M.R.O. 1—77,006—8-6-37.

(1) Number of pages 32

(2) Date of repair 4-10-40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1352. Press / Mis.

222-223.

Dated 24-6-1875.

Not to be folded or roughly handled

Roads in Hill Tracts—Vizagapatam.

No. 222. Read the following letter from Major J. W. HINDLE, Officiating District Engineer, Vizagapatam, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Waltair, 24th April 1875, No. 138:—

In continuation of my letter, No. 112, dated 19th April 1875, I have the honor to submit, herewith, for the orders of Government, copies of correspondence received from the Collector of Vizagapatam regarding the roads in the Jeypore country.

One copy of letter, No. 533, of 3rd April 1875, from Collector to District Engineer.
One copy of letter, No. 52, of 22nd March 1875, from Special Assistant Agent, to the Agent to the Governor of Fort St. George, Vizagapatam.
One original plan.

From H. ST. A. GOODRICH, Esq., Acting Collector and Agent to the Governor of Fort St. George in Vizagapatam, to Major J. W. HINDLE, Officiating District Engineer, Vizagapatam, dated Vizagapatam, 3rd April 1875, No. 533.

I enclose, for your information, a report from my Special Assistant Agent on the whole subject of roads in Jeypore. In the conclusions of Mr. Johnson I concur generally, and I would request that you will, in answering the Proceedings of Government quoted in his first paragraph, forward his report for the consideration of Government.

2. I have already, with my letter, No. 510, dated the 1st April 1875, furnished you with the statements requested by you on the 24th ultimo.

3. There is one exception to my general agreement with Mr. Johnson. In paragraph 10 of his letter he proposes that the funds needed for maintenance and repairs of roads should be provided partly by Government and partly by the Rajah.

4. I have already proposed the constitution of a Rayaghada Local Fund Board. For maintenance and repairs of roads in Jeypore proper Rupees 12,000 is the sum set down by Mr. Johnson as the annual grant needed. The source whence this sum may be obtained does not immediately concern your department.

From E. C. JOHNSON, Esq., Acting Special Assistant Agent, to H. ST. A. GOODRICH, Esq., Acting Agent to the Governor of Fort St. George in Vizagapatam, dated Koraput, 22nd March 1875, No. 52.

In G.O., Public Works Department, No. 654, dated the 6th instant, Government call for certain information concerning roads in Jeypore. This I have the honor to furnish as far as lies in my power.

2. In the first place I must observe that I have never seen G.O., No. 254, dated 27th January 1871, therein alluded to. No copy of it is in the records of my office. I have a copy of G.O., No. 2021, dated 22nd August 1870, which contains the same set of figures, but nothing to show that Government accepted either them or the scheme therein set out. I state this in explanation of my apparent disregard of the directions of Government in the matter.

3. At the time that I took charge of this division, in April 1873, the following were the works complete and in progress:—

I. Ghauts from the plains to the upper level of Jeypore—

(1.) Galicondah, finished, but utterly out of repairs.
(2.) Old Pachipenta, finished.
(3.) Tadivalsa, finished.

(4.) New ghaut to be made by Public Works Department in contemplation, but line not yet decided.

II. Ghauts from high plateau to centre plateau, *i.e.*, from 3000 to 1800 feet level—

(5.) Turner's Ghaut to Jeypore, finished.

(6.) Petta Ghaut, an old Galicondah road out of repairs.

(7.) Chiptam or Maggera Ghaut, in progress.

III. Roads—

(8.) Potingi to Koraput, twenty-eight miles, finished and in good order.

(9.) Koraput to Jeypore, fourteen miles (includes No. 5), finished and in good order.

(10.) Galicondah to Jeypore, seventy miles (includes Nos. 1 and 6), completely out of repair.

(11.) Koraput to Nowrungapore, thirty-six miles (includes No. 7), in progress, about ten miles made, three of which were ghauts.

(12.) Road from Govindapilly to Moat (about seventy miles), just commenced. To these I have subsequently added.

(13.) Branch of 11 from Boringama to Kotapad, eighteen miles.

(14.) Jeypore to head of Govindapilly Ghaut (Malcangiri), about fourteen miles.

