

Judicial (1895) Department.

ORDINARY MS.

G.O., No. 1553

Dated 24 July 1895

INDEXED.

[Despatch Abstract.]

LAMMASINGHI-GHAT ROAD.

Informing the Agent in Vizagapatam that it is at present impracticable to take any steps towards completing the----and that the matter should be brought to notice again six months or a year hence.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
G.O.	1685 2901		10/8/95 96				

[V. G. P. 22-10-94-1002]

F. D. No. 432
Agency.

CURRENT NO 2200
VIZAGAPATAM GOVERNOR'S AGENT'S OFFICE,

Dated 30 April 1905

From

F. D'A. C. WOLFE-MURRAY ESQ^r

Ag. Agent to the Governor,
Vizagapatam District.

To

THE HONORABLE J. J. PRICE,
Chief Secretary to Government
Judicial Department,
Madras.

Sir,

Referring to Government Order No. 2197 dated 10th September 1894, I have the honor to state that I have already reported generally that the Lammasingi ghat is not practicable now for wheeled traffic throughout vide my letter No. 1207 dated 11th October last. It commences at Hondasanta and is 8³/₄ miles in distance. Of the existing bridle path the first 1¹/₂ mile is practicable for carts. It requires widening in some parts: a width of twelve feet for carts is sufficient to be consolidated, the total width of the road between side drains being 18 to 20 feet.

2. The next two miles are too steep for carts and the curves of the existing zig-zag road are too sharp. This portion has to be re-aligned so as to admit of an easier ascent for carts.

3. Of

40 2624
2.11.94

3. Of the remaining portion some parts are level and others steep. There would be no difficulty in making the road practicable for carts here if its breadth is doubled where necessary. The last mile of this section is the descent from the top of the ghat into Lammasingi and this can be easily made a practicable road.

4. There is only a path for men and bullocks beyond Lammasingi on to Gudrum which is 25 miles in distance.

From Lammasingi to Chintapalli	Miles	12
" Chintapalli to Gudrum.	"	13
Total.	"	25

It is six feet wide and occasionally broken up by steep descents and ascents caused by crossing of nullas (hill streams). I shall remark on these when criticising the estimate I am forwarding herewith. For the greater part between Lammasingi and Chintapalli this path passes over hard laterite soil which will carry cart traffic at all times with but slight expenditure, but there are slopes to nullas where zig-zags for ascent and descent require to be made.

5 Bearing

5. Bearing these requirements in mind I have got an estimate prepared by one Mr Jackson a former Local Fund Officer to put the road in complete order as far as Gudrum and it amounts to Rs 66,271. This estimate provides at Rs 3,200 per mile for the ghat portion and at Rs 1,557 per mile for the other on the average. I have had it scrutinized by Mr Hancock the Executive Engineer and he notes

" The ghat portion is estimated at about Rs 3,200 a mile, and the rest at Rs 1,550 per mile which does not seem much.

" Only one-fourth length of road is provided with side drain. I think this is absolutely necessary for at least the whole length of the ghat portion of road and it would be well to provide cross drains either under or across the road at intervals. Otherwise the road will be washed away here and there. Where it is found necessary to make up the road on earth embankment I think it would be well to lay stone or metalling under the gravel, at least in the ghat portions of the road.

" I have no road estimate in my office at present for comparison.

" A good master will find out what is necessary

"necessary as he goes along with the work."

6. I beg to offer my own remarks on the estimate.

"Ninth mile. A bridge costing roughly Rs 1000 is estimated for here. It is to be of wood, but with masonry founds, abutments and apron. Such a structure properly built would be fairly permanent, but it would cost far less if built solely of wood in the Dyfere style. These wholly wooden bridges when built of sal last seven to ten years in Dyfere. The style of work depends of course on the amount Government can allot for the road. The bridge is to be fifty feet long and this would cost in the Dyfere style say Rs 350 or less. I have gone through the estimate carefully and would make the following remarks on the subject of bridging nullas. En passant, I may remark Mr Edwin has but little experience in this subject. In forwarding the estimate he writes "The great difficulty is to get over the nullas which are too wide for bridges." The widest nulla is only seventy feet, a few are fifty feet and the rest narrower: had he seen the Dyfere style of bridge, this difficulty would have faded away before

Rs 7 per foot?

before his eyes. In Dyfere wooden bridges 150 feet long are not uncommon. The whole question of these nullas and their crossing can only be decided, I think, by one on the spot. The estimating Officer proposes in his estimate to cross them mainly by stone dams and aprons. In my opinion & however from knowledge of the ground and from what I have seen in other parts of the District it will not be necessary to do so much as this.

I should prefer myself to go carefully over the road and to check the estimate of each nulla to be bridged or crossed by dam; I could then decide what is required to be done in each instance and reduce the estimate accordingly. In the present weather I can hardly do this, but when set up by the two months leave I have applied for, if I return here, I could easily do the work in the months of July or August, having previously worked on this ghat in those same months, and could amend the estimate accordingly.

7. Again I notice that the estimate has put down labor at Rs 0.3.6 per day. I think it might be obtained at Rs 0.3.0 per day during part of the year at least if not always.

8. I consider also that the road between Lammasingi and Chintapalli can be made cheaper than is estimated. These reductions will of course reduce the five percent contingencies which have been allowed for in the estimate, and the whole estimate will be less in amount than is now written. It is therefore submitted for the information of Government. At best, it is a rough one; but will it form a guide either for an experienced or inexperienced man to work on. It however makes no provision for supervision

This provides

1. Overseer on Rs 70

1 Clerk " " 15

Batta to both " 45

" 130 per mensem

or Rs 130 x 2 or Rs 1560 a year

For three years Rs 1560 x 3 = Rs 4,680

Tools and plant - " 1,049

Estimate ————— " 66,271.

Total. " 72,000.

and Tools and plant. This

I beg to make good by adding

the difference

to bring the

total estimate

to Rs 72,000 a

sum which as

I have said

above I think I can largely reduce.

9. The question is how to meet the charge. If

my

Supp 5-86 put in
7th. 3-95.

Nothing further has
been said from R.D.

Revised

my proposals regarding the purchase of Minor Forest Produce in the Solgonda hills referred to in Government Order dated 21st February 1895 No 103

Press are sanctioned the Forest Department will benefit considerably by the road, but as the Forest Revenue in this District is small, it cannot afford to pay for the construction of the road, although it might contribute towards its maintenance. The Minor Produce papers are still pending and will be reported on separately.

10. As the facts which render the road important have already been noted by Government I need not recapitulate them here and should Government see its way to sanction some amount, the advantage will be great in the long run.

11. It perhaps may be not necessary to begin with to make a cart-road further than Chintapalli. This would require a sum of Rs 4,777 according to the estimate, but as I think, less will be required.

12. The following would be my scheme for doing the work thoroughly under Agency supervision.

Mr Elwin the present Head Assistant Collector has not half the experience in constructing roads of this class that Mr Thornton the Senior Assistant Collector

Book

has.

has. The latter gentleman has been able to lay out much money to great advantage in making the great Central Provinces roads in his Division. There is no doubt that he is the Divisional Officer in the District most capable of carrying out such a work. He has as I have seen on the spot learnt much of road-making, and as he can stand a malarious climate successfully he would be the man for the work. I believe he has applied for a transfer, but not improbably ^{+ some receipt.} as he himself has occasionally said to me, he might be satisfied with Barsapattam if Government decides so to arrange it. He will shortly be at Head Quarters and will himself possibly interview Government.

13. The saying "il n'y a pas d'homme nécessaire, ni femme," is no doubt true, but if one can find a suitable man for such work it is well to employ him. This is however for Government to decide.

Whatever Government may decide I may notice that the head of the Lammasingi ghat is for me only one night's journey from here and I could personally inspect the work very frequently, if as I suppose, I remain on here, for I do not fear the climate

climate of the hills.

14. The road up to Chintapalli would take probably two years to finish, the only difficulty is in that tract to find sufficient labor. A man of some experience is necessary so that the work might be done departmentally and the Overseer in charge of it be constantly checked, for as the Executive Engineer has remarked "a good Maistri would find out what is necessary as he goes on." Before commencing the work I should of course send the man I propose to employ as Overseer to see and learn the Inghore bridge art.

15. I have the honor to request that the estimate may be kindly returned.

I have the honor to be,

Sir,

Your Most Obedient Servant

Orville Dunning
Acting Agent to the Governor.

