M.R.O. 14-5,450-23-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2214 Press ~~Mis.~~

356. 357

Dated 21-5-1867.

Not to be folded or roughly handled

No. 356. Read the following letter from the Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, dated Camp at Cumbum, Kurnool District, 9th September 1867, No. 1,625 :—

1. With reference to G. O. No. 2,514, dated the 16th ultimo, communicating the Orders of Government in the Revenue Department, sanctioning the Supplemental Local Fund Budget for the current year as submitted by the Collector of Kurnool, I have the honor to request that you will inform me if, as Superintending Engineer of the Division, I am supposed to have any voice in the selection of works for the Local Fund Budget, or if my duty is merely to have the plans and estimates prepared for such works as the Collector may choose to think best.

2. The Budget in question has been prepared by the Collector without consulting me, and the amounts entered to be expended by each department have been decided entirely by himself. The Collector states "Judging from the wording of "Rule X of the District Road Fund Rules in the Board's Standing Order No. 80, "I think you are only authorized to object on professional grounds, and not as to "what particular roads are or are not to be laid out, the recommendation regarding "which I conceive lies with the Collector." He further states that he has referred this question for the decision of the Board of Revenue in his letter No. 194 of 22nd June 1867. In paragraph 5 of the Board's Proceedings,* forwarding the Supplemental Budget, it is stated that the Board support view of the case, as regards the road from Erranapaud towards Muttykonda; but no clear decision has been given on the question in point. From paragraph 9 of the Rules I gather that I have a voice, as it is there stated that it is my duty to advise the Collector professionally in regard to any work projected by him, and also to suggest the execution of any works that I may consider desirable.

* No. 4,866 of 30th July 1867.

3. Towards the end of June last I received from the Collector of Kurnool a copy of the Budget he had then sent up to the Board of Revenue, (but which I did not know had been submitted until the receipt of the Government Order,) asking for plans and estimates: he had already in previous letters applied for surveys, &c., of some of these works. In reply, I objected to sums being allotted from the Budget for both the Revenue and Public Works Departments on the same line of road, as I thought there would be constant bickerings; and, in another letter, on account of the extra amount that would be required for superintendence. To the former of these objections Mr. Chase has replied by saying, "I do not see "how other than separate allotments both for the Revenue and Public Works "Departments can be made in the Budget for District roads, because a part of the "work will have to be done by each department, the Public Works Department "laying out the roads and constructing all the masonry portions and such as "require professional skill, and the Revenue Department carrying out the earth-"works, and these operations are so distinct that I hope they can be carried out "contemporaneously without the bickerings you anticipate." To my latter objection I have as yet received no reply. I know of no rule laying down that a part of the work is to be done by each Department, and Rule XVI distinctly says the execution of all work shall, as a rule, be conducted by the Department Public Works, and Rule XVII merely says—"The Collector, with the concurrence of

"the Superintending Engineer, may himself undertake the execution of repairs "and ordinary works not requiring professional skill." In this case my concurrence has not been obtained, in fact it is against my wish.

4. I cannot agree with Mr. Chase, for it seems to me very absurd that the construction of a bridge should be under the Public Works Department, and the earthwork on either side under the Revenue Department, each requiring their own Maistry.

5. If it is the wish of Government that the Revenue Department is to carry out "new works," they should, I think, do the whole of it, after it has been once properly marked out. I consider that it is a very great mistake in entrusting the execution of roadwork, &c., to the Revenue Department, as they have no people who understand the work. The Tahsildars of talooks have quite enough to attend to with their Magisterial and Revenue work, and several of those in the Bellary District asked me, during the past year, when the famine works were in progress, how Government could expect them to carry on work about which they did not understand anything, and wished very much that the Public Works Department should take charge of them. We might just as well be expected to do Magisterial and Revenue work, as for them to do Engineering work. If it is expected that the members of this department are to constantly supervise and examine works carried out by the Revenue Department, we might just as well have sole charge of it.

6. I would beg now to make some remarks on the roads mentioned in Mr. Chase's list, and which have been sanctioned.

No. 1 is for roads leading to the bridges, &c., constructed and under construction by the Irrigation Company; and, if it is the wish of Government that the Revenue Department should carry out some of the new works, this is just one of those that might be given over to them.

Rupees 1,500.

The sum entered by Mr. Chase to be expended by the Revenue Department is not the amount of any one particular estimate of the six roads sanctioned, and I am at a loss to know how it has been obtained, or for what item it is intended: whether for the levelling, raising, or tamping; perhaps it includes the items for compensation, which, for the six roads, amount to Rupees 317. If two different departments are to carry out work on the same road, the bill for the whole work will be difficult to prepare, unless each department takes up the whole of one kind of work, the estimates being prepared accordingly.

7. Of No. 2 I have nothing particular to say, except that I cannot understand how a road connecting two stations and nearly three of the same line of railway can be considered a feeder. The line in question is a portion of the high road from Bangalore to Raichore *via* Gooty. The works required on it are masonry works; and, as there is little chance of getting money for them from Imperial Funds, it is perhaps as well to construct them from Local Funds.

Gooty.
Aspirry.
Adony.

8. No. 3 should only be entered as "from Maddikara to the Railway Station," the other portion, viz., from the Railway Station to Chippagherry, being in the Bellary District.

9. As regards Nos. 4 and 5, I have no remarks to make, besides respecting the works being under the charge of two departments. I would, however, point out that about twenty-five miles of No. 4 "Road over Rampoor pass to the Nundykanama ghaut," lies in the territories of the Rajah of Banaganpully.

