

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 550	Press
42.43	~~Mis.~~
Dated	3-3-1866.

Not to be folded or roughly handled

No. 42. Read the following Proceedings of the Board of Revenue, dated 30th January 1866, No. 694.

Read again letter from the Collector of Nellore, dated 26th October 1865, No. 257, recorded in Board's Proceedings, 8th November 1865, No. 7,183, forwarding estimate for constructing a portion of the road between Ponnaloor and the beach at Oolapollem.

Read also the following letter from the same Officer, dated 22nd December 1865, No. 324 :—

1. With reference to the Board's Proceedings, dated 8th ultimo, No. 7,183, I have the honor to state that it cannot be ascertained exactly under what circumstances the Kanigiri, Kandukuru, and Oolapollem road to the beach was commenced before the requisite estimate had been prepared and formally sanctioned. I have a recollection of having made the request myself, but whether it was officially made, or in conversation with the Engineer, I cannot now remember, and no official letter bearing on the subject can be found.

2. I enclose, for the Board's information, copy of a letter* from the Superintending Engineer, to whom I referred for information on receipt of the Board's Proceedings under reply.

* No. 67, dated 2nd December 1865.

3. Colonel Winscom, the Board will observe, gives the result of his inspection of the road after a good fall of rain, and while concurring in the designs for masonry works, and the details of the estimate forwarded to the Board with my letter of the 26th October, gives it as his opinion that the taking the road through the town of Kandukuru, and deviating from the salt Lambadi track from Oolapollem to the Vamulapaud pass, is a mistake.

4. Colonel Winscom, after personal inspection, has been able, I am glad to say, to reduce the estimate by 4,000 Rupees, or about eleven and a half per cent.; and subject to such modification, I beg that the Board will be pleased to send on the estimate for the approval of Government. I do not, however, think it fair to give the whole 5,000 Rupees next year to this road, for which so much has been already given; and giving for 1866-67 Rupees 3,600, the balance can be given the following year.

5. The observations as to the line taken are based on the idea that the road was a salt road, and a salt road only. As such, however, it would be made out of Imperial Funds; and made out of Local Funds and linking our town to the coast, the line taken will, I trust, be found convenient. The carts that take the grain down for exportation can bring back salt; and if I could so arrange matters that the pack-bullocks with the through trade should never put hoof on the road, it would be fairer to the Fund and the people who contribute to it.

From the Superintending Engineer, 2nd Division, to the Collector of Nellore, dated Camp Tittoo, 2nd December 1865, No. 67.

1. In reply to your letter, No. 277, dated 17th November 1865, forwarding Proceedings of the Board of Revenue, No. 7,181, dated 8th November 1865, in which they request information as to why the Kanigherry and Oolapallem road was commenced without an estimate in full being

*Proceedings of the Madras Government, Revenue Department,
3rd March 1866.*

previously prepared, I have the honor to say that as far as I can find out from the records of this office, the work was commenced by your desire from the Ferry Funds at your disposal in 1859-60,

* Of which Rupees 10,000 was afterwards transferred to Kottapattam road, as per Government Order, 15th September 1863, No. 2,654. and that Rupees 498-8-4 were spent in that year. In 1863, a sum of Rupees 12,000* was allotted in the Local Fund Budget, and Colonel

Anderson then called for a detailed estimate for the whole road from Oolapalem to Kanigherry, and this amounting to Rupees 73,000 was forwarded by the Range Officer; but being considered too large a sum for submission, the portion from Ponnalloor to the beach was with certain alterations alone forwarded by me on 21st September 1865. Up to the commencement of this year the sum of Rupees 13,776, out of the estimated amount of Rupees 34,150, had been expended. In this year the allotment is Rupees 11,000; so that by April next, it is hoped that 24,776 Rupees will have been expended, leaving only a balance of Rupees 9,374 for future expenditure.

