M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1044 Press Nis.

862-63 Dated 16-6-1869 N.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
16th April 1869.

No. 362. Read the following Proceedings of the Madras Government in the Public Works Department:—

Sanctioning estimate of Rupees 8,780 for the improvement and completion of the last four miles of the Ongole and Kottapatam road, in the Nellore District. } (Here enter 12th April 1869, No. 1,186.)

No. 363. ORDER THEREON, 16th April 1869, No. 1,044.

Miscellaneous.

COMMUNICATED to the Revenue Board.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,186.

Exd. F. R. Bantleman.

Copy of Proceedings
Read
REVENUE.
To
THE BOARD OF REVENUE.
Dated April, 10th.
Read.
Extd.
G. O., 16th April 1869, No. 1,014.
APRIL.
773, 833-863.
Ongole and Kottapatam Road, in Nellore District.—Order sanctioning estimate for the improvement and completion of the last four miles. Communicated to Board of Revenue.

Proceedings of the Madras Government, Public Works Department, 12th April 1869.

No. 280. Read the following Proceedings of the Board of Revenue, dated 13th March 1869, No. 1,706:—

Read the following letter from J. W. B. DYKES, Esq., Collector of Nellore, to the Acting Secretary to the Board of Revenue, dated Krishnapatnam, 10th February 1869, No. 328.

1. I have the honour to submit, with a copy of his letter of the 6th, and my reply of the 10th, an estimate from Colonel Moberly, Superintending Engineer, for Rupees 8,780, for the efficient repair of the Kottapatam road.

2. This road is a wonderful illustration of our mode of working in this country, designed, in the first instance, with insufficient waterway, rectified at my request, modified in the Central Office, rectified again, using broken bricks for the foundation of the piers of the long bridge under construction, because whole bricks were dear; it now appears we spent 50,000 Rupees to make an important road to an important port and left the last three miles without metal, because "metal was considered too expensive." Comment is unnecessary.

3. The causeway in the fifth mile may have been scamped. I did not examine it closely. The road is ninety miles from my head-quarters. I only visit it occasionally. But certainly when I did go over it, with the late Governor if I am not mistaken, it was apparently, and so far as facility of transit is a test, in excellent order.

4. I trust that the Board will give the additional estimate, now submitted, their approval, and forward it to Government at an early date.

Enclosure No. 1.

From Lieutenant-Colonel F. J. MOBERLY, R. E., Superintending Engineer, 2nd Division, to the Collector of Nellore, dated 6th February 1869, No 137.

1. Referring to the remarks in your letter to the Board, No.——, of 18th January, on the road from Ongole to Kottapatam, I have the honour to observe that the original estimate only provided for clay and gravel to the last three miles. Metal was considered too expensive, and was never put down. The only stuff that can be called gravel is a rotten felspar from the neighbourhood of Ongole; it crushes to powder in the hand, and was, of course, speedily lost on such a country as that traversed by this road.

1 Detailed Estimate.
1 Abstract do.

2. I think it is highly important that a good foundation of stone should interpose between the clay and smaller stuff for the road surface, and have ordered an estimate* to be prepared, which I enclose. I trust you will support my proposal with your countersignature, and forward the estimate, with this explanation, to Government for sanction.

* Amounting to Rupees 8,780.

3. The gravel already collected from Maintenance allowance will be kept in store till a reply is received from Government; but I feel satisfied that it is useless to go on laying it without stone.

4. I have entered also an item for the repair of the long bridge, but I know of no remedy for such corrosion as has been produced, apparently by the south wind, unless Ransome's patent solution will protect it.

5. I take this opportunity to point out that, till this year, the Maintenance grant on this road has been exceedingly small, seeing that every stone has to be carried from four to fourteen miles.

6. Mr. Sayce has only been in the range eighteen months, and before he joined the ruined condition of the road had been so forcibly brought to notice, that the grant had been increased from

1,000 to 3,225 Rupees. I am not prepared to say that the money expended might not have been better laid out in repairing earthwork and collecting materials, which Mr. Sayce has also spread. He has made very useful outlay in restoring (I may perhaps say constructing) the roadway through the long dam in the fifth mile. I cannot think it was ever done before, for there was stone enough lying by the side to enable him to put down half a yard depth and five yards breadth over the whole length of 150 yards, and there is still a considerable quantity obstructing the waterway which I have desired him to remove immediately.

7. If this estimate be sanctioned, and funds speedily allotted for its execution, I hope that the Maintenance allowance will suffice to cover the roadway, and keep it in order for the future.

8. The original estimate for this work, amounting to Rupees 50,200, was sanctioned by Government in Order No. 697, 8th March 1864.

ENCLOSURE No. 2.

From J. W. B. DYKES, Esq., Collector of Nellore, to the Superintending Engineer, 2nd Division, dated Krishnapatnam, 10th February 1869.

1. I have the honour to acknowledge the receipt of your letter of the 6th, giving your opinion that it is impossible, after a few days, to recognize work executed by the road coolies, and thus discover how far they have been usefully employed.

2. The evidence taken goes to show that no coolies were employed at all. It is not a question, therefore, of work done, but were there the men to do it for whom pay has been drawn; and it rests with you to decide whether it is desirable or not, that this point should be made the subject of inquiry by the Police and Magistracy.

3. The names of the coolies which you gave me at Addanki I have unfortunately mislaid. If I had them, however, it would not be desirable that I should take further steps in the matter, save at your request.

4 The results of neglect before he took charge cannot, of course, be fairly attributed to the present Range Officer; but for the due outlay of the money, which he has drawn as Maintenance allowance, he is responsible; and on this point I beg I may be favored with your opinion.

5. From the 3rd paragraph of your letter under acknowledgment, I gather that it is a road from Pelluru through the fields to which Mr. Sayce referred. Pelluru is on the Trunk road. How was the other metal carted?

ENCLOSURE No. 3.—Estimate.

SUBMITTED to Government in the Public Works Department, with the Board's request that the estimate, amounting to Rupees 8,780, may receive their early sanction.

2. The Kottapatam road forms a portion of Imperial Road No. VII,* for which a maintenance grant of Rupees 7,220 is provided in the Public Works Budget of 1869-70.

G. O., R. D, dated 11th November 1868, No. 2,831.

No. 281. ORDER THEREON, 12th April 1869, No. 1,186.

CIVIL WORKS, No. 42.

1. The Government sanction the estimate of Rupees 8,780 for the improvement and completion of the last four miles of the Ongole and Kottapatam road.

2. As in many parts of the country, and particularly in Tanjore, very good roads have been made with clay and sand, without either metalling or gravel, the Superintending Engineer should ascertain, before incurring the heavy expense contemplated in this estimate for the cartage of stone, whether there is anything to prevent a firm foundation for a layer of gravel of moderate thickness being obtained by mixing clay and sand in proper proportions.

3. Colonel Moberly will also ascertain whether the road arrangements have, with the exception of the bridge of nine arches in the salt swamp, been carried out in the way originally intended, which, it is believed, included the construction of a considerable length of roadway on a dead, and comparatively low level, in order that in extraordinary floods the water might pass over a great length with a small depth.

Vide paragraph 3 of Colonel Anderson's letter in Proceedings of the Madras Government, dated 8th March 1864, No. 697.

4. When the roadway was first commenced a quarry was obtained from a Mussulman Inamdar on land just to the east of Ongole. This quarry afforded very good material, at any rate for a time; and, if it has been exhausted, it will probably be advisable to endeavour to find another. It will be useless to put the road in good order unless efficient arrangements be made for its maintenance, and to this end the first requisite is a really good quarry.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 2nd Division.
,, Controller of Public Works Accounts.
,, Accountant General.
,, Revenue Department.

Re 1044
Comm^d. to the Revenue Board

Exd. S. T. Augustin.

16-apr^l

Revenue Dept.
No. 1200.

Govt. of {1869} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,

2nd Division.

&c, &c., &c.

Dated April, 12th.

Read 14th Inst.

G. O., 12th April 1869, No. 1,183.

APRIL.

Nos. 280-281

Ongole and Kottapatam Road.—Estimate of Rupees 8,780 for the improvement and completion of the last four miles of the Ongole and Kottapatam road in the Nellore District, sanctioned with remarks.—

With Order
Secretary to Govt.