4. Comparing these with the list in the Government Order under notice it will be seen that No. 1 in the Government Order corresponds with No. 10 (including Nos. 1 and 6) in my list. On this work no money has been expended for many years past, the road having fallen into almost entire disuse since the opening of the Pachipenta and Tadivalsa lines.

No. 2 in the Government Order comprises Nos. 2, 8, and 9 (including No. 5) in my list. All these are in fair order, with the exception of No. 2, to which nothing has been done since it was handed over to the Public Works Department last year.

No. 3 in the Government Order comprises No. 11 (including No. 7) and No. 13 in my list with the exception of twelve miles between the junction of the two and Nowrungapore. These twelve miles form part of the main line to the Central Provinces proposed by Colonel Farewell in his letter dated 27th March 1873 and apparently approved of by Government in G.O., No. 1587, dated 18th June 1873. It also links one of my cusbah stations with the system. No. 4 in the Government Order has never been undertaken, and is not, in my opinion, an advisable line, as it is not one which traffic would ever take. Nundapur requires a road, but that should connect it by the shortest route possible with the new Pachipenta Ghaut joining the main road (No. 8 in my list) about seven miles from the head of the ghaut.

No. 3 in my list was specially sanctioned by Government to be constructed at the expense of the Jeypore Rajah and subsequently taken over from him (*vide* G.Os., No. 215, of 28th February 1871, and No. 1487, dated 25th October 1872). No. 12 was sanctioned in G.O., No. 950, dated 20th July 1872. No. 14 has had no special sanction, but was commenced by me as a necessary extension of No. 12.

5. The accounts on record up to the end of 1872-73 do not distinguish the expenditure on each separate work. The following table shows the expenditure during 1873-74 and 1874-75 (up to the 28th February), and also the present condition of each work:—

EXPENDITURE.

No.	Name.	Up to 1873-74.	1873-74.		1874-75.		Total 1873-74 and 1874-75.	Present condition.
			New Works.	Repairs.	New Works.	Repairs.		
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1	Galicondah Ghaut	Not known...	... ...	... ...	... ...	... ...	... ...	
2	Pachipenta do.	Do. ...	... ...	963 11 9	... ...	... ...	963 11 9	Fourteen miles of ghaut; now in bad repair.
3	Tadivalsa do.	16,000 ...	... ...	284 10 4	... ...	... ...	284 10 4	Eleven miles of ghaut; now in bad repair.
4	New Pachipenta Ghaut ...	Under Public Works Department.			... ...	... ...	... ...	In bad repair.
5	Included in No. 9	... ...	... ...	... ...	... ...	... ...	... ...	
6	Petta Ghaut	Unknown ...	... ...	... ...	... ...	... ...	... ...	
7	Included in No. 11	... ...	... ...	... ...	... ...	... ...	... ...	
8	Road from Potingi to Koraput.	Do. ...	... ...	595 0 0	... ...	1,241 4 10	1,836 4 10	Twenty-eight miles; road in good order.
9	Road from Koraput to Jeypore.	Do. ...	... ...	150 0 0	... ...	460 8 6	610 8 6	Fourteen miles; in good repair.
10	Galicondah to Jeypore ...	Do. ...	... ...	... ...	... ...	... ...	... ...	
11	Road from Koraput to Nowrungapore.	About 5,000.	6,732 8 0	147 0 0	5,545 13 2	78 10 8	12,503 15 10	In complete disrepair. Thirty-six miles of road open, of which about fifteen still require improvement before the road can be called completed.
12	Road through Malcangiri...	*Nil*	2,000 0 0	... ...	2,000 0 0	... ...	4,000 0 0	Being made in sections; about twelve miles made here and there.
13	Road from Boringama to Kotapad.	*Do.*	850 6 5	... ...	1,230 0 0	... ...	2,080 6 5	Eighteen miles all made, but part still requires gravelling.
14	Road from Jeypore to head of Govindapilly Ghaut.	*Do.*	400 0 0	... ...	... ...	... ...	400 0 0	About fourteen miles, of which five are made but not gravelled, and more in progress.

6. I now proceed to discuss the questions of what works are necessary to complete a system of roads adequate to the present wants of Jeypore.

The scheme laid down in the Government Order under notice is necessarily a crude one, having been drawn up by Mr. Clogstoun, as he states, at short notice, without proper data, and when he had been only a couple of months in Jeypore.