2. Since I addressed you on the 19th October 1865,† I have been over the road in question from the sea beach to the sixteenth mile, and have carefully examined the sites of the works

† No. 53.

proposed. The road from the third mile traverses an undulating country, the soil of which is chiefly a mixture of gravel and red clay; small streams, chiefly supplying tanks, cross the road continually, and owing to the impetuosity with which they run down the inclines of the undulations, and the peculiar nature of the soil which gives way immediately to the action of water, deep gullies with steep sides are formed, which are difficult for carts to pass. I had the advantage of going along the line within twenty-four hours of a very heavy and continuous fall of rain on two days previous, so that I saw it at its worst. The soil had even then dried sufficiently to form a good firm road on which bandies could easily proceed, but the nullahs had steep jagged sides. The whole line from Oolapalem village to within two and a half miles of Ponnalloor had, excepting for two or three small distances, been gravelled, and on this gravelling the greater part of the Rupees 13,776 must have been expended, for after the fourth mile only one or two road dams were finished. I further found, that though I presume chiefly intended as a road for the use of the Lombadies going for salt, those people never used it between Ponnalloor and Canoomullah, as in order to take Candakoor in its route it has been made to deviate from the direct road between Oolapalem and the Vamulapaud pass.

3. I think, therefore, that the expenditure which has been incurred on gravelling the road from Canoomullah to within two and a half miles off Ponnalloor, and perhaps the carrying the line through Candakoor at all, instead of having a branch from it to the cusbah station, are the mistakes that have been made, and that the tunnelling and making road dams is essentially necessary and should have been done at first, instead of the gravelling, which is without doubt over such ground (except in places) for country traffic, a non-essential.

4. With regard to your remarks in your letter, No. 243, dated 9th October 1865, concerning tunnels and road dams, and the sloping of the sides of nullahs, I consider, first, that on account of the dissolving nature of the soil, nearly all the streams traversing the road must have either dams or tunnels; and secondly, that considering the steep gullies in which the majority of the nullahs run, that tunnels are generally more appropriate than road dams, as the latter would have to be of inordinate length, to be of good service, and thus probably the expense of the dams might equal, if not exceed, that of the tunnels.

5. I, as before stated, examined carefully every site of works up to the sixteenth mile, and I found that, with two or three exceptions, the plans of the Range Officer, submitted by me with my letter, No. 52, and now with the Board of Revenue, are what are needed, and have been devised with judgment. In those cases where alterations are desirable, I have given the Range Officer the needful instructions, and I find that the whole road will be satisfactorily finished if the allotment of Rupees 5,000, which I have proposed in the Budget Estimate for 1866-67, is granted.

*Proceedings of the Madras Government, Revenue Department,
3rd March 1866.*

Ordered that the foregoing letters, and their enclosures, be submitted to Government, with the Board's recommendation that sanction be granted to the estimate, amounting to Rupees 5,000, for the construction of the road between Ponnalloor and Oolapollem.

No. 43. ORDER THEREON, 3rd March 1866, No. 550.

Local Funds, No. 2.

Civil Works.

1. The Government consider it desirable that the portion of the road from Oolapollem to Kanigherry, between the former place and Ponnalloor, should be finished as soon as possible, and therefore sanction the full allotment required for that purpose, viz., Rupees 5,000, out of the Budget of 1866-67. The road appears to have been commenced in 1859-60 without sanction, and Rupees 498 were then spent upon it. In 1863, a sum of 12,000 Rupees (subsequently reduced to 2,000 Rupees) was allotted to the work, and the then Superintending Engineer called for detailed estimates. These amounted to the large sum of Rupees 73,000, and as this was considered too large for submission, the portion of the line now under consideration, estimated at Rupees 34,150, was alone submitted for sanction in September last. By the commencement of the current official year Rupees 13,776 had been expended, and Rupees 11,000 is the allotment of the current year. The Government have thus been led to commence a road estimated to cost Rupees 73,000 out of a Fund, the annual receipts of which are only about Rupees 17,000, and which has also to meet the requirements of other parts of a very large District for local roads, and some 20,000 Rupees has been laid out on a portion of the road, before the submission of the requisite plans and estimates. Moreover, these estimates exceed actual requirements by Rupees 4,000, though it is not stated in what respects this is the case, and the work done has been unnecessarily expensive.

2. The Government are much displeased with these proceedings, and they desire that the District Road Fund Rules be in future strictly adhered to.

3. Colonel Winscom will be informed, through the Public Works Department, in reference to paragraph 4 of his letter to the Collector, dated 19th October 1865, No. 58, that Government will not receive faulty or doubtful schemes on the chance of his being able to inspect the works and correct errors in them while under, or prior to, execution.

4. The continuation of the line to Kanigherry, on the expensive scale proposed, is out of the question at present. A good fair-weather road is all that the Road Fund can afford.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

To the Board of Revenue.

„ the Public Works Department.