W. D. C.

Comp^d SR

Judicial Dept
 Form
 CURRENT NO. 2268

The Agent to the Governor,
 Vizagapatam District.

To
 The Chief Secretary
 to Government,
 Judicial Department,
 Madras.

CHIEF SECRETARY
 G. MAY. 1895
 GOVERNMENT OF MADRAS

Dated 30th
 Despatched 30th } April 1895
 Received 6th May 1895

Disposal No. 432
 Enclosures. Nil

Forwarding an estimate with remarks
 for the construction of a cart-road
 from Lammasingi to Gudum.

16/5/95
 10/3/21-2-95 + corrected
 10/11/95 20-7-95
 20/5/95 15/4/95
 10/11/95 20-7-95
 20/5/95 15/4/95
 10/11/95 20-7-95
 20/5/95 15/4/95

R. 260 7-4-8-95
 2624 of 2-11-94
 2197 7-10-9-94
 965 7-24-4-94
 32 7-10-1-94
 586 : 16-3-95 mis
 2150 : 4-9-94 SC
 2309 : 7-11-91 SC
 1541 : 20-7-88
 2080 : 18-11-86 SC

C.No. 2268 of 1895

for order.

In para 3 of P.O. of 10 Sept. 1894 No. 2197, the Agent to the Gov. in Vizagapatam was asked to report

- (i) whether the Lammasingi ghāt road is practicable for cart traffic throughout
- (ii) in what state the road towards Gudum from the top of the ghāt is
- (iii) how much it will cost to gravel & put the road in complete order as far as Gudum.

2. In his letter recorded in P.O. of 2 Nov. 1894 No. 2624 the Agent replied

- (i) the ghāt is not practicable for wheeled traffic throughout
- (ii) the road from the top of the ghāt to Gudum is only a good bridle track easily convertible into a cart road.

In the current read above, he states:-

- (iii) the cost of putting the road in complete order as far as Gudum would be approximately Rs 72,000 - for a total length of 33 3/4 miles of which 8 3/4 are ghāt portions.

Mr. Wolfe Murray seems to think the estimate might be much reduced, & speaks of personally inspecting the road in July and August in order to reduce it. His idea is that Mr. Thornton should be transferred to the head transport division to construct the road, as he is more capable of carrying out such a work than any other divisional officer in the district.

M.H. has expressed the opinion that the

I would ask the C.E. if he can find a competent officer to make the trace & revise the estimate - unless this is done first, there is no knowing what we may get for.

18/6/95

The trace might, I should say, be a gradient of 1 in 15. That is quite good enough for such a place.

Please copy
 G.W. for C.E. & A.S.
 + also for note
 18/6/95

Office note to the Secy to Govt.
 P.W.D. 11/1431 of 21-6-95

Has to honour to forward Jd. Current no. 2268 of 1895 with enclosures and a copy of H.M.'s note thereon, and to request that he will be good enough to communicate the Chief Engineer's reply.

19-6-95

The Secy to Govt. P.W.D. - with C. No. 2268 & enclosures (to be returned) & copy of H.M.'s note

Despatched 21/6

road is needed, budget provision might
be made in 1896-97 & 1897-98.
the work will take at least two years, &
with an estimate still in an incomplete
state, it is not likely that it will be pos-
sible to do anything this year.

$\frac{8}{7-650}$

* a contribution being levied from Forests.

The letter and the estimate are the
best of things that one may expect
from Mr. Murray.

An estimate for a long piece
of road work prepared by an
ex local fund overseer cannot
be of much value; nor is Mr.
Murray's estimate of the
cost of both plant & supervision.
The road will probably not cost an
anna under Rs. 50,000 and
possibly a good bit more. His
very rough estimates always
prove when put to the proof
that they are much lower than
they should have been.

Mr. Murray has an exceedingly
marked opinion of Mr. Thomson,
an opinion which I do not
altogether share.

There is no reasonable ground for
supposing that Mr. Slavin the
is much the senior & incapable
of looking after the construction
of the road & sanctioned

16/6/95

Lammasinghi - That Road

A.H.

For orders.

Judicial Dept
CURRENT NO. 3045

From,
The S. W. Dept.

no. 4400

Dated 25th }
Recd 26th } June 1895
Ses: CNO. 2268 with S.W. rets.

Subject

Informing that the Chief
Engineer is unable to spare
an officer at present for the
special work proposed.

