M.R.O. 1—50,000—16-10-39.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 607 Press Mis.

288-289

Dated 14th April 1869

Not to be folded or roughly handled

No. 288. Read the following Proceedings of the Board of Revenue, dated 17th March 1869, No. 1,811.

Read the following letters :—

From the Collector of Nellore, to the Acting Secretary to the Board of Revenue, dated Camp at Kottapatnam, 18th January 1869, No. 109.

THE two principal ports in this district are Itamukala and Kottapatnam, both in the Talook of Ongole. At these ports we have exports and imports to an average annual value of six lacs and upwards; and, having provided Kottapatnam with a Sea Custom House, which I inspected yesterday and found in good order, I have the honor to request the Board's permission to make similar provision for the trade of the adjoining port, where at present the Assistant Superintendent keeps the records in his own house, and does his work in the verandah of one Puvada Venkata Narasu's warehouse.

2. On passing through Itamukala on Saturday evening, I directed the Assistant Superintendent and village authorities to bring me a plan to-day showing what ground would be available for a Custom House, with a good sea-frontage, and also a sketch of the line they would propose for a road to the port; and as soon as I receive these plans I will address the Rajah of Venkatagiri on the subject of making over the land for the Custom House, and for the road so far as it lies within the limits of his Zemindary.

3. Government, under date the 22nd ultimo, have passed plans and estimates to the amount of Rupees 1,170 for the construction of a Sea Custom House at Ramapatam. The Custom Office there has usually been in the same house as the Post Office; but when this estimate was prepared this house was in such bad order that other accommodation had to be provided. The old building has since been effectually repaired. Both offices are again under the same roof. The accommodation provided is sufficient. And as the trade of Ramapatam is very trifling, instead of building there a second Sea Custom House, I beg to recommend that the Custom House sanctioned for that port may be constructed where it is so much more required, namely, at Itamukala.

4. For the road from Ongole to Itamukala, I propose to provide from the Road Cess. The Rajah has some 1,400 square-miles of country here in the north of the district. The proposed road would be one fit way of expending a portion of the cess collected in those villages.

5. As the Board are aware we have, or rather ought to have a road to Kottapatnam. It has been a very expensive road, the bulk of the expense having been incurred in the last three miles where the road is brought over the sand ridge and the swamp that is usually found in this district between the older formation and the sand ridge immediately adjacent to the sea. In the swamp there is a bridge of nine arches, a causeway 150 yards long, and a high embankment. On the sand ridge, through Kottapatnam and thence to the port, a trench was formed, filled up with clay and metalled, the metalling, of course, extending over the embankment across the swamp. In 1865, I drove the late Governor over this road, and it was in good order, save a small portion near the beach, which had still to be finished. The road was subsequently finished throughout, and now it has to be made over again. The clay foundation on the sand ridge has been broken through from the

metalling not having been renewed. The embankment in the swamp has been cut away by the rain into such a state that it is difficult to go over it in a curricle, which can go where a bullock cart goes. The flooring of the causeway has been broken through like the clay foundation on the sand ridge; and the long bridge of nine arches has been completely stripped of its chunam coating on the side exposed to the south-wind and not an attempt made to replace this coating, and thus prevent the weather eating into the brick-work in which holes have now been made that you can put your extended hand in up to the wrist.

6. The state of the roads generally in the northern division of this district has been already brought to the notice of the Board and Government, and the Superintending Engineer of the 2nd Division called on for an explanation in the Order of Government of the 8th August last, No. 2,548. But considering the heavy trade passing over this road, and the vital importance to this part of the district that it should be in good order, I do myself the honor to again bring the question forward, and trust that the Board will be pleased to give their attention to it at an early date.

7. From the quarterly Progress Report of the Imperial Works, I find there is an annual maintenance grant for the repair of the Kottapatnam road, ten miles, of Rupees 3,225, of which 1,500 Rupees had been expended up to the end of September. How much has been expended since I do not know; I have called for the Progress Report which is due for the last quarter. It will include some gravelling, that I see they are now carting on to the sand here; but it will not include any attempt to restore the clay foundations, any attempt to fill in the deep gullies in the embankment, re-arrange the flooring of the causeway, or protect the costly and all important bridge. The necessary funds are there, but have been misapplied; and the worst portion of the road has been allowed to revert, in fact, to a worse state than it was in when we began the road ten years ago; for the causeway would be positively dangerous when water is going over it.

8. I will forward a copy of this letter to the present Superintending Engineer, and in justice to the late Superintending Engineer I must inform the Board of a reply he made a few months ago to the Officer who was acting for me. Mr. Boswell had made some remarks on the state of the road in the Sub-division in one of the numerous letters which passed between them on this subject; and in his reply, which I saw in looking over the correspondence lately, the late Lieutenant-Colonel Winscom observed: "I am perfectly well aware of the state of the roads in the Sub-division. I have recommended the Supervisor for dismissal three times. What more can I do?" I quote from memory, but I think these are the very words used; and I fully agree in the opinion expressed; that it is impossible for a Superintending Engineer to discharge the duty of superintendence effectually over the vast ranges of which he has charge, unless he has the power to remove at once executive subordinates who so grossly fail in their duty, and those subordinates know it.

9. I enclose copy of a letter which I addressed to the Superintending Engineer from Ullapalem, where a road made to facilitate the communication with that port has been allowed similarly to become of no use for the purpose for which it was

Proceedings of the Madras Government, Revenue Department,
14th April 1869.

ENCLOSURE No. 1.

From the Collector of Nellore, to the Superintending Engineer, 2nd Division, dated Camp at Ullapalem, 16th January 1869.

A tunnel of nine feet span, in the first mile of the Ullapalem road, was sanctioned last October. The breach occasioned when the last tunnel was carried away stops all traffic to the beach. All that has been done to date to carry out the estimate, as far as I can see, is carting a few stones. May I request the favor of your ordering the Officer in charge to proceed more rapidly. The breach has been now in existence for two years, having occurred, they tell me, as soon as the first tunnel built was tested. And it is not wet weather unfortunately that the Range Officer can plead as the cause of delay now brought to your notice; neither is it excess of work, for all the new local works he has got to do, do not amount to Rupees 3,000, of which 2,000 Rupees is on the Kandukur and Kanigiri road.

2. On the same line of road, in the same mile, 15 Rupees is put down for the repair of a barrel drain. The barrel drain is now another obstacle in the road. It is impossible to take a horse across it; and I doubt very much whether it can be effectively repaired for the sum specified. I request that this drain may also be put in proper order. As the materials for the tunnel has to be carted over this drain, the manner in which the work is going on is sufficiently apparent when it devolves on me to bring to your notice that the barrel drain is impassable.

3. There is a charge for turfing on the Kandukur and Kanigiri road. In Ullapalem, where it passes between the salt pans, the manufacturers complain bitterly of the want of turfing. The road is raised on sand, the sand blows into their pans, and the salt is spoilt. I shall be obliged by your directing the Supervisor to have the road turfed where requisite for the protection of the salt pans; and it would be perhaps as well were he called to report what part of this line of road was turfed in November.

From the Collector of Nellore, to the Superintending Engineer, 2nd Division, dated Camp at Ongole, 20th January 1869, No. 209.

IN writing to the Board on the subject of the Kottapatnam road I forgot that I had already forwarded to you on this subject a letter from the Deputy Collector in charge of the Salt Department, and received an explanation which you had obtained from the Supervisor in reply. It had been sent in to Nellore for the draft of my covering letter, to which you referred.

2. This morning I have come over the Kottapatnam road with the Supervisor's explanation in my hand. It does not put the Supervisor in a more favorable light.

3. It would be advisable that you should ask this Officer what is the track through the fields referred to as impassable. As far as I am aware the metal for the tenth mile has to be carted along the road itself.

4. The road-dam or causeway at the fifth mile has been taken in hand; but he does not explain how it has been allowed to get into its present disgraceful state, nor why he has left a causeway in the tenth mile untouched, when he shows as already expended this year two-thirds of the maintenance allowance.

5. He states that the mile coolies are gradually filling in all gullies in the embankment. I did not see one instance in which an attempt had been made to fill up these gullies. From the fifth mile to Koppolo I found it better to drive over the swamp than keep on the road, and arriving here after eight, I did not see one single mile cooly at work. In fact, I doubt whether the men have an existence, save on paper.

