1. Number of pages 20
2. Date of repair. 30.7.37
3. Initials of Repairer.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 18-3-57

G.O. No. 1585 Press Mis.

28 29

Dated 15 — 8 — 1857

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 18th August 1857.

No. 28. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 31st July 1857, No. 2564.

SIR,

1. With my letter No. 11053; dated 19th March 1857. I submitted to Government, two Reports from Lieutenant Harington, on portion of the lines of road from Russelcondah, viâ Moojoogudda, the Kalinghia Ghaut, and Tentilgudda to Koinjoroo, and from Russelcondah, viâ Moojoogudda, and Doorpinghia, to Coorminghia the principal points noticed being:

1st. That the most feasible route for a Cart communication between the Nagpore country and the Coast, in the Ganjam District, was the one viâ Kalinghia.

2nd. That Mr. Cockburn, the Superintendent of Tributary Mahals Cuttack, concurred in considering it to be so.

3rd. That Lieutenant McNeill had promised to undertake a survey and estimate of the line from Kalinghia to Koinjoroo.

4th. The progress that had been made on the road from Russelcondah, viâ Moojoogudda to Doorpinghia, on the sum of Rupees 7,000 sanctioned in Extract Minutes Consultation, No. 1212 dated 19th July 1856.

and 5th. That as the Coorminghia Ghaut was valuable to the Brinjarries and other traders, as well as to the Khoonds, and still further so, as the only route at present practicable for troops in case of disturbances, it was proposed, that a sum of Rupees 5,000, should be expended in improving it.

2. Government, in Extract Minutes Consultation No. 676, dated 15th April 1857, in passing orders on the above, noticed, that in Extract Minutes Consultation No. 415, dated 15th December 1853, a sum of Rupees 28,700, had been sanctioned for a road from Russelcondah to Koinjoroo, whence a road is projected to Sonepoor, a town lying in the fork formed by the confluence of the Tilnady and Mahanuddy in the Bengal Presidency &c., and requested me to report, after communicating with the District Engineer, whether it would not be better to spend the Rupees 5,000, on the proposed new Ghaut, the Kalinghia, rather than on the Coorminghia.

3. In a letter dated 18th April 1857, Lieutenant McNeill the Officiating Agent Hill Tracts of Orissa, reports on the practicability of making a good road from Moojoogudda, via Doorgapersaud, to Koinjoroo, roughly estimating the cost as follows.

From Moojoogudda to Doorgapersaud, between 7 and 8 miles, through heavy jungle, at Rupees 700 per mile	5,000
5 miles of Ghaut from Doorgapersaud to Kalinghia, at Rupees 5,000	25,000
From Kalinghia to Koinjooroo 15 miles at Rupees 700	10,500
Total Rupees...	40,500

Forty thousand, and five hundred. Rupees 500 per mile is considered ample for making in the low country, a road 6 yards wide, and passable for carts at all seasons.

4. The late Acting District Engineer of Ganjam, Lieutenant F. Moberly, is satisfied of the correctness of Lieutenant McNeill's report, and suggests, on sanction for the line being accorded, that a detachment of Sappers should be employed on the Ghaut, that 3 or 4 Elephants should be placed at the Executive Officer's disposal, and further, that Medical aid will be necessary, as also the attendance of Peons, and Sibbundies, to give the people confidence against Khoond aggressions.

Letter No. 407, 22nd April 1857.

5. In a subsequent letter No. 513; dated 28th May 1857, Lieutenant Harington then in charge of the District, with reference to para. 3 of Extract Minutes Consultation No. 676, dated 15th April 1857, notices, that Lieutenant McNeill agrees with him in considering it unadvisable to expend any money on the Coorminghia, if it is contemplated to open the Kalinghia Ghaut, the distance between the heads of the two Ghauts, being only 2½ miles.

6. With a letter No. 695, dated 8th Instant, Lieutenant Harington forwards a Sketch Map, shewing the lines from Russelcondah to Coorminghia and Koinjoroo respectively; and a second Map, showing the proposed lines of road though the Kimedy country, is to be submitted on the receipt of certain information to be furnished by the Collector.

7. From what has been stated I am quite of opinion, that it will not be advisable to lay out any money in improving the Coorminghia Ghaut, and that with the exception of completing the timber bridges between the foot of the Ghaut and Moojoogudda, operations should be confined entirely to the formation of a good line from Moojoogudda (up to which the road has already been made from Russulcoada) viâ Doorgapersaud, Poongoolee, Kalinghia, and Tentilgudda, to Koinjoroo, as shown in the accompanying Sketch Map, the line to be continued from Koinjoroo to Sonepoor &c.

8. Public works having now been stopped for a time, the Acting District Engineer will be able to give his attention to the early preparation of an Estimate for this road, and as the balance of the original sanction would go far to opening up a passable trace for cattle through the Kalinghia Ghaut, I would suggest, that the same, on the restriction to expenditure being withdrawn, be placed at the Acting District Engineer's disposal.

9. From the balance of Rupees 14,465, forming item No. 8 in Statement No. 2 of the Current Budget, on the original estimate of Rupees 28,700 (sanctioned in Extract Minutes Consultation No. 445, dated 15th December 1853,) deducting Rupees 7000, sanctioned in Extract Minutes Consultation No. 1212, dated 19th July 1856* for the line from Moojoogudda to Coorminghia, will leave Rupees (7,465) seven thousand four hundred and sixty-five, for commencing operations on the new lines.

* Referred to in Extract Minutes Consultation No. 676, of 15th April 1857, as No. 341 dated 16th July 1856.

No. 29. ORDER THEREON, No. 1585; dated 15th August 1857.

In passing orders upon a reference from the Chief Engineer dated 19th March 1857, No. 11053, respecting the portion of the road from Nagapoor to the Coast which lies between the boundary of the Madras Presidency and Russelcondah, Government in Extract Minutes Consultation No. 676 dated 15th April 1857, requested the Chief Engineer to report whether it would not be better to spend the Rupees 5,000 on the proposed new ghaut to Kalingia than upon the old track viâ Coormingia, which would be abandoned on the formation of the new road. They also requested that the Chief Engineer would favor them with his professional opinion in forwarding the plans and estimates for the construction of the road that might be ultimately determined upon from the foot of the Hills to Konjoro.

Para. 5.
* Letter to Chief Engineer No. 613 of 28th May 1857.

2. In the letter above recorded, the Chief Engineer states that both Lieutenant Harrington* and Lieutenant McNeill consider it unadvisable to spend money upon the Coormingia ghaut if it is in contemplation to open another situated so near to it as that to Kalingia. This part of the question is thus set at rest; and Government have only to remark that the application would seem to have been made in the first instance without much consideration.

3. In para. 3, Colonel Faber states that Lieutenant McNeill has reported the practicability of making a good road from Mojogode, viâ Doorgaprasaud to Konjoro, at a cost of Rupees 40,500; at the rate of 5,000 Rupees per mile for the 8 miles of ghaut, and 700 Rupees per mile for the rest. Lieutenant Moberly expresses himself satisfied of the correctness of Lieutenant McNeill's estimate; but part of it appears to the Chief Engineer to be too high. The District Engineer further suggests that a detachment of Sappers should be employed on the ghaut, that 3 or 4 Elephants should be placed at the Executive Officer's disposal, and also considers "that the attendance of a Medical Officer will be necessary, as well as "of Peons, &c., to give the people confidence against Khond aggression."

Chief Engineer para. 4.
District Engineer to do. No. 407 of 22nd April 1857.

Chief Engineer para. 4.

4. The Chief Engineer is of opinion that with the exception of completing the timber bridges between the foot of the ghaut and Mojogode, operations should be confined entirely to the formation of a good line from Mojogode viâ Doorgaprasaud, Kalingia, and Tentilguda to Konjoro.

Fort Saint George, Public Works Consultation of 18th August 1857.

5. The Government are satisfied from what has been said that it is advisable to have an accurate estimate framed for the road from Kalingia to Konjoro, and they direct that this be at once done. But as regards the section from Mojogode to Kalingia, much confusion and difficulty has been caused by the sketch Map submitted by the Chief Engineer.

E. M. C. of that date No. 1212, para. 1.

6. On 19th July 1856, 7,000 Rupees was granted for opening a road from Russelcondah to the foot of the Coormingia ghaut, i. e. Durpungea; a distance of 14 miles, and the completion of the road, thus far, with the exception of the wooden bridges, was noticed in Extract Minutes Consultation No. 676 of 15th April 1857. From *Durpungea*, Government expressed themselves willing to allow the diversion of the road *from* the Coormingia pass, as first intended, *to* the Kalingia pass, on account of the minor gradient of the latter. The only portion to be changed, was thus to be that from Durpungea to Kalingia; both of which places lie in the road, which-ever ghaut be adopted.

Para. 7.

7. Lieutenant Harrington's sketch Map gives a widely different view of the case. According to it, the new bandy road is to be taken from Mojogode, *abandoning the completed portion from that place to the foot of the ghaut altogether*. The road from Russelcondah to Coormingia is likewise represented to be in one uniform state, which is not the case. It was before reported to be made to Durpungea; the Chief Engineer now says it is only made to Mojogode; at any rate it is certainly not made up the Coormingia ghaut.

Vide E. M. C. No. 676 of 15th April 1857, para. 2.

8. Another circumstance connected with the sketch Map requires remark. In his letter to the Chief Engineer dated 20th February 1857 Lieutenant Harrington reported that the new Kalingia ghaut led from the same place as the Coormingia ghaut. According to the sketch Map Doorgaprasaud is not on the old road leading up the Coormingia pass at all. Government direct that full explanation be furnished at an early date, in order that no time may be lost in finally determining on the route to be adopted. Meanwhile the estimate can be framed as above directed for the road beyond Kalingia; and for the ghaut itself which will be traversed under any circumstances.

(Signed) H. FORBES,
Acting Secretary to Government.

Central Office of Pub. Works
Fort St. George 31st July 1857.

No. 2554

From

The Chief Engineer

Public Roads

To

The Secretary to Government

Public Works Department.

Sir,

1. With my letter No. 1053, dated 19th March 1857, I submitted to Government two Reports from Lieutenant Harington, on portions of the lines of roads from Russelcondah, viâ Moosoogudda, the Kalinghia Ghaut, and Sentilgudda to Komjoroo, and from Russelcondah, viâ Moosoogudda, and on Doorsinghia to Coorminghia, the principal points noticed being:-

1st That the most feasible route for a Cart Communication between the Ryepore Country and the Coast, in the Ganjam District, was the one viâ Kalinghia.-

2d That Mr. Cocksburn, the Superintendent of Tributary Mahals Cuttack, concurred in considering it to be so.

3d That Lieutenant McNeill had promised to undertake a Survey and Estimate of the

5 Enclosures
1 Letter from the Asst. Collr. Ganjam dated 22d April 57 No 207 with 1 Enclosure
1 do from the Ex. Engr. Ganjam dated 17th June 57 No 373 with 3 Enclosures
1 Sketch Map

than upon the old

the line from Kalinghia to Koonjoroo.—

4th The progress that had been made on the road from Russelcondah, viâ Moojooguddas to Doorgapeirsaud, on the sum of Rupees 7000. Sanctioned in Extract Minutes Consultations, No. 1212 dated 19th July 1856.—

5th That as the Coorminghia Chaut was valuable to the Bengarees and other traders, as well as to the Khoonds, and still further so, as the only route at present practicable for Troops in case of disturbances, it was proposed, that a sum of Rupees 5000 should be expended in improving it.—

6. Government, in Extract Minutes Consultation No. 676. dated 15th April 1857, in passing Orders on the above, Noticed, that in Extract Minutes Consultation No. 445. dated 15th December 1853, a sum of Rupees 28,700. had been sanctioned for a road from Rupulcondah to Koonjoroo, whence a road is projected to Lonepoor, a town lying in the forks formed by the confluence of the Telnady and Mahanuddy in the Bengal Presidency 10 m. and requesting to be informed, after Communicating with the District Engineer, whether it would not be better to spend the Rupees 5000. on the proposed new Chaut, the Kalinghia, rather than on the Coorminghia.—

3. In a letter dated 18th April 1857, Lieut. McNeill

McNeill

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McNeill, the Officiating Agent. Hill Tracts of Orissa, reports on the practicability of making a good road from Moojooguddas, viâ Doorgapeirsaud, to Koonