least to have
prevented his falling into one or two palpable
mistakes as regards the merits of that alternative
route for 14 the greater part of the 18m Miles of
new Road proposed to be substituted for 6 Miles
of nearly completed & 3 Miles of unconmenced
Road would require to be embanked, & the line
passes through a good deal of wet cultivation
belonging to Talur Bramanakatta Agraharam
and Jaldanki & even a still wider divergence to
the westward could not remedy this for, for a long
distance west of Bramanakatta the Avamakonda
tank cultivation is met with, & 3 Cs if instead
of putting the last sentence of this para 5 as

if now stands, the case be reversed, the 2 or 3 Miles
of laterite against 15 or 16 without any, or any
substitute within a large distance, will be almost
an exact representation of the true state of the case.

3. I need say nothing regarding the remarks
contained in Mr. Dykes 6th para, a glance at
the map is conclusive against the new proposi-
tion if founded on any other grounds than
constructional difficulties.

4. I am of opinion that this part of
Trunk Road No 6 was selected by the late
Capt Best with much judgment no one
has ever doubted the expense of the whole
line. It crosses the whole drainage of the District,
but that was unavoidable but as regards the
section under discussion Capt Best evidently
considered that having to incur much expense
for crossing unavoidable drainage, the best thing

he could do was to select a line where metalling was abundant & masonry works therefore, the only heavy item & thus he accordingly did. Mr. Dyssies would abandon this advantage, & place the road where practically the same drainage has to be got over, but where the metalling would have to be carted either from Bitraguntá the hill at south end of Anamalkonda tank, the neighbourhood of Gattiepully or from near Kavalli, added to which he would add 8 Miles (I put it at 8 instead of 9 as probably, the detour if laid out after clearing jungle would not be more than 17 miles altogether instead of nearly 18 as shown) to the length of the roads in such a manner that the Trunk Road Traffic would not use the improvement at all except during the Monsoon & the cost of maintenance would be increased by Rs. 1,600 per annum at the least; for this does not consider that the other 9 Miles would be more expensive than the corresponding

* 8 Miles at Rs. 200 per Mile.

6th on the old line, & this at 5 per Cent represents a capital outlay of Rupees 32,000.

3. I estimate the probable cost of Mr. Dyssies proposition at Rs. 74,000. which for the distance of 18 Miles nearly, is by no means a high rate per mile. It will be seen from the items of the abstract I estimate that I have given Road Dams for all the large drainages except one and in that the Ahala Vagu or, as it is called at Jaldumki the Chippalaiwe could not be otherwise copied. This Estimate, added to the Rupees 32,000 mentioned in the preceding para. make a total of Rupees 106,000 as the sum required if Capt.n Beste's line be abandoned. The cost of the completion of this a Monsoon valley line on the present line Major Gunnaway will estimate & this will be an independent opinion. I have shown what works I think necessary in my section & whether his opinion coincides or not with mine there will be an opportunity of stating I have borne

in mind the Gudur Valley, which drains five times the area involved in the present project & the works now in progress or already completed there for carrying off that drainage, & I believe the allowance in the present case is ample and that the level recommended for the Roadway is well above any possible flood, for it must be remembered that there is the testimony of the Musumma Villagers as to the extent of the floods, and the numerous flood marks on trees in the Valley & to many of which check levels were taken, coupled with which the mounds show that even in the extraordinary seasons we have had since 1855 the maximum flood level has been nothing serious while the want of sufficient outlet on the coast though inconvenient as regards raising the flood level, so far checks velocity that the drainage of the valley is unaccompanied by any current likely to injure the Road works & the circumstances therefore are not such as to render an extraordinary amount of waterway absolutely necessary though to guard against the eventuality of a change in the capacity of the present outlet, while the valley is actually in flood the masonry works provided are much larger than the area drained would usually render necessary.

6. North & South of the Valley on the present line between the 132nd & 141st miles, the work remaining to be done will cost but little, I have marked on the Sketch its present condition & the only masonry works required for this part are those marked * of which there are four very minor ones I commenced, as will be seen my observations lower down the road and this was with a view to ascertain the result of any small modification of Mr Lyles line, should

his scheme prove in the least degree feasible.

7. The history of the proposed road across the valley may be briefly given. Prior to 1836 it was thought that the expense of the construction of the road might be centralized by the formation of a large tank in connection with it & on this project I was employed under the orders of the Civil Engineer 2d Division. It was found however that the cost would be very great (3¼ lakhs) & it appeared certain that, in the first place, the population was too scanty to afford a prospect of the outlay being remunerative & that only such a sum could be spent to much greater advantage on the Anicut works at Nillore, for which, added to this tank, it was improbable funds could be spared at one time. I advised therefore the abandonment of the tank project & estimated for a road only, & Government

in Extract from the Minutes of Consultation No 1,409 dated 23d July 1857 sanctioned Rupees 21,155 in addition to Rupees 21,735 included in the construction estimate for the entire road in order the complete it. Immediately after this, the restrictions consequent on the meeting commenced, and so far as this Road is concerned have not as yet been more than partially removed. When Major Greenaway was in 1860/61 in charge of the Nillore District, he, in taking up the question of masonry works generally on this line of Road, with reference to the inadequacy of the waterway considered necessary prior to the floods of 1859 proposed to substitute several road Dams for some of the arched works provided in my estimate, and the chief difference in the arrangement now proposed by me is the concentration of the waterway at the points where recent observations

his scheme prove in the last degree feasible.

7. The history of the proposed road across the valley may be briefly given. Prior to 1836 it was thought that the expense of the construction of the road might be centralized by the formation of a large tank in connection with it. On this project I was employed under the orders of the Civil Engineer 2d Division. It was found however that the cost would be very great (3½ lakhs) & it appeared certain that, in the first place, the population was too scanty to afford a prospect of the outlay being remunerative & that 2½ lakhs such a sum could be spent to much greater advantage on the Anicut works at Nellore, for which, added to this Tank, it was improbable funds could be spared at one time. I advised therefore the abandonment of the Tank project & estimated for a road only, & Government

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show that it will be most serviceable whereby the convenience of the Traffic will, it is thought be less interfered with, than were the original number of Dams proposed by that Officer retained.—

8. In conclusion this report I trust I may be permitted to allude to the course adopted by Mr. Dyster of making his representations direct to Government on a subject on which he was but little likely to form a reliable opinion, without a reference for information to myself. It may be very right & necessary for a Collector to address the Secretary to Government direct on many subjects connected with this Department; but this appears to me to have been a case in which the Collector, ought to have ascertained what I had to say in the first instance, and to have asked the Chief Engineer's opinion had his doubts not been set at rest. He had however no doubts where a little more experience would have started many, & hence the works on this road have been delayed, & the time of those, whose duties find sufficient employment for them, and perhaps of one who prefers the novelty of duties not his own, has been wasted.

I have &c—

(Signed) John Mullins Capt.
Dy. Engineer Nellore &
Ag. Dy. Engineer Tanjore.

(True Copy)
(Signed) T. Greenaway Major
Ag. Dy. Engineer Nellore.

(True Copy.)

Wm Dyster
Collector.—

Compd. [illegible]

addressing Government direct, on the same subject, in the Public Works Dept, a year having elapsed without further progress having been made, beyond reports, towards utilizing an expenditure, * Land estimates. it is believed, my duty to make over, just as much as if the money had been spent on, Canter.

I have the honor &c

Capt

Your Most Obed. Servt

H. B. Day

Collector

Enclosure

In a letter from the Collector of Kollam to the Secretary to Government of Fort St. George dated 25th Augt. 1862 Rec'd 4th Sept. 1862 Rev-3292/62.

Copy of a letter from Capt. J. Braithwaite, Depy. Inspr. General of Fortifications to the Chief Engr. Southern Circle No. 2 dated 30th Augt. 1862, Fortn of 1862/63.

Compd J.P.Ed.

Rec: 13th January 1863 No 76 Pl 15

Rev. 1863 Jan 11
Pro. Govt Fort St. George 13 January 1863.
No. 3272. 1/63.

From. The Collr of Nellore

To. The Secy to Govt
Revd Lett. Govt St. Fort St. Geo.

Dated 25th Decr 1862
Recd 28th —
One Enclosure
G.O. 41.
No 404 to 29 Plans
Submits for consi:
deration of Govt certain Re:
marks made by Captn —
Smellie in a letter which
he addressed to the Chief
Engr of the N. Circle
under date the 30th July
last. With accounts

No 404 & 405.

Cpd 19 Jany 63 Rec'd

No. 204.

Ordered to be recorded
with reference to G.O. in the
Department of Public Works
Dated the 13th January 1863 No 76.

Fort St. George
29th January 1863

1 Copy to the Collr of Nellore Asst Engr