I would propose the following :—

I. Main Northern Road consisting of the following sections :—

	MILES.
1. Koraput to Potingi	28
2. Koraput to Nowrungapore	36
3. Nowrungapore to Rayhor with a branch about	65
4. Boringama to Kotapad	18

II. Main Southern Road consisting of the following sections :—

	MILES.
1. Koraput to Jeypore	14
2. Jeypore to Kallur about	14
3. Ghaut from Kallur to Govindapilly	14
4. Govindapilly through Malcangiri to Moat about	70

with a branch to connect it with Great Northern Road, *viz.*:—

5. Jeypore to Boorigama	12

III. Road through Nundapur and Hill Madagole, from about Kundili on I. 1 by Nundapur to Poderu in sections—

	MILES.
1. Kundili to Nundapur	8
2. Nundapur to Poderu about	38

I would not advise any expenditure in the old Galicondah line, it having, as I have already stated, been nearly abandoned by traffic. What traffic passes over the Galicondah Ghaut does not go to Jeypore, but down to Badegeda Ghaut to Malcangiri.

7. The main northern road is required not only to develop a fine tract of country, but also to open up a thorough traffic with the Central Provinces. That such is desirable Government seem to admit in their Proceedings, No. 1587, dated 18th June 1873.

Section 1, *Potingi to Koraput.*—Potingi is at the top of the Pachipenta Ghaut, and at it the old Pachipenta, the new Pachipenta, and Tadivalsa lines converge. The twenty-eight miles are open throughout in fair order, but when the new ghaut is completed it will have to be converted into a pucka road, as the present wooden bridges would not long stand heavy wheeled traffic. Until taken over by the Public Works Department it should have a maintenance allowance of Rupees 50 per mile. Repairs are costly owing to large bullock traffic and the numerous bridges.

Section 2, *Koraput to Nowrungapore.*—Koraput is the official headquarters of the division, Nowrungapore the headquarters of a Sub-Magistrate. This road is open throughout thirty-six miles, but will require about 5,000 Rupees more to put it on a satisfactory footing. It will also require a maintenance grant of about 25 Rupees per mile.

Section 3, *Nowrungapore to Rayhuri.*—As yet uncommenced. This will cost Rupees 500 a-mile, or, for sixty-five miles, Rupees 35,500, and will require a maintenance of Rupees 25 per mile.

Section 4, *Boringama to Kotapad.*—The latter is a Sub-Magistrate's headquarters. This road, eighteen miles, is open throughout, but still requires about 1,500 Rupees laid out upon it. It will also require a maintenance allotment of Rupees 25 per mile.

8. *Main Southern Road.*—The natural outlet of the centre and lower levels of Jeypore is the Godavery ; by this route the traffic can get to the coast without going up a ghaut. To get from the mid-level of Jeypore to Vizagapatam you have first to go up a ghaut of 1200 feet and then to go down one of 3000. The distance from Jeypore to Salur by this route is about

sixty-six miles, and from Salur to Bimlipatam forty-six more. From Jeypore to Moat, from which place there is water carriage to Cocanada, is only about ninety miles, and there is only an easy ghaut of about 1000 feet to go down. Government have already decided on making a line from the foot of that ghaut to Moat, and I think it should, for the reasons above stated, be carried on to Jeypore. Section 5, from Jeypore to Boringama, is required to connect the main northern and main southern lines on the mid-level, or 1800 feet plateau.

Section 1, *Koraput to Jeypore, fourteen miles including a ghaut of* 1200 *feet.*—This is completed and in good order ; requires a maintenance grant of Rupees 50 a-mile.

Section 2, *Jeypore to Kollur, fourteen miles.*—Of this five miles are made, but not gravelled ; this portion will require about 500 Rupees to complete it, and for the remaining nine miles, at Rupees 300 a-mile, Rupees 2,700 ; maintenance allowance Rupees 25 per mile.

Section 3, Kullar to Govindapilly, fourteen miles, with a ghaut of 1000 feet, will require Rupees 300 per mile for eight miles and 1,000 Rupees per mile for six miles, total Rupees 8,400, with a maintenance of Rupees 50 per mile.

