M.R.O. 1—89,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1910 Press ~~Mis.~~

50-51

Dated 30 July ~~19~~ 1869

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 3rd July 1869.

No. 50. Read the following Proceedings of the Board of Revenue, dated 8th June 1869, No. 4,093 :—

Read the following letter from the Collector of Vizagapatam to the Acting Secretary to the Board of Revenue, dated 1st May 1869, No. 205.

I HAVE the honour to forward copy of a letter from Captain Beatty, Executive Engineer, with reference to the Board's Proceedings, dated 18th December 1868, No. 8,908, on the costliness of the estimate of the road from Ankapilly to Pudimadaka.

2. The cost of masonry works over the first portion of the road is very heavy, but as the lands belong to the proprietrix of Ankapilly, I presume that no contribution is claimable under paragraph 12 of the Government Order, dated 11th November 1868, Revenue Department, No. 2,831. I will apply to the proprietrix and endeavour to obtain from her some contribution towards the works, as the line of road is of great benefit to her estate.

3. Captain Beatty's letter shows that the cost of the road cannot be reduced below Rupees 40,000, which, I fear, is a greater outlay than the importance of the line justifies ; but the project was entered for commencement in the official year just closed before I took charge of the district, and it is only recently that I became acquainted with the locality.

4. The amount already expended in laying out the line, Rupees 1,864, to the end of March, renders any modification of the design other than that suggested by Captain Beatty, now unadvisable, and although the road is too expensive, it will prove a very useful line.

ENCLOSURE No. 1.

From Captain J. BEATTY, R.E., Executive Engineer, Vizagapatam Range, to the Superintending Engineer, 1st Division, dated Waltair, 29th January 1869, No. 662.

IN reply to your memorandum, No. 1,309, of 15th instant, I have the honour to report that, taking into consideration the peculiar nature of the ground over which the Pudimadaka road passes, I see no way of making an efficient road if we attempt to carry out the *whole* line at less cost.

2. You are, however, aware that the chief obstacles to traffic, which completely close it now for several months in the year to both bandies and laden cattle, and make it frequently dangerous to foot-passengers, lie in the first 5½ miles out of Ankapilly and the last mile into Pudimadaka. The first piece is mostly through wet cultivation, intersected by irrigation and drainage channels, under the river and the two large aevas, and the other near Pudimadaka, crosses a piece of back-water drainage.

3. I am of opinion that in these parts any less perfect road than that estimated for would prove most unsatisfactory, if not quite useless; and in preference to making such an experiment, I would recommend that the 6½ miles referred to in the preceding paragraph be constructed according to the estimate, and that the remaining 7½ miles, which lie chiefly through dry cultivation and waste, be left unmade for the present. In this latter part I would merely propose now spending 200 Rupees a-mile in clearing and levelling a track of six yards in width.

4. If this suggestion be adopted, I calculate that the whole of the road-making, including masonry works, and compensation for 6½ miles, and clearing and levelling a bandy track in the remaining 7½, might be done for Rupees 40,000.* If required a revised estimate of this amount will be prepared.

* *Vide* accompanying rough estimate.

No. 101.

Submission

Rough Statement of the probable cost of making 5½ miles of road between Ankapilly and Arripaka on the Pudimadaka line, and one mile of road near Pudimadaka, and clearing and levelling the remaining 7½ miles.

For the 5½ miles at the Ankapilly end—

	Rs.
Earth-work, ...	6,339
Gravelling, ...	6,833
Turfing, ...	3,285
Bridging, ...	11,176
Clearing jungle, etc., ...	150
Compensation for Inam lands, houses, and trees on the line, ...	5,072
Total for 5½ miles, ...	32,855
Add for one mile near Pudimadaka, including back-water bridge, ...	5,645
Clearing and levelling 7½ miles of bandy track chiefly through dry cultivation and waste, ...	1,500
Grand total for the whole line, ...	40,000

(Signed) J. BEATTY, Captain, R.E.,
Executive Engineer.

(True Copy.)

(Signed) J. I. MINCHIN,
Collector.

SUBMITTED to Government with reference to Government Order, 14th January 1869, No. 101.

2. The Board recommend that the estimates may be sanctioned on the understanding that the total cost of the road is reduced to Rupees 40,000 in the manner proposed by the Executive Engineer, Vizagapatam Range.

3. The Collector should certainly endeavour to get the proprietrix of Ankapilly to contribute a portion of the cost, but this should have been thought of before.

