

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	483	Press <u>Mis.</u>
433-34 Dated	20-2-	18 68.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
20th February 1868.*

No. 433. Read the following Proceedings of the Board of Revenue, dated 31st January 1868, No. 788.

Read the following letter from the Acting Collector of the Kistna District, to the Secretary to the Board of Revenue, dated Masulipatam, 28th November 1867, No. 427:—

1. With reference to Proceedings of Government, No. 2,574, dated 1st current, I have the honor to submit, for the consideration of the Board, a letter, No. 190, dated 25th idem, and its

*Sent by banghy.

enclosures, two sets of plans* and esti-

mates, prepared by the Superintending Engineer, for the construction of a road from Guntoor to Iyaloor. The former of these is the revised estimate, amounting to Rupees 1,69,200, for the construction of what, in the opinion of the Board, should be made a good metalled road from Guntoor to Iyaloor. The Superintending Engineer, while forwarding it, does not consider that the expense, (Rs. 1,17,385,) to be incurred in metalling the 10½ miles of heavy black cotton between the Toongabuddra and Iyaloor, is warranted by the circumstances of the case, and regrets that his letter, No. 119, dated 26th August 1867, to this Office, was not forwarded to the Board when his original proposals were submitted by me, as the distance of metal and difficulties of carriage might, (so I infer from this expression of regret,) perhaps, have induced the Board to accord their sanction. The Superintending Engineer may, from his requesting his present letter to be submitted "in its entirety," perhaps have thought that the other had been purposely withheld. I need not say more in answer to this than that the omission to enclose it was not due to me, but was an inadvertence of the Office. I do not think that my letter in any way misrepresented the Superintending Engineer: if it did it did so unwittingly, for the letter† itself I supposed

† It is now sent.

to be enclosed for reference if necessary.

In the letter now forwarded, the Superintending Engineer again advocates the construction of the road in the manner originally proposed. The estimate is reduced from Rupees 52,500 to Rupees 48,710, by the removal of a bridge (Rupees 3,790) from this to the upper Commamoor Irrigation project. The reasons of the Superintending Engineer for preferring an unmetalled road to "the good metalled road," which the Board have expressed their own opinion to be desirable, are that, though the "raised black soil is apt to become very bad in wet weather, if much traffic passes, in this case he does not think much will pass," and that "when the canals are shut, which is the case in the hot weather of the year, the road as he originally proposed, will be most valuable for both the through and more local traffic." My ideas may be crude, perhaps absolutely wrong, but in the matter of roads they are that what is to be made should be constructed for the worst weather and heaviest strain that may in ordinary circumstances be expected. In the dry weather nothing is easier in India to improvise than a road: it lies generally in the "straight line across country." I have seen so much of black cotton unmetalled tracts and roads, and like them so little, that I must, with all deference to the Superintending Engineer, take leave to differ from him in his judgment of the estimate which should be adopted in this case, and recommend to the favorable consideration of the Board and Government the revised estimate of Rupees 1,69,200.

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2. There is nothing inconsistent in this, because of the necessity of metalling the extension of the line from Iyalore to Bunder. If the necessity exists it should be recognized. The Board and Government cannot, and do not anticipate more than the gradual extension to all districts of good roads: many of these may, to make them so, cost large sums; but these will in the end be smaller by providing for the construction of metalled roads from the first, than by the adoption of temporary expedients.

From the Superintending Engineer, 2nd Division, to the Acting Collector of the Kistna District, dated Masulipatam, 25th November 1867, No. 1.

- 15 Detailed Estimates.
- 17 Abstract do., and
- 1 General do., Rupees 1,69,200.
- 14 Specification reports.
- * 14 Plans of masonry works.
- 1 Survey of road.

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* Sent by banghy.

pees 1,69,200. The former estimate, without the metalling for the 10½ miles in the Repally range, amounted to Rupees 52,500, and included a bridge across the Toongabuddra (estimate Rupees 3,790) now omitted.

2. It appears that you did not forward my letter, No. 119, dated 26th August 1867, to the Board of Revenue. I think this is to be regretted, as I therein stated that metalling, for the above 10½ miles, was not procurable within a reasonable distance, and that carriage also, in the opinion of the Range Officer, was not obtainable to enable the work to be done within a moderate time.

3. By the estimate now submitted, it seems that the outlay for metalling the 10½ miles between Manubotulagunta and the Kistna river will be Rupees 1,17,385, or 11,452 Rupees per mile. It is my duty to express my opinion that such an outlay is not warranted by the circumstances of the case.

4. It is to be noticed that the road crosses three navigable canals, viz., the Toongabuddra, the Nizampatam Canal, and the Western Bank Channel, all of which are full of water during the rainy season. It would, therefore, not be used to any great extent at such a time, for, during the wet months, it would serve only as a feeder to these canals, and not be a "through" road between Guntoor and Masulipatam.

5. Moreover, to be consistent, the continuation of this road from Iyalore to Masulipatam, after it crosses the Kistna, should likewise be metalled, which could not probably be done for less than 2½ lacs of Rupees.

6. I am, of course, aware that a raised black soil road is apt to become very bad in wet weather, if much traffic passes; but in the present case, I do not think much traffic will pass, and the raised road will become more speedily dry than one unraised, and be available for moderate traffic within a short time after rain.

7. When the canals are shut, which is the case in the hot months of the year, the road, as I originally proposed, will be most valuable for both the through and more local traffic.

8. I, therefore, recommend, without the slightest hesitation, that the original estimate (with the exception of the bridge across the Toongabuddra, which I have included in the upper Commamoor Irrigation project estimate) be sanctioned in preference to that now forwarded. I request you will be good enough to forward this letter, in its entirety, to the Board of Revenue, and in the belief that the Board will approve the soundness of the view I have taken, I re-submit the former

estimate* now reduced (by the omission of the bridge referred to) to Rupees 48,710.

9. As the road is a new line, the bridges across existing channels only have been included in the estimate, agreeably to paragraph 2 of the Board's order.

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20th February 1868.*

From the Superintending Engineer, 2nd Division, to the Acting Collector of the Kistna District, dated Camp at Guntoor, 26th August 1867, No. 119.

In reply to your letter, No. 241, dated 20th instant, I have the honor to inform you that metalling is not procurable within a reasonable distance, and that it is the opinion of the Range Officer (in which I agree) that cartage for the material could not be obtained. I am, of course, aware that a black soil road will become very bad during rainy weather, but levelling and draining it will be a great improvement on the present track, whilst the bridges proposed will render it passable at all seasons. As the Rupees 4,000, allotted for this year, should be expended if possible, I trust the submission of the estimates to Government may not be longer delayed.

ENCLOSURES Nos. 3 to 63.—Plans and Estimate.

1. The revised estimate, amounting to Rupees 1,69,200, received with the foregoing letter, for the construction of a road from Guntoor to Iyalore, will be submitted for the sanction of Government, with reference to Government Order, Revenue Department, dated 1st November 1867, No. 2,574.

2. The work appears in the current year's Original District Road Fund Budget as Item No. 21, with an allotment of only Rupees 4,000.

3. The Board observe that the heavy expense which metalling the line involves renders it impossible to execute the work in the manner proposed in paragraph 1 of the Board's Proceedings, dated 21st October 1867, No. 6,850. It is obvious that sufficient funds will not be available to admit of this line being completed within a reasonable time, without injustice to other parts of the district. The earth-work and bridges must, therefore, be first undertaken, and the metalling deferred till the more essential work is finished. It must be left to the discretion of the Superintending Engineer to apply the annual allotments in the most advantageous and economical manner.

4. Should the Public Works Department be able to spend more than the amount allotted for the current year's expenditure, the Acting Collector is requested to apply, without loss of time, to the Board for further funds.

No. 434. ORDER THEREON, 20th February 1868, No. 483.

Miscellaneous.

The Government sanction the estimate on the understanding that the metalling is to be postponed, and not to be undertaken without further orders.

(True Extract.)

(Signed) F. BRANDT,

Under Secretary to Government.

To the Board of Revenue.
„ the Department Public Works.
„ the Accountant General.

Exd. S. T. Augustin.

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No 483

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Refer! to the Estimate
on the understanding that
the matter is to be postponed
till further orders.

LK

110 Copies to the Secy of the War Dept

20 Copies to the S. S. W. D.
6 — Antiquary

20 February

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Pro. No. 344
1/11/67