Section 4.—For this section, about seventy miles, Government have granted Rupees 6,000 to supplement a similar grant from the Rajah. It can probably be roughly made for about Rupees 200 per mile, or Rupees 14,000, and will require a maintenance allowance of Rupees 25 per mile.

9. *Road through Nundapur and Hill Madgole.*—This will top the whole of the 3000 feet plateau.

Section 1, from Kundili (on Great Northern Road) to Nundapur, should be made as soon as possible. It would cost about Rupees 500 a-mile, or Rupees 4,000 altogether, with a maintenance of Rupees 25 per mile. The continuation of this line to Poderu may be deferred. It would cost about Rupees 11,400.

The following table shows in an abstract form the above proposals and their probable cost. I also enclose a sketch map showing the different lines and natural features of the country :—

No.		Name of Work.	Expenditure up to date.	Sum required for completion.	Proposed yearly charge for maintenance.
			RS. A. P.	RS. A. P.	RS. A. P.
I.	1	Potingi to Koraput	Not known.	... ...	1,400 0 0
	2	Koraput to Nowrungapore, about...	17,500 0 0	5,000 0 0	900 0 0
	3	Nowrungapore to Rayhur	... ...	35,500 0 0	1,625 0 0
	4	Boringama to Kotapad	2,080 6 5	1,500 0 0	450 0 0
II.	1	Koraput to Jeypore	Not known.	... ...	700 0 0
	2	Jeypore to Kallur...	400 0 0	3,200 0 0	350 0 0
	3	Kallur to Govindapilly...	... ...	8,400 0 0	700 0 0
	4	Govindapilly to Moat	4,000 0 0	8,000 0 0	1,750 0 0
III.	1	Kundili to Nundapur	... ...	4,000 0 0	200 0 0
	2	Nundapur to Poderu	... ...	11,400 0 0	900 0 0
		Total ...	.....	77,000 0 0	8,975 0 0

10. There still remains for consideration one important point, *viz.*, from what source the money for three works is to come. In an ordinary district, the road cess, supplemented by a grant from Provincial Funds, would provide the necessary sums. I do not think, however, that any doubt can be entertained as to the impropriety of as yet introducing the road cess into a wild country like Jeypore. At the same time the Rajah knows well the power we possess of introducing it at will and the amount he would have to pay under it, and would be quite willing to pay any reasonable yearly grant as a compromise.

11. Under these circumstances, I would suggest that the Government should make a yearly grant for Jeypore roads of Rupees 8,000 on condition of the Rajah giving a similar amount.

There would thus be yearly available a sum of Rupees 16,000, Rupees 4,000 of which might be allotted to the Senior Assistant Agent (I limit the sum as I do not think that he could well spend more), and the balance, Rupees 12,000, be expended in Jeypore proper when the whole of it is required. The works specified in the scheme (whatever it may be) to be now approved by Government should be gradually carried to completion and no other works commenced without special sanction.

No. 206.

Transferred to the Financial Department in continuation of letters printed with G.O., No. 1267, of the 5th May 1875.

12*th May* 1875. (Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 223. ORDER THEREON, 24th June 1875, No. 1352.

It is observed that the information contained in the papers above recorded was called for in G.O., Public Works Department, dated 6th March 1875, No. 654. It rests with that department, therefore, to make such use of the information as it may deem necessary.

2. In the Order of the Financial Department, dated the 19th February 1875, No. 364, Rupees 36,400 were sanctioned for certain roads and buildings in the Hill tracts of Ganjam and Vizagapatam, and provision was made accordingly in the Provincial Services Budget under "Petty Construction and Repairs," Public Works.

3. No further provision of funds can be made for the purpose during the current year; but the Agents in Ganjam and Vizagapatam will, when submitting the estimates called for in paragraph 3 of the Order above cited, bring to notice any roads or buildings which should be classified and provided for under the head of "Petty Construction and Repairs."

(True Extract.)

Officiating Chief Secretary.

To the Public Works Department.
" Agent to the Governor of Fort St. George in Ganjam.
" do. do. in Vizagapatam

Exd. A. S. Rodgers.



Govt. of {1875} Madras.

FINANCIAL.

To

THE PUBLIC WORKS DEPARTMENT,

&c., &c., &c.

Dated June, 24th.

Issued

Recd.