No. 51. ORDER THEREON, 3rd July 1869, No. 1,910.

Local Funds, No. 1.
Civil Works.

Proceedings, dated 14th January 1869, No. 101.

WITH their Proceedings, dated 18th December 1868, No. 8,908, the Board of Revenue submitted for sanction estimates, amounting to Rupees 61,220, for the construction of a road from Ankapilly to Pudimadaka, but the Government deferred sanctioning them, pending the submission of the information called for as to whether, with reference to the requirements of the other parts of the district, it would not be advisable to be content at first with a less expensive road.

2. The Board now submit the Collector's and Executive Engineer's letters on the subject. The latter Officer proposes to reduce the probable cost of the road to Rupees 40,000 by constructing 6½ miles of it, which passes through wet cultivation and a piece of back-water drainage according to the estimate, and merely clearing and levelling a track of six yards in width along the remaining 7½ miles which lie chiefly through dry cultivation and waste. Captain Beatty promises to

send a revised estimate if required. Mr. Minchin is of opinion that the outlay of even 40,000 Rupees is greater than the importance of the line justifies, but remarks that the amount already expended on the line renders any modification of the design, other than that suggested by Captain Beatty, unadvisable, and that the road though expensive will prove a very useful one.

3. The Board recommend that the estimates already submitted may be sanctioned on the understanding that the total cost of the road is reduced to Rupees 40,000 as proposed. The Government do not consider this to be the proper course. The Board will accordingly request the Collector to call for and submit a revised estimate as early as possible.

4. The circumstances of the present case clearly show the necessity of urging upon the attention of local Officers the exercise of great caution and judgment in proposing the formation of very expensive roads.

(True Extract.)

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

To the Board of Revenue, with eleven enclosures.
,, the Public Works Department.

Ed. F. R. Bantleman.

No. 101.

Submission

Pro-g. of the Board of Revenue
24 November 1902.

[illegible]

To

THE LORD OF AVENUE.

Dated 1 July 1902.

[illegible]

[illegible] No. 1,910

[illegible]

[illegible] Land Revenue to
[illegible] Collector to submit a revised estimate
[illegible] construction

No 1910 Revenue Department

PROCEEDINGS of the MADRAS GOVERNMENT

Under date the 8th July 1869

Read the following. Proceedings of the Board of Revenue

Recommending to sanction estimate for construction of road from Anakapilly to Puclimadaka in Vizagapatam District, on understanding that total cost of road is reduced to Rs. 40,000 in manner proposed by Executive Engineer, Captain Beatty -

H. C. 8th June 1869 No 1,093.

With their Proceedings dated 18th December 1868, No 4 the Board of Revenue submitted for sanction estimates amounting to Rupees 61,220 for the construction of a road from Anakapilly to Puclimadaka, but the Government deferred sanctioning them pending the

Proceedings dated 14th January 1869 No 101.

submission

submission of the informa-
-tion called for as to whether
with reference to require-
-ments of the other parts
of the District, it would not
be advisable to be content
at first with a less expen-
-sive road.

2. The Board now
submit the Collector's and
Executive Engineer's letters
on the subject. The latter
Officer proposes to reduce
the probable cost of the
road to Rs. 40,000 by con-
-structing 6 1/2 miles of it
which passes through wet
cultivation and a piece of
backwater drainage accord-
-ing to the estimate, and
merely

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merely clearing and levelling
a track of 6 yards in width
along the remaining 7 1/2 miles
which lie chiefly through dry
cultivation and waste. Captain
Beatty promises to send a
revised estimate if required.
Mr. Minchin is of opinion
that the outlay of even 4,000
Rupees is greater than the
importance of the line justi-
-fies, but remarks that the
amount already expended
on the line renders any modi-
-fication of the design other
than that suggested by Captain
Beatty unadvisable, and
that the road though ex-
-pensive will prove a very
useful one.

3. The Board re-
commend

commends that the esti-
mates already submitted
may be sanctioned on the
understanding that the
total cost of the roads is
reduced to Rupees 40000 as
proposed. The Government
do not consider this to be
the proper course. The Board
accordingly will request the Collector
to call for and submit
a revised estimate as early
as possible.

4. The circumstances
of the present case
clearly show the ne-
cessity of urging upon the
attention of Local Officers
the exercise of great
caution &
caution and judgment
in proposing the formation
of very expensive roads.

No. 5 to No. 7 of Revenue & Judicial Sundries Dept. 25
do — — — PW Dept. 8

[illegible]

