

Judicial (1895) Department.

ORDINARY MS.

G.O., No. 155

DATED 23rd Jan. 1895.

INDEXED.

[Despatch Abstract.]

PARVATIPURAM CENTRAL PROVINCES ROAD.

Recording letter from the Agent to the Governor in Vizagapatam submit-
-ting report on the progress of the --, with the remark that the
progress made appears to be satisfactory.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
90	2150		94				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1508		95				

Final 1894. 6793
Revenue Department.

FROM
THE AGENT TO THE GOVERNOR,
VIZAGAPATAM.

TO Chief Government
THE SECRETARY TO THE COMMISSIONERS
Judicial Department
OF LAND REVENUE,
MADRAS.

DATED 26 December
DESPATCHED 6 do
RECEIVED 20 do
Regd 21 do

1894

T. & B. No. 11 of 94
CHIEF SECRETARY
ENCLOSURES 1
20 DEC 1894
GOVERNMENT OF MADRAS

Submitting report on the
progress of the Parwatipur
Central Provinces road.

NR 530P
21/12

Put up the alluay
map 3

94450 9262 93101074
5-4-92 417
11-6-91 444
23-5-92 469
9-12-91 489
19-9-91 920

cd 23/1/95

Sp. 2636: 3u. 90 min
Sp. 2150: 4 sep 94 8
Sp. 1254R: 25u 93
2450 23u 93 us ✓
2169: 18u 93 ✓
1113: 2.6 93 ✓
936: 8.5 93 ✓
769: 14.4 93 ✓
508R: 25 93 ✓
8u: 12.8 92
1541: 20u 88 84

Order 23 Jan 1895 10/155

Recorded with the
remark that 18.1
the progress made 14/19/1
appears to be satisfactory
The Agent to the Govt in Vizag
26 JAN 95
M.S.

16

Earthwork.

1126

Turfig.

106

Metal work.

1557

Gravel.

206

Total Roadway.

2995

Culverts.

1390

Total for the mile.

4385

10

902

81 7 10

1044 8 2

106

1557

206

902

81 7 10

902

81 7 10

2913 8 2

1390

902

81 7 10

902

81 7 10

4303 8 2

17

Earthwork.

567

Turfig.

56

Metal work

1832

Gravel.

288

Total Roadway.

2743

Culverts

620

Total for the mile.

3363

567

56

1832

288

2743

620

3363

18

Earthwork

568

Turfig

35

Metal work.

1650

Gravel

206

Total Roadway

2459

Culverts

640

Total for the mile.

3099

55

55

513

35

1650

206

55

55

2404

640

55

55

3044

19

Earthwork

897

Turfig

74

Metal work

1879

Gravel

137

Total Roadway

2987

1602

51 7 2

1602

51 7 2

845 8 10

74

1879

137

1602

51 7 2

1602

51 7 2

2935 8 10

19	Total Roadway.	2987																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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23

Earthwork

564

Surfing

76

Metal work

1374

Gravel

192

Total Roadway

2206

Culverts

750

Total for the mile

2956

24

Earthwork

20058 1896

Metal

1466 1421

Gravel

440 137

Total Roadway

3454

Culverts

1320

Total for the mile

4774

25

Earthwork

17282 1633

Metal

1466 1650

Gravel

440 159

Total Roadway

3442

Culverts

410

Total for the mile

7552

26

Earthwork

859

Metal

1603

Gravel

151

Total Roadway

2613

Culverts

300

Total for the mile

2913

564

76

1374

192

2206

750

2956

4226

423

77

676

83

4

13127

1277

124

6931

618

38

478

316

15

93

127

2

1105

810

17

361

610

145

15

1

66

-

-

-

15

1

66

325

135

96

741

13

2

210

6

-

2089

4

5

-

1364

117

242

8

4

298

-

-

540

8

4

-

779

78

984

5

6

508

6

-

2629

12

9

-

2144

33

3033

317

15

5

1173

121

51

11545

1121

157

5737

511

5

604

41

13

62

100

103

1223

895

42

243

754

1110

33

3

23

292

28

4

325

31

63

115

127

99

732

14

11

250

3

4

-

2048

10

-

1393

6

-

-

9744

367

44

9744

367

44

-

3742

118

732

14

11

9744

617

78

9744

2415

44

-

5136

18

859

1603

151

2613

300

2913

27

Earthwork
Metal.
Gravel.

765
1832
247

Total Roadway

2844

Culverts

270

Total for the mile

3114

28

Earthwork
Metal.
Gravel.

652
1650
206

Total Roadway

2508

Culverts

390

Total for the mile

2898

29

Earthwork
Metal.
Gravel.

7259 686
1466 1374
165
159 109 10 2

Total Roadway

2225
159 109 10 2

Culverts

270

Total for the mile

2495
159 109 10 2

30

Earthwork
Metal.
Gravel.

4547 2703
1466 1313
440 137

Total Roadway

4180

765
1832
247

2844

270

3114

652
1509 1 4
206

2367 1 4

390

2757 1 4

2153 201 14 4 1074 108 2 6 3227 310 10 4032 375 15 2
753 518 2 373 186 10 8 1285 814 6 10 181 559 9 2
165

720 4 294 13 2 1124 7 8 1100 8 4

270

720 4 294 13 2 1124 7 8 1370 8 4

814 336 8 814 336 8 13763 2396 8
624 284 12 624 284 12 842 1028 4
185 18 12 185 18 12 255 118 4

640 640 3543

30

Total Roadway

4183

Culverts.

360

Total for the mile.

4543

31

Earthwork

4475

Metal "

1313

Gravel "

124

Total Roadway

5912

Culverts.

Total for the mile.

5912

640

640

3543

360

640

640

3903

4475

1313

124

5912

5912

Abstract showing expenditure under each item of work.

Earthwork.	21026	"	"	"	"	"	"	1511	5	1
Turfing.	751	"	"	"	"	"	"	"	"	"
Metal work.	25534	"	"	"	"	"	"	881	12	4
Gravelling.	3014	"	"	"	"	"	"	"	"	"
Total Roadway.	50325	"	"	"	"	"	"	2393	1	5
Culverts.	14020	"	"	"	"	"	"	"	"	"
Mile and Furlong Stones and Avenues.	1060	"	"	"	"	"	"	160	"	"
Jungle clearing.	"	"	"	"	"	100	1	"	"	"
Total work.	65405	"	"	"	"	100	1	2553	1	5
Advances Recoverable.	"	"	"	"	"	"	"	"	"	"
Sundries and Supervision charges.	4615	"	"	"	"	826	1	4446	14	7
Grand Total.	70020	"	"	"	"	926	2	7000	"	"

1403	9	2	-	984	15	"	3899	13	3	-	17126	2	9	
"	"	"	"	"	"	"	"	"	"	"	751	"	"	
"	"	"	"	"	"	"	"	"	"	"	22262	3	5	
1474	14	8	-	915	1	7	3271	12	7	-	2962	7	3	
"	4	8	9	"	47	"	"	51	8	9	"	"	"	
2883	"	7	-	1947	"	7	7223	2	7	-	43101	13	5	
"	242	8	4	-	665	4	4	907	12	8	-	13112	3	4
"	"	"	"	"	"	"	"	160	"	"	-	900	"	"
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	100	1	"	-	100	1	"
"	3125	8	11	"	2612	4	11	8391	"	3	-	57013	15	9
"	"	"	"	"	162	15	6	162	15	6	-	162	15	6
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
"	2205	10	3	"	660	5	3	8138	15	2	-	3523	15	2
"	5331	3	2	"	3435	9	8	16692	14	11	-	57013	15	9
"	"	"	"	"	"	"	"	"	"	"	-	3686	14	8
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

Abstract showing the expenditure on each mile.

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Salary and Travelling
Allowance of the Overseer
(and his establishment)

Tools, furniture
{ and Stationery. }

Contingencies.

Total Sundries
and
Supervision Charges.

Governor's Agents' Office
Vizagapatam.
15th December 1894.

For Ag. Agent to the Governor.

REVENUE DEPARTMENT.

In a letter from the Collector and Agent to the
Governor, Vizagapatam, to the Secretary to the ^{Chief}
~~Government~~ ^{Government} ~~Commissioners of Land Revenue~~, Madras, No. T. H. B. 11
dated 2^d December 1894

ENCLOSURE No. 1

[V. G. P. 22-10-94-100]

T. F. D. No. 11/94
Agency.

6793
VIZAGAPATAM GOVERNOR'S AGENT'S OFFICE.

Dated 2^d December 1894.

From

F. D'A. O. WOLFE-MURRAY ESQ^R.

Ag. Agent to the Governor,

Vizagapatam District.

To

THE HONORABLE J. H. PRICE
Chief Secretary to Government

Madras.

Sir,

Referring to para 7 of Government
Order No. 2150 dated 4th September 1894,
I have the honor to report that nothing
has been done as yet to improve
the bad points on the Teypur-Nouran-
gapore road. The last year's season
was lost owing to Mr. French's illness.
After his return, he prepared plans
and estimates for putting in good
order the bad sections on the road
from Teypur to Borigumma 14 miles
at a cost of Rs 52996 which I recently
submitted to the Board of Revenues
for sanction. It is impossible to
do more than repair the bad parts
before the management terminates.
The

The road from Salar to Teypore is metalled throughout and is in good condition except near Salar where it was much neglected but is now being attended to by the Local Fund department.

2. The enclosed Statement shows in detail the expenditure made on the Rayaghada road up to the end of October last. I have just inspected the work myself.

Owing to paucity of funds, work on this road has been confined during the last three years (it began in November 1891) to three bad sections viz (1) Tammadivipit Ghat (20th and 21st miles) (2) Marri-ghati Ladda section (24th and 25th miles) and (3) The Rayaghada Ghat (30th mile). The last has almost been completed as a metalled road up to the site of the bridge while very fair progress has been made on the remaining two with the exception of

of culverts. Two bridges of 25 and 30 feet span costing Rs 5921. are wanted urgently in the 25th mile to make the second section fairly passable to carts while the first will be finished during this official year. But the Government allotment for the current year has been almost expended. There are also a few other bad points which require to be attended to on the 16th 18th and 19th miles of the road in order to make the road fairly passable to carts by the time the bridge is finished. These cost Rs 157 according to the estimate sanctioned by Government in Government Order No. 811 dated 12th August 1892. File.

3. The bridge work has advanced very satisfactorily indeed under Mr. Unger, Sub Engineer, sent there by Mr. Willock. He has had very many difficulties to contend with in the way of runaway cartmen and fever-stricken work-people but

about sticks well to his work and I
am in hopes it will be completed
before the next monsoon. Two piers
and two abutments have been
completed and are ready for
girders being put on them. Two
more piers one of which is to be
50 feet high which are required
for finishing the bridge will be
started in a day or two: and
the iron work is already at site.
I have ordered a small addition
to the work, viz. the blasting out
of rock at the right-angled turn
on to the bridge, this is fixed at
only 15 feet, but it ought to be
24 feet to ensure safety for carts.

A cart loaded with long bamboos
could not make the turn as at
present devised. Under these
circumstances I applied to the
Board for a special grant for
attending to the bad points specified
above

above and Rs 11703 have been granted
for the purpose from the Teypore
Estate funds (vide Board's Proce-
-dings N^o 5744 dated 17th October 1894). With
this and the small balance of
Government grant remaining still
on hand I hope to see the road in
fair order by the time the bridge is
opened for traffic, that is, next fasti-
4 There is one point which calls for a
special remark viz the enormous
increase under the head of supervision
and contingencies. The expenditure
is nearly double of the estimate
made for it. This is mainly due to
the purchase of tools costing Rs 3200
which was not provided for in the
original estimate and partly to the
work having dragged on too long for
want of funds. What aid could be
possibly be given from the ordinary
agency grant to push on the work
was granted (Rs 2000 in 1892) and
The Special Overseer engaged for
The

The road was delegated to other duty when there was no work on it.

5. I attach a statement marginally

16th, 18th and 19th miles - Earthwork on showing shortly two furlongs complete how the road and metal collected stands at present. for the same. There are still

20th mile - Earthwork completed many had for 4 furlongs and parts, in one of which I 400 cubic yards of recollect twelve metal collected. years ago, are

21st mile - Earthwork completed elephant bogged, on 1 furlong. No metal and it is little better now.

24th do. Earthwork completed Gradually on 7 furlongs and however, the metal is being spread. 2 culverts have been worst parts made. are being attend-

25th do - Earthwork completed ed to and over 5 furlongs. Metal got into shape with side drains, proper slopes and metal of

26th, 27th and 28th do - nil good quality

29th do - Earthwork completed throughout metal has been collected; will be spread. cube. The present

30th do - Earthwork completed lately by Mr Thornton, from furlong 1 to 5 1/3. The Senior Assist-
Gravel spread and ant agent has
rolled from furlong 2 to 5. been doing much
Metal spread. do. do. and good work,

Though he is not (or his contractor is not) sufficiently

sufficiently impressed with the idea that the centre of a road should always be higher than the sides, especially in a cutting. Government is certainly to be congratulated on having so good a road made so well and so cheaply in so difficult a country under the superintendence of a young amateur like Mr Thornton who never saw a road before. He gets a little help from Mr Unger but that officer is almost entirely taken up with the bridges and culverts. In any other district the full services of at least an assistant or Executive Engineer would have to be allotted for such a work.

6. On the whole if I remain in the district as long as a collector or in Vizagapatam ordinarily does, or even half that time, I fully expect to drive my tandem into Rayagada and perhaps even into Bisemhalak, 30 miles further on, at no long interval. I regret to say however that the local Fund portion of the road

road between Parnatipur and Cholla-
-padam has been neglected. In
five different places of more or
less space in the further half, it
is passable only with difficulty
for carts. No doubt this out of
the way corner has not had proper
attention from the District Board
officials. I am having it put right.
In most of this tract labour and
carts are difficult to procure; there
is little to eat and less water to
drink.

7. As reported in my letter no. 72/1230
of 13th October 1894. borings have yet to be
taken at the site selected for the
Holab bridge before plans and estimates
can be prepared. The Engineer in Chief
East Coast Railway is lending me
a set of boring apparatus for the
purpose, which will shortly be
despatched to site. I doubt if much
can be done in building this bridge
in the course of as short a period
as

as a year, of which only three or four
months possibly represent a working
season. There is no doubt that a
work of this importance and
the Teypore Palace besides the nume-
-rous other roads and their bridges
which require attention should
necessitate the employment by the
Raja of a first class European Executive
Engineer for his country when he
succeeds to his own in December 1895.

I have the honor to be
Sir

Your most obedient servant
Orville Murray
ag. Agent to the Government

80

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

189 .

READ AGAIN G.O., No.
 189 ,

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
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