G.O., 24th June 1875, No. 1352.

JUNE.

Nos. 222-223.

Roads in Hill Tracts, Vizagapatam.—Letter from the District Engineer forwarding correspondence regarding the roads in the Jeypore country, referred with remarks to the Public Works Department.

Vizagapatam Collector's
Office 3rd April 1875.

No. 533

To

The District Engineer
Waltair

Sir,

I enclose for your information a report from my Special Assistant Agent on the whole subject of roads in Peypore. In the conclusions of Mr. Johnson I concur generally, and I would request that you will in answering the Proceedings of Government quoted in his first para. forward this report for the consideration of Government.

2. I have already with my letter No. 510 dated 1st April 1875 furnished you with the Statements requested by you on the 24th ultimo.

3. There is one exception to my general agreement with Mr. Johnson. In para 10 of his letter he proposes that the funds needed for maintenance and repairs of roads should be provided partly by Government, partly by the Rajah.

4. I have already proposed the constitution of a Rayaghada Local Fund Board. For maintenance and repairs of roads in Peypore proper. Rs. 12000 is the sum set down by Mr. Johnson as the annual grant needed. The source whence this

Udr. 29/11/3/75

this summary be obtained does not immediately concern your Department.

I have &c.

(Sd) H. Goodrich

Acting Collector.

/True Copy/

W. H. Hundle Major

Offg District Engineer

Vizagapatam.

(M. 291/1/75)

N.B.S.

No. 52 Koraput 22nd March 1875

3 13

From

The Asst Special Assistant Agent

Vizagapatam

To

The Agent to the Governor

Fort Saint George

Vizagapatam.

Sir,

In G.O.P.W.D. No. 654 dated the 6th instant Government call for certain information concerning roads in Jeypore. This I have the honor to furnish as far as lies in my power.

2. In the first place I must observe that I have never seen G.O. No. 254 dated January 27th 1871 therein alluded to. No copy of it is in the records of my Office. I have a copy of G.O. No. 2021 dated Augt 22nd 1870 which contains the same set of figures; but nothing to show that Government accepted either them or the scheme therein set out. I state this in explanation of my apparent disregard of the directions of Government in the matter.

3. At the time that I took charge of this division in April 1873, the following were the works complete and in progress.

I Ghauts.

I Ghauts from the plains to the upper level of Jeypore.

1 Galicondah. Finished, but utterly out of repairs.

2 Old Pachipenta. Finished.

3. Yadivalsa. Finished

4. New Ghat to be made by P. W. Department in contemplation but line not got decided.

II Ghats from high plateau to centre plateau ie. from 3000 to 1800 feet level.

5. Turner's Ghat to Jeypore. Finished.

6 Petta ghat, an old Galiconda road out of repairs.

7. Chiptam or Maggera Ghat, in progress

III. Roads.

8 Potingi to Koraput 28 miles Finished and in good order.

9. Koraput to Jeypore 14 miles (includes No 5) Finished and in good order.

10. Galicondah to Jeypore 70 miles (includes No 1 and 6) completely out of repair.

11. Koraput to Nowrungapore 36 miles (includes No 7) in progress, about 10 miles made, 3 of which were ghats.

12. Road from Govindapilly to Moat (about 70 miles) just commenced.

To

15

To these I have subsequently added

13. Branch of 11 from Boringama to Kotapad 18 miles.

14. Jeypore to head of Govindapilly Ghat (Malcangiri) about 14 miles.

3. Comparing these with the list in the G.O. under notice, it will be seen that No 1 in the G.O corresponds with No 10 (including No 1 and 6) in my list. On this work no money has been expended for many years past, the road having fallen into almost entire disuse since the opening of the Pachipenta and Yadivalsa Ghats.

No 2 in the G.O comprises No 2, 8 and 9 including 5 on my list. All these are in fair order, with the exception of No 2 to which nothing has been done since it was handed over to the P.W. Department last year.