11/28/96

Office Note No. 2268/95
Lammasinghi - That Road

CNO. 2268 + 3045/95

For order.

Submitted with reference to Mr. order
no. 2268/95. - The Chief Engineer
is ^{at present} unable to spare an officer to
make a trace for the Lammasinghi
That Road. Should be not be asked
when he is likely to be able to do
so, before the papers are submitted &

W. M. ?
11/28

$\frac{2}{30-6-55}$

(over)

Copy of Note by Honorable
Mr. Bliss, C.I.E., on Judicial Current
No 2268 of 1895, dated 18th June 1895.

" I would ask the Chief
Engineer if he can find a
competent officer to make the
trace and revise the estimate.
Unless this is done first, there's
no knowing what we may not
be let in for. The trace might,
I should say, be on a gradient of
1 in 15. That's quite good enough
for such a place."

[G.S.]
500-22-2-95.

CHIEF SECRETARIAT,

Ootacamund, 21st June 1895.

OFFICE NOTE. No. 1431.

From

THE CHIEF SECRETARY,

Judicial Department.

To, The Secretary to Government,
Public Works Department.

CHIEF SECRETARY
26 JUN. 1895
GOVERNMENT OF MADRAS

Has the honour to forward
Judicial current No 2268 of 1895
with enclosures and a copy of
Honorable Member's note thereon,
and to request that he will be
good enough to communicate the
Chief Engineer's reply.

Hedrickhies
Chief Secretary.

CURRENT NO. 309

Recd. 22/6

* to be returned. 25th June 1895
No 440 D
To The Hon. the Chief Secy.

161.

The

The Chief Engineer is
unable to spare an
officer at present for
the special work pro-
posed

James J
Colonel R.E.
Secretary to Govt.
P.W. Dept.

with file of papers.

NOTE FOR THE ~~CHIEF~~ SECRETARY. to

Govt. P.W.D.

With refce to P.W. Office note
of 25 June 1895 No. 440. D. has
the honor by direction of the
Chief Secretary to enquire when
it is probable that the P.W.D.
will be able to spare an officer
to make a trace of the Hammerhead
Shel Road

Lionel Davidson
a member of

The Secy to Govt. 6-7-95
to Govt. P.W.D.

P.T.O.

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24th 5382 9th July 1895
 The Honble
 The Chief Secretary,
 Judicial Dept.

Impossible to say;
 not within any period
 to which I can ^{at present} look forward

Yours truly,
 J. B. [Signature]
 Secretary to Govt. P. W. Dept.

crossed 8/95
 with file of papers.

[G. 25]
 599-5-95.

Judicial DEPARTMENT.

C. No.

FOR ORDERS.

The Agent should be told
 nothing can be done at
 present & that he had
 better bring the matter up
 again further or appoint
 him perhaps a competent
 officer will be available to
 make the time & revise
 the estimate

BS

18/7/95

Cs.

Order of 24th July 1895. 101553

The Agent will be informed that
 it is at present impracticable to
 take any steps towards completing the
 Lammasinghi. That Road. ^{having} the
 fact that a P.W.D. officer cannot be
 spared ~~for the work~~ to make the necessary
 trace & revise the rough estimate submitted
 the matter should be brought to notice
 again Committee or a year hence

23/7/95
 The Agent, [Signature] 23/7/95
 31 JUL 95

Please see H.M. is going on C. 2268
 The Chief Engineer states that he is
 unable ^{at present} to spare an officer to make
 a trace of the Lammasinghi - That Road
 & cannot say when it will be possible
 to do so.

BS 11-7-95
 16/7/95

extract from
 H.M. notes on C. 2605 & 9th 10 Aug. 95
 i.e. 1685, Judd: -

" Mr. Willock also tells me that the idea
 " of making the road which Mr. Wolfekumaya advocates
 " is preposterous. Please note to this effect on the file
 " about the road & don't move the P.W.D. any
 " further as to the app^t of an officer to make trace &
 " check estimate."

(Subd) H.M. 722 July 95.

23/7/95

Lamvasinghi That Road

FOR ORDERS.

~~Am~~

~~ms~~

When given for copying _____
When copied _____
When examined _____
When signed _____

189

READ AGAIN G.O., No.
189

DATED

CURRENT No.

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAID AS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

1877
1877