Exd. S. T. Augustin.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th November 1865.

Read the following letter from J. W. B. DYKES, Esq., Collector of Nellore, to R. A. DALL-YELL, Esq., Acting Secretary to the Board of Revenue, dated 26th October 1865, No. 257:—

1 Abstract Estimate.
1 Detailed do.
1 Specification Report.
14 Plans of road dams.
1 Survey Sketch.

18

1. I have the honor to submit the estimate, &c., as per margin, for constructing a portion of the Kanigiri, Kandukuru, and Ullapalem road.

2. This road is being made from the Local Funds, and being for country traffic, and where rapid travelling need not be provided for, I pointed out to Colonel Winscom that there were more bridges and tunnels than were probably necessary. There is rarely any water running across the road, and a slope in and out well metalled would be I thought enough in most cases, with a cause-way where the bed is sandy.

3. Colonel Winscom in reply suggests, that I should send on the estimate for the sanction of Government, as he has the power of a Chief Engineer to direct any alteration which may hereafter be found necessary, and he is about to start on a tour of inspection. I enclose copy of his

* No. 58, dated 19th October 1865.

letter,* and, in sending on the estimate for sanction as suggested, I have the honor to re-

quest that it may be passed, on the understanding that no bridges or tunnels are to be built till the question above referred to has been decided.

4. The road illustrates a frequent mistake made in this country. Last January I tried to drive along it. There it was all metalled, but I drove at the side; it was only occasionally I could get on the road, for instead of being sloped down into the dry nullahs which crossed it, it was taken straight up to them, perhaps banked up to them, and there left till our Local Funds could put a bridge there; we are losing what has been done without using it; and when the estimate for a portion of a road is 34,000 Rupees, and our Road Funds for the whole District not half as much, it is unnecessary for me to dwell further on the results of such mistakes.

5. Should Colonel Anderson have personally examined the road, and have been of opinion that the bridges and tunnels provided were the cheapest way of making it, we had better have left the road alone; the mistake was to have began it. But as Colonel Winscom only mentions that Colonel Anderson knew the localities and initialled the designs, I trust we need not take for granted that so grave a mistake has been made. It would be desirable to ask Colonel Anderson whether in initialling the designs he meant thereby to declare, that the road could only be so constructed. Without some such confirmation, I should hesitate to draw the inference.

6. And without imputing "caprice" to Range Officers because having put sixteen cause-ways, they did not put more, I think it is possible that the estimates may have been framed rather with reference to what would make the road complete, than the requirements of the traffic to be provided for and the funds available.

* Paragraph 1 of Colonel Winscom's letter enclosed.

ENCLOSURE No. 1.

From Lieutenant-Colonel G. V. WINSKOM, R. E., Superintending Engineer, Second Division, to J. W. B. DYKES, Esq., Collector of Nellore, dated Masulipatam, 19th October 1865, No. 58.

1. In reply to your letter, No. 243, dated 9th October 1865, returning unsigned the plans and estimates for the construction of portion

1 Detailed Estimate.
1 Abstract do.
1 Report.
14 Plans of road dam.
1 Survey Sketch.

18

3 Causeways of 25 yards.
11 do. 20 do.
2 do. 60 do.
1 do. 10 do.

of road between Ponnaleru and the beach at Ullapalem, as you do not approve of so many culverts and tunnels being built, when causeways may, you conceive, answer the purpose, I have the honor to remark that as no less than sixteen cause-ways have been provided, as per margin, it is probable that the preference of tunnels in certain positions by the Range

Officer is not a matter of caprice, but of thoughtful opinion. I find moreover that Colonel Anderson, who knew the localities, approved their designs and initialled them. In many situations cause-ways would not be judicious, either on account of the nature of the soil, or the depth of the stream.

2. As these estimates should at once be forwarded to Government, and as by Government Order, No. 2,295, dated 14th August 1863, I am invested with the power of a Chief Engineer, it is neither (*within?*) my province to alter plans and estimates as may appear to me desirable whilst the works are in course of execution; I would, therefore, propose, especially as I start next month on my inspection of works in the Nellore District, that you should countersign the documents herewith returned, and forward them to Government, leaving it to me to direct any alterations which, on inspection of the various localities, may appear necessary.

(True Copy.)

(Signed) J. W. B. DYKES,
Collector.

ENCLOSURES Nos. 2 to 4.—Estimates.

ENCLOSURES Nos. 5 and 6.—Plans.

Before submitting the estimate received with the above letter for the sanction of Government, the Board desire to know under what circumstances the work referred to in paragraph 4 was commenced. All estimates should be complete in themselves for each work, and the Board do not understand how a portion of the road could be made and metalled before the estimate for the bridges and tunnels had been passed.

(True Copies and Extract.)

(Signed) R. A. DALYELL,
Acting Secretary.

To J. W. B. Dykes, Esq., Collector of Nellore.

Exd. J. Wright.

Desiring to know the circumstances under which the Kanigiri, Kandukurru and Ullapalem road in Nellore District was metalled before the estimate for the bridges and tunnels was complete.

No. 7,183.

Dated 8th November 1865.

PROCEEDINGS OF THE BOARD OF REVENUE,

No.

1865.

Department

Rev-368/66.

Entered in the Bo. of Rev. 368 of 1865. Dated 30th Aug 1866
1865

Rs 500

Proceedings of the Madras Government
Under date the 3rd March 1866

Read the following
(Proceedings of the Board of Revenue)

Submitting letter from the
Col^l of Nellore and recommending
that sanction be granted to the
estimate amounting to Rs 5000 for
the construction of the road
between Ponnaloor and Olapollenam.

(Resenter 30th Jan^y 1866
N^o 694)

Quite approve of the Memo as
far as it goes - but it does not go
far enough - we have demands
made upon the Gov^t year after
year for roads innumerable
and little sums are doled
out by which the construction
of these roads is spread over years
in the present instance a road
estimated roughly to cost 70000
has been begun & it will not be
finished for
the next
seven years.

Somebody
whether the Collector or the Sup^t
Eng^r should be held answerable
for such recommendations, and
according to my view the Sup^t
Eng^r should be held responsible
when I say responsible I mean that he should be severely
reprimanded when he sends in an erroneous Plan or Estimate
and should be turned out of the P^l & D^o if he commits a second

The Government to
consider it desirable that
the portion of the road
from Olapollenam to Ranighery
between the former place and
Ponnaloor should be finished
as soon as possible and
therefore sanction the
full allotment required for
that purpose viz/ Rs 5000
out of the Budget of 1866/67
for the plain & Eastern Div^s
The

The road appears to have been commenced in 1859/60 without sanction, and Rs. 498 were then spent upon it. In 1863 - a sum of 12,000 Rs. (subsequently reduced to 2,000 Rs.) was allotted to the work and the then Sup^t Engr^s called for detailed estimates. These amounted to the large sum of Rs. 73,000, and as this was considered too large for submission, the portion of the line now under consideration estimated at Rs. 34,150 alone was submitted for sanction in September last. By the commencement of the current official year Rs. 13,776 had been expended - and Rs. 11,000 is the allotment of

It is certain that by such change in estimate only will be possible to check the loss in different way in which estimates are forwarded and should be placed were the loss before my departure to sanction the adoption of some rule of the kind - such rule would be a serious disappointment" & for nothing when we recall the fact that

displeasure

51
of the current year. The Government have thus been led to commence a road estimated to cost Rs. 73,000 out of a Fund the annual receipts of which are only about Rs. 17,000 - and which has also to meet the requirements of other parts of a very large district for local roads - and some 20,000 Rs. has been laid out on a portion of the road, before the submission of the requisite plans and Estimates - Moreover, these estimates exceed actual requirements by Rs. 4,000 - though it is not stated in

in what respects this is
the case - and the
work done has been
unnecessarily expensive.

The Government are much dis-
satisfied with these pro-
ceedings highly repre-
hensible, and they
desire that the
District Road Fund
Rules be in future
strictly adhered to.
Colonel Winson,
will be informed through
the P. W. Dept^y in
reference to para 4 of
his letter to the Comd^t
dated 19th October 1865,
No 58 that Government
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J. P. L.

14 To the Board of Revenue Dist^y Mark
21 The Public Works Dept^y

45

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9/20: off for claret

21-550.

Ph
120: of the Madras Govt.
25 March 66.

To Board of Dir. of
18 May/87 Enc. 1305

Shown in
Council - 7
March. 1

22

27.2.66

Wm

No 42 Vz.3.

Sanctioning the full
attainment of the
regions of human thought.
In 1863/64, in the course
of the process between
Portsmouth and America.

22-77-102-123