No 3 in the G.O comprises No 11 (including No 7) and No 13 on my list with the exception of 12 miles between the junction of the two and Nowrungapore. This 12 miles forms part of the main line to the Central Provinces proposed by Colonel Farewell in his letter dated March 27th 1873 and apparently approved of by Government in G.O. No 1587 dated 18th June 1873. It also links one of my Cuddah

Stations

Stations with the system. VIII in the G.O. but never been undertaken and is not in any opinion an advisable line, as the ground which would have to be taken. Recommend requirements Coast that should connect it by the shortest route possible with the New Pachipenta Ghat in my district. Chief principal line of communication (No 8 in my list) about 9 miles from the Road of the Ghat.

Ch 3 in my list may specially mentioned by Government to be continued at the expense of the Estate Rajah and subsequently taken over from him vide G.O. No. 215 of 25th February 1891 and No 1487 dated October 2nd 1891 [illegible] for the year mentioned in G.O. No 950 July 20th 1874 cl. 14 but no special sanction but was commenced by me as necessary extension of No. 12.

Ex. The Accounts are recorded up to the end of 1872-73 do not distinguish the expenditure on each separate work. The following table shows the expenditure during 1873-74 and 1874-75 up to the 28th February and also the present condition of each work.

Expenditure.

No	Name	Up to 1873-74	1873-74 New Works	1873-74 Repairs	1874-75. New Works	1874-75. Repairs	Total 1873-74 and 1874-75	Present condition.
1	Galiconda Ghat	Not known	"	"	"	"	"	
2	Pachipenta Ghat	Do	"	963-11-9	Handed over to		963-11-9	14 miles of Ghat. now in bad repair
3	Tadivala Ghat	16000	"	284-10-4	P.W. Department		284-10-4	11 miles of Ghat Do Do Do
4	New Pachipenta Ghat	under P. W. D	"	"	"	"	"	
5	Included in No. 9	"	"	"	"	"	"	
6	Pella Ghat	Unknown	"	"	"	"	"	In bad repair
7	Included in No 11	"	"	"	"	"	"	
8	Road from Potingi to Koraput	Do	"	595	"	1241-4-10	1836-4-10	28 miles. Road in good order
9	Do Koraput to Jeypore	Do	"	150	"	460-8-6	610-8-6	14 miles. In good repair
10	Galiconda to Jeypore	Do	"	"	"	"	"	In complete dia repair.
11	Road from Koraput to Nowrungapore	About 5000	6732-8	147	5,515-13-2	78-10-8	12,503-15-10	36 miles of road open, of which about 15 still require improvement before the road can be called completed.
12	Road through Malcanjiri	Nil	2,000	"	2,000	"	4,000	Being made in sections, about 12 miles made here and there.
13	Road from Boregama to Kotapad	Do	850-6-5	"	1,230	"	2,080-6-5	18 miles all made, but part still requires gravelling
14	Road from Jeypore to head of Govinddpilly Ghat	Do	400	"	"	"	400	About 14 miles, of which 5 are made, but not gravelled, and more in progress.

5. I now proceed to discuss the question of what works are necessary to complete a system of roads adequate to the present wants of Jeypore.

The scheme laid down in the G. under notice is necessarily a crude one, having been drawn up by Mr Boughton as he states at short notice without proper data, and when he had been only a couple of months in Jeypore.

I would propose the following.

I Main Northern road consisting of the following sections

1 Koraput to Patingi ——— 28 miles

2 Koraput to Nowrungapore ——— 36 miles

3. Nowrungapore to Rayhor with a branch about 15 miles

4. Boorjama to Kotapad ——— 18 miles

II Main Southern road consisting of following sections

1 Koraput to Jeypore ——— 14 miles

2 Jeypore to Kallur ——— about 14 do

3. Ghat from Kallur to Govindapilly ——— 14 do

4. Govindapilly thro' Malcangiri to Moal about 30 do with a branch to connect it with great Northern Road viz-

5 Jeypore to Boorjama ——— 12 miles

III Road through Nundapur and hill Madagole from about Kundili on I. 1. by Nundapur to Poderu in 3 sections

1 Kundili to Nundapur ——— 8 miles

2. Nundapur to Paderupalout ——— 38 miles

I would not advise any expenditure in the old Galiconda line, it having, as I have already stated, been nearly abandoned by traffic. What traffic passes over the Galiconda Ghat does not go to Jeypore, but down to Badageda Ghat to Malcangiri.

6. The main northern road is required not only to develope a fine tract of country but also to open up a thorough traffic with the Central Provinces. That such is desirable Government seem to admit in their Proceedings dated June 18th 1873.