10. With respect to No. 6, "Road from Jonnagerry to Muddykerra," I would beg you to take a look at the Trigonometrical Map (No. 58). Jonnagerry is a village on the Gooty and Adony road, about seven miles from the Gooty Railway Station, and Muddykerra is a large village nearly due west of Jonnagerry, about three miles east of the proposed Railway Station near Nuncherly. The country between Jonnagerry and Muddykerra is very hilly, as a glance at the Map will shew you. Originally, Mr. Chase asked for a survey and estimate for a road from Putticondah to Muddykerra, which I gave orders to prepare: he afterwards changed it to "Jonnagerry to Muddykerra." On my telling him that I thought it should be from "Putticondah to Muddykerra," and that a road from "Jonnagerry to Muddykerra" was not wanted at all, he replied "I have called the road the Jonnagerry and Muddykerra road, because there is a road between Patticondah and Jonnagerry, and if a road were constructed, as named by me, it would be in a direct line to Pyapully, and would at the same time connect Muddykerra with Pyapully, Patticondah and Gooty, the village of Jonnagerry being the centre from which four roads would diverge." I have since then drawn his attention to the nature of the country between Jonnagerry and Muddykerra, but have received no reply.

Part of the road between Gooty and Adony.

11. With respect to No. 7, "Road from Doopaud to the Manteral ghaut," I have no particular objection to offer; but I would draw the attention of Government to an Order of theirs (the number and date of which I am unable to give, not having the record with me) on a letter of Mr. Minchin's, when Collector of Kurnool. There was, I believe, an idea at one period that salt, &c., would be brought from the Masulipatam District, whereas it was found to be brought easier from Ongole, *via* Cumbum: even the traffic this way is, I think, affected by the Railway. It would, in my opinion, be better to connect Doopaud with Markapoor, from which place a road is being made to Cumbum.

12. As regards No. 8, "Road from near No. 21st mile-stone, on the Kurnool and Cuddapah road, to Kalva," I beg to say that I think Mr. Chase must have entered this road without looking at the country. From the 20th mile-stone there is a very decent bandy road going past Hoosanpoor to Kalva, and this could, if necessary, be easily improved; the line of road that Mr. Chase wants would be expensive. In the 21st mile there is an old bungalow, and near it a tope in which the District Officers usually encamp when halting in that neighbourhood, Kalva itself being about one and a half mile to the east. From a conversation which I had with the Sub-Magistrate of Kalva, I gathered that the road from 21st mile-stone to Kalva was required chiefly with the view of easy communication between Kalva and the tope or bungalow. By bringing out one road from Kalva to Hoosanpoor, and then branching north and south, the requirements will, I think, be met much more economically and beneficially.

13. With respect to No. 9, "Road from Jonnagerry to Pyapully," for which Mr. Chase has entered Rupees 5,000, I beg to state that this work was commenced

in September 1866, and carried out by the Revenue Department for the special relief of the people in that neighbourhood. In consequence of the death of Major Flint, and the non-arrival of Captain Hunter, this road was not properly marked out, the marking out having been entrusted by the Revenue Department to some person of their own. In November last I inspected this road in company with Captain Hunter, R. E., and I then requested that Officer to have a survey, &c., prepared; to arrange for correcting the mistakes made; to straighten the line where it was possible to do so, as I had found it unnecessarily tortuous in some places; and to make provision for the drainage, the arrangements for which were very defective, and those works which were executed were very badly designed; the stones also that had been spread were of all dimensions from the size of my head to one inch cube. I do not wish to be considered as in any way blaming the Deputy Collector, who, I believe, did his best. In a letter* of the Collector it is said that this road is being constructed under the superintendence of the Deputy Collector of Pyapully, and he adds that he trusts it will be completed within the sanctioned amount. Why he now asks for Rupees 5,000 for this road I cannot understand: if it is in order that the mistakes should be corrected, the whole amount should, I think, be given over to the Public Works Department. This road is, in my opinion, of little importance, and is merely required for people and carts passing from Pyapully to Jonnagerry, &c., and *vice versa*, and to save the detour *via* Gooty. Any person wanting to go by the Railway would make direct for Gooty.

* Dated 1st April 1867.

14. As regards Part II. of the Supplemental Budget for 1867-68, I would beg to point out that only the amounts allotted for Repairs are entered, and no mention is made of the grants for Petty Establishment, which, in the Imperial Budget, are sanctioned separately. According to G. O. No. 2,486, of 3rd December 1860, the amount sanctioned for "Annual repairs to road to Gadidamudgu" was Rupees 700, which, in G. O. No. 810, dated 10th March 1866, were sanctioned to be divided as per margin.

Amount.	Petty Establishment.	Repairs.
700	60	640

Again in G. O. No. 2,844, of 27th November 1862, sanction was given for Rupees 1,500 for "Annual repairs to the Manteral ghaut," which, in G. O. No. 810, dated 10th March 1866, were sanctioned to be divided as per margin.

Amount.	Petty Establishment.	Repairs.
1,500	100	1,400.

I cannot tell how these mistakes came to be made in the Imperial Budget of 1867-68, or how they came to be overlooked in my Office when the printed Budget lists were sent to me. I trust, however, that Government will sanction the correct amounts for the current year from the Local Funds.

Referred to the Revenue Department.

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

17*th September* 1867.

No. 357. ORDER THEREON, 21st September 1867, No. 2,214.

Local Funds, No. 13.
Civil Works.

Referred to the Board of Revenue for their remarks after communication with the Collector.

(True Extract.)
(Signed) W. HUDLESTON,
Secretary to Government.

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

Exd. S. T. Augustin.

No. 2214.

Respond to
Hon'ble Mr. for Secy
Enquires after
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Dr. to be forwarded.

21st Sept 67

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