

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.

925

Press

~~Mis.~~

Dated

7-4-1868.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
7th April 1868.*

Read the following papers :—

No. 165. From the Superintending Engineer, 2nd Division, to the Secretary to Government, Department Public Works, dated Masulipatam, 20th September 1867, No. 92.

1. With reference to G. O. No. 1,927, dated 17th July 1863, I have the honor to submit plans and estimates as per margin for works required on the Nellore and Dorenal road, on the 1st May 1866. I have delayed forwarding these documents in the hopes that I could get a proper survey made of the Dorenal Pass (*i. e.*, from the 57th to the 61st mile), and embody it in the present estimate. But the Range Officer and his Surveyors have been so severely tasked that they have been unable to undertake it, and as the work already sanctioned will absorb all the labor procurable, and probably all the money available for the next two years, I think it inexpedient to delay longer.
- 1 General Abstract Estimate.
2 Detailed Estimates.
2 Abstract do.
1 Specification Report.
11 Plans.
2 Surveys (requested to be returned.)
19 Despatched by Bangy.

2. The sum originally granted for this road was 1,01,000 Rupees. Of this, Rupees 52,737 (partly obtained from Imperial and partly from Local Funds,) had been expended up to 1st May 1866. The estimates now forwarded include the new line from Vassily to Kadenellipaud, alluded to in paragraph 4 of G. O. No. 1,927, dated 17th July 1863, and amount to Rupees 52,000. So that the total proposed expenditure will be $52,000 + 52,737 = 1,04,737$, or 3,737 Rupees in excess of the sum originally sanctioned. I have not included bridges for the Boggairoo or Katamnair rivers. The first could not be bridged under 55,000 Rupees, whilst the latter is a stream with a sandy bed, only impassable for two or three days in the year. In other respects the estimate provides for a road well metalled, bridged, and passable at all seasons for 57 miles from Nellore towards Cuddapah.

3. Since 1st May 1866, the works have been carried on according to the estimate now forwarded, and of the sum of 52,000 Rupees, Rupees 16,580 will have been expended by the end of this official year. I have applied for Rupees 20,000 for expenditure during 1868-69 in my Budget Estimate.

Referred to the Revenue Department for consideration as to whether the road in question is henceforth to be considered a District or Imperial line.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

5th October 1867.

Referred to the Board of Revenue for their remarks.

(Signed) W. HUDLESTON,
Secretary to Government.

7th October 1867.

No. 166. Proceedings of the Board of Revenue, dated 28th February 1868,
No. 1,438.

Read the following letter from the Acting Collector of Nellore, to the Secretary to
the Board of Revenue, dated 3rd January 1868, No. 1:—

1. I have the honor to reply to the Board's Proceedings, dated 31st October 1867, No. 7101, calling on me for a report as to whether the Nellore and Dorenal road should henceforth be maintained as a District or Imperial line.

2. I have consulted Colonel Winscom, the Superintending Engineer, who states that he is of opinion that with reference to the views of the Supreme Government, as given in Government Order, No. 2,706, dated 3rd September 1867, this road should be regarded as a local line.

3. In another letter, dated 14th December 1867, No. 103, Colonel Winscom writes: "either the Dorenal or Cumbum roads should be retained as Imperial lines leading, as they do, from the west to the interior. At present the traffic on the Cumbum line is much the greatest, and I think as it opens out both Cuddapah and Kurnool it would be preferable that it should be the one chosen."

4. There are three roads for this district opening out communications westward, and I am certainly of opinion that one of them should be retained as an Imperial line:—

1. Ongole to Cumbum.
2. Nellore to Cuddapah *via* the Dorenal Pass.
3. From Trunk Road No. 6, Gudur to Cuddapah *via* the Rapur ghaut.

The first is the best made road which easily accounts for the largest amount of traffic existing upon it at present. The second road has never been properly made yet, and is at present for a great part of its length little more than a bandy track. I trust this year will see the road made, plans and estimates having now been laid before Government. The third is a good road except for three or four miles of difficult ghaut which have never been properly made, and are, therefore, impracticable for anything except pack bullocks.

5. The Board will remember that it was at the recommendation of the Superintending Engineer that in their Proceedings, dated 25th July 1867, No. 4,757, the transfer of the first and third lines were sanctioned from Imperial to Local Funds as regards maintenance. Colonel Winscom seems now inclined to make the Ongole and Cumbum road an Imperial line, and the Nellore and Dorenal road a Local one.

6. My own opinion is that the Dorenal road is the one which it would be preferable to retain as an Imperial line, opening up as it will communication between the principal towns of the Nellore and Cuddapah Districts. I would recommend having the road completed out of Imperial Funds, and maintained as an Imperial line for the next three years. If by that time the traffic on it does not exceed the traffic on the Ongole and Cumbum line, then their relative claims to be maintained as Imperial lines may be reconsidered. As the Ongole and Cumbum road and the Rapur Ghaut road have both been made Local lines, I would suggest an increase of the maintenance grant for the Dorenal road to Rupees 100 per annum for each for the sixty-one miles, or Rupees 6,100 per annum for the road.