Proceedings of the Madras Government, Revenue Department, 14th April 1869.

No. 210.

SUBMITTED for the consideration of the Board, in continuation of my letter, No. 109, of 18th January 1869.

CAMP AT ISKAPALLI,
28th January 1869.

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

To the Acting Secretary to the Board of Revenue.

THE Board resolve to submit the foregoing letter to Government, and support the recommendation of the Collector, that a Custom House be built at Itamukala in lieu of that sanctioned for Ramapatam.

2. The Board beg to draw the special attention of Government to the lamentable account given by Mr. Dykes of the state of the road from Kottapatnam to Ongole, which is part of the Imperial line into Kurnool, connecting the larger part of the Nellore District and the adjacent salt pans with the interior.

* Board's Procs. of 16th July 1868, No. 5,209.

3. When* submitting the annual Report on Public Works in Nellore for 1867-68, the Board requested the attention of Government to the unsatisfactory report on this same road, and Government in their Order, dated 8th August, No. 2,548, called upon the Superintending Engineer for an explanation.

No. 289. ORDER THEREON, 14th April 1869, No. 1,007.

Miscellaneous.

THE Government sanction the erection of a Custom House at Itamukala instead of at Ramapatam, upon the understanding that the plans and estimates already passed by Government for the latter, be adhered to at the former place.

2. Paragraphs 2 and 3 of the Proceedings of the Board are referred to the Public Works Department.

(True Extract.)

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

To the Board of Revenue.
,, the Public Works Department.
,, the Accountant-General.

Exd. F. R. Bantleman.

Ret. 1007

4 Rev. Dept.

Proceedings of the Madras Government
Under date the 14th April 1869.
Read the following
Proceedings of the Board of
Revenue.

Submitting letter from Collector of Nellore recommending the construction of Sea Custom House at Rd. Ramakalam thereing to notice bad state of road from Kotapatam to Ongole. — (N. S. 17th March 1869. No. 1811)

1. The Government sanction the erection of a Custom house at Ramakalam instead of at Ramapatam, upon the understanding that the plans and estimates already passed by Government for the latter, be adhered to at the former place. —

Fort St. George, 14th April 1869.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated April, 14th.

Read.

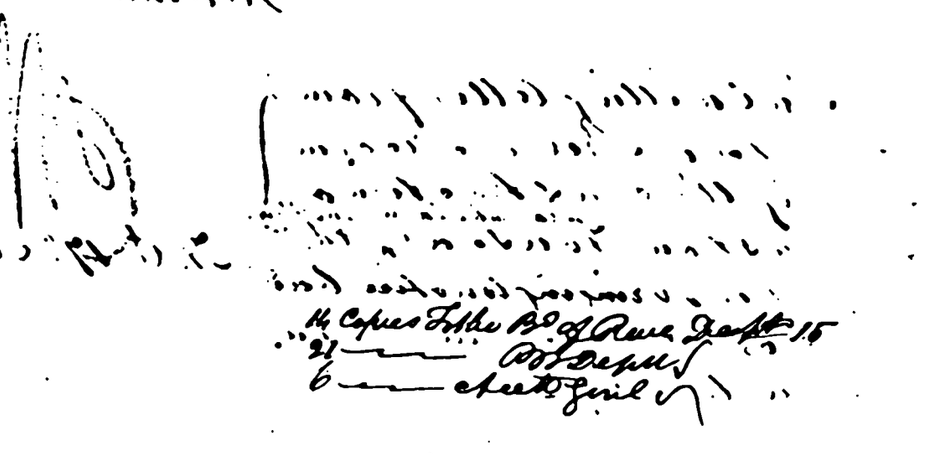
G. O., 14th April 1869, No. 1,007.

APRIL

Nos. 288-289.

Sea Custom House at Ramakala, in Nellore District.—Its erection in lieu of the one ordered to be constructed at Rampatam, sanctioned.

2. Paras 2 (1) & 3 of the Pro-
ceedings of the Board
are referred to the Public
Works Department



14 Copies to the Bd of Revenue Draft 15
21 ——— do Despatch
6 ——— Chief Engr

Pro dd. 187. dd 12.8.68
365—dd 22.12.68