Section I. Patingi to Koraput. Patingi is at the top of the Pachipenta Ghat, and at it the old Pachipenta, the new Pachipenta and Jadivalsa Lines converge. The 28 miles are open throughout in fair order, but when the new ghat is completed it will have to be converted into a pucka road, as the present wooden bridges would not long stand heavy wheeled traffic. Until taken over by the Public Works Department it should have a maindenance allowance of Rs. 50 — per mile. Repairs are

costly owing to large bullock traffic, and the numerous bridges.

Section II. Koraput to Nowrungapore. Koraput is the Official head quarters of the Division, — Nowrungalow the Head Quarters of a Sub Magistrate. This road is open throughout 36 miles, but will require about 5000 Rs more to put it on a satisfactory footing. It will also require a maintenance grant of about 25 Rs. per mile.

Section 3. Nowrungapur to Rayhuri as yet unconmmenced. This will cost about Rs 500 a mile or for 65 miles Rupees 35,500, and will require a maintenance of Rs 25 per mile.

Section 4. Borijama to Kolapad. The latter is a Sub Magistrate's head quarters. This road 18 miles is open throughout, but still requires about 1,500 Rs laid out upon it. It will also require a maintenance allotment of Rs 25 per mile.

7th Main Southern Road. The natural outlet of the centre and lower levels of Jeypore is the Godavery, by this route the traffic can get to the coast without going up a ghat. To get from

from the mid level of Jeypore to Vizagapatam, you have first to go up a ghat of 1200 feet and then to go down one of 3000. This distance from Jeypore to Salur by this route is about 66 miles and from Salur to Vizlipatam 46 more. From Jeypore to Moat from which place there is water carriage to Cocanada is only about 90 miles; and there is only an easy ghat of about 1000 feet to go down. Government have already decided on making a line from the foot of that Ghat to Moat, and I think it should for the reasons above stated, be carried on to Jeypore.

Section 5 from Jeypore to Borijama is required to connect the main northern and main southern lines on the mid level or 1800 feet plateau.

Section 1. Koraput to Jeypore - 14 miles including a Ghat of 1200 feet. This is complete and in good order. Requires a maintenance grant of Rs. 50 a mile.

Section 2. Jeypore to Kullar. 14 miles - of this 5 miles are made but not gravelled; this portion will require about 600 Rupees to complete it and for the remaining 9 miles at Rs 300 a mile Rs. 2,700 maintenance allowance Rs 25 per mile

Section 3. Kullar to Govindapilly. 14 miles with a Ghat of 1,000 feet; will require Rs 300 per mile for 8 miles and 1000 Rs per mile

mile for 6 miles. Total Rupees 8,400 with a maintenance of Rs. 50 per mile.

Section 4. How this Section about 70 miles Government have granted Rs. 6000 to expend - mend a similar grand from the Rajah. I can probably do roughly made for about Rs. 200 per mile or Rs. 14,000, and will require a maintenance allowance of Rs. 25 per mile.

8. Road Strength. Kundapore and Hill Gadgole. Two miles top the whole of the 3000 feet plateau.

Section 1. From Yedadi (on Great Northern Road) to Kundapore should be made as soon as possible. If made coal about Rs. 500 a mile or Rs. 4000 altogether with a maintenance of Rs. 25 per mile. The continuation of this line to Adavanay be deferred. If made coal about Rs. 11,400 the following table shows in an abstract from the above proposals and their probable cost.

I also enclose a sketch map, showing the different lines, and material features of the country.

No.	Name of Work	Expenditure Sum required up to date	Sum required for completion	Proposed Yearly charge for maintenance	Remarks.
	1. Potinghi to Korapur	Not Known		1,400	
	2 Korapur to Narrungapore	about 17,500	5,000	900	
	3 Narrungapore to Rayhur		35,500	1,625	
	4 Borijama to Kotapad	2,080 6 5	1,500	450	
II	1 Korapur to Peypore	Not Known		700	
	2 Peypore to Kullur	400	3,200	350	
	3 Kullur to Govindapilly		8,400	700	
	4 Govindapilly to Moat	4000	8,000	1,750	
III	1 Kundili to Kundapur		4,000	200	
	2 Kundapur to Paderu		11,400	900	
			77,000	8,975	

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9. There still remains for consideration one important point, viz. from what source the money for three works is to come. In an ordinary district the road cess, supplemented by a grant from Provincial funds would provide the necessary sums. I do not think however that any doubt can be entertained as the impropriety of as yet introducing the road cess into a wild country like Peypore. At the same time the Rajah knows well the power we possess of introducing it at will, and the amount he would have to pay under it, and would be quite willing to pay any reasonable yearly grant as a compromise.

10. Under these circumstances, I would suggest that the Government should make a yearly grant for Peypore Roads of Rs. 8000, on condition of the Rajah giving a similar amount. There would thus be yearly available a sum of Rs. 16000; Rs. 4000 of which might be allotted to the Senior Assistant Agent (I limit the sum, as I do not think that he could well spend more) and the balance Rs. 12,000 be expended in Peypore proper when the whole of it is required. The works specified in the scheme (whatever it may be) to be now approved by Government should

should be gradually carried to completion, and no other works commenced without special sanction.

I have &c

(Signed) C. P. Johnson
As Special Assistant Agent

(True Copy)
(Signed) D. Purushottamaya
Deputy for Acting Collector

(True Copy)

W. Major
Offg. District Engineer, Vizagapatam

No 138

District Engineer's Office
Waltair 24th April 1875.

From

Major J.W. Kindle
Officiating District Engineer
Vizagapatam

To

Colonel G.W. Walker R.E.
Secretary to Government P.W.D.
Madras

Sir

In continuation of my letter No 2729 dated 19th April 1875, I have the honor to submit herewith for the orders of Government Copies of correspondence received from the Collector of Vizagapatam regarding the Roads in the Jeypore Country.

I have the honor to be
Sir
your most obdt. Servant.

J W Kindle Major
Offg. District Engineer, Vizagapatam

No. 2911/75

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter from the Offg. District Engineer, Vizagapatam, through the Public Works Dept. Dy 24th April 1875. No. 138.

Order thereon.-Coteacamund. 24 June 1875. No 1352

It is observed that the information contained in the papers above recorded was called for in P.D. Public Works Department, dated 6th March 1875. No 654. It rests with that Department therefore to make such use of the information as it may deem necessary.

2. In the Order of the

Dated 24th April 1875

From The Offg. District Engineer Vizagapatam

To The Secretary to Govt. P.W.D. Madras

Rec'd 29th April 1875

Subject Submits for the orders of Government Office of correspondence received from the Collector of Vizagapatam regarding the roads in the Jeypore Country.

(Enclosures)

G.O. No 1352 dated 24th June 1875

Financial Dept. Read 29th April 1875

From The Offg. District Engineer Vizagapatam

To The Secretary to Govt. P.W.D. Madras

Dated 24th April 1875

Rec'd 29th April 1875

No 138

Subject Submits for the orders of Government Office of correspondence received from the Collector of Vizagapatam regarding the roads in the Jeypore Country.

(Enclosures)

No 206 Returns of the Statements detailed in Continuation of Letter from date No 1267 3rd May 1875.

Enclosures Letter dated 2nd April 1875

the Financial Deptt
dated the 19th February
1875, No 364, Rs 36,400
were sanctioned for
certain roads and build-
-ings in the Hill tracts
of Ganjam and Vizaga-
-patam, and provision
was made accordingly
in the Provincial Services
Budget under "Petty
Construction and Repairs"
Public Works.

3. No further provision
of funds can be made
for the purpose during
the current year, but
the Agents in Ganjam
and Vizagapatam will,
when submitting the
Estimates called for
in para 3 of the Order
cited, bring to notice
any roads or buildings
which

which should be clas-
-sified and provided for
under the head of "Petty
Construction and Re-
-pairs."

To

The Public Works
Department
Agent to the Go-
vernor in Ganjam &
— do — Vizagapatam

Desp 1877

Govt Order

Govt. of {187 } Madras.

Financial

To

Dated 24 June 1875. No. 1352

Recd.

Nos. 222-3

Roads in Hill Tracts.

Vizagapatam. Letter from the District Engineer forwarding correspondence regarding the roads in the Jeypore country, referred with remarks to the Public Works Department.