7. I have the honor to forward, herewith, a skeleton map of the district shewing the Talook and Sub-Magistrate's stations, the Salt Stations and Munsiffs'

Courts with the roads of the district Imperial and Local distinctly marked on it, as I would propose to divide them. This has been prepared in communication with the Superintending Engineer. The roads shew their classes, completed roads, roads in progress, and projected roads; all the roads so marked are second class roads, and the total length is 581 $\frac{3}{4}$ miles. Allowing Rupees 100 a mile for the maintenance of these roads, when all have been completed the annual cost of maintenance will be Rupees 58,200. The estimated receipts of the district road cess are about Rupees 50,000 per annum.

8. With reference to the Board's Proceedings, dated 14th November 1867, No. 7,428, I am at present in communication with the Superintending Engineer, and hope soon to be able to submit a general scheme of local roads.

ENCLOSURE No. 1.—Skeleton Map.

1. Submitted to Government, with reference to their Endorsement, dated 7th October 1867, on a letter from the Superintending Engineer, 2nd Division, submitting plans and estimates for completing the Nellore and Dorenal road.

2. It will be observed that the Superintending Engineer of the division is of opinion that one or other of the roads described in the margin should be retained as an Imperial line, and that as the traffic
1. Nellore and Dorenal road.
 2. Ongole and Cumbum road.

on the second line is much the greatest, and as it opens out both Cuddapah and Kurnool, he would select it as an Imperial line.

3. The Acting Collector differs from the Superintending Engineer, and recommends the Dorenal road to be treated as an Imperial line, as it will open up communication between the principal towns of the Nellore and Cuddapah Districts, and suggests that it should be so maintained on the Imperial list, at least for the next three years. He suggests that if by that time the traffic on it does not exceed the traffic on the Ongole and Cumbum line, their relative claims to be maintained as Imperial lines may be re-considered.

4. The Board observe that the Ongole and Cumbum road has already been accepted as a Local line, and that its annual maintenance allowance, viz., Rupees 3,920, is also provided in the ensuing year's District Road Fund Budget, in accordance with their Proceedings printed with the Government Order, Revenue Department, dated 12th August 1867, No. 1,868. Moreover, the present reference from Government is not in regard to this road.

5. The Board, as already expressed in paragraph 9 of their Proceedings, dated 17th July 1867, No. 4,506, are decidedly of opinion that the road from the large salt station of Kistnapatam *via* Nellore and the Dorenal pass to Cuddapah, should continue to be regarded as an Imperial line. It connects the capitals of two large districts, and supplies of salt from Kistnapatam, Gungapatam, and Iskapully from eastwards are conveyed by it.

6. The Board are further of opinion that the Imperial lines of the district ought to be the—

- 1st—Great Northern Trunk road.
- 2nd—Branch of the same road towards Hyderabad.

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3rd—Salt lines from Doogarazpatam, Kistnapatam, Iskapully, and Kothapatam to the Great Northern Trunk Road.

4th—Road from Nellore to Cuddapah by the Dorenal Pass.

These lines aggregate about 350 miles, and the greater portion of them are already made. The district lines, taking only those connecting the Tahsil stations and large towns, aggregate 600 miles, and have mostly to be made still, which

* Submitted to Government with Board's Proceedings, dated 7th February 1868, No. 943. must prove a very expensive undertaking, as the estimate* of Rupees 68,500 for one line (the Nellore and Someswaram road 46 miles in length) abundantly testifies. The making of these lines will cost fully five or six lacs of Rupees, leaving the maintenance allowances of the existing roads out of the question, and will quite absorb the Road Fund for several years to come.

7. The plans and estimates received from Government for completing the Nellore and Dorenal road are herewith returned.

No. 167.

ORDER THEREON, 7th April 1868, No. 925.

Miscellaneous.

1. Ordered that the foregoing Proceedings of the Board of Revenue be communicated to the Public Works

Department, with reference to the Endorsement of that Department, dated 5th October 1867, on the letter from the Superintending Engineer, 2nd Division, of 20th September, No. 92.

2. The Government concur in opinion with the Board that the Nellore and Cuddapah road, via the Dorenal Pass, should be retained in the list of Imperial works.

(True Extract.)

(Signed) W. HUDLESTON,

Secretary to Government.

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

Exd. T. O'Connor.

Ordered that the foregoing Prop. of the Board of Revenue be communicated to the Public Works Dept. with reference to the Endorsement of that Department dated 5 Oct. 1867 on the letter from the Supg. Eng. 2nd Div. of 20 Sept. No 92. The Govt. is in opinion with the Bd. that the Nellore & Cuddapah road via the Dorenal Pass shd. be retained in the list of Imperial Works. L.H.

21 April 1868 To the Public Works Dept. 19 Rupee Despatch

14 May 1868 P. of Revenue

Ms. 1652.167

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Revenue 1868 Depts
No of Govt for April

Ms. 925

No of the... Govt
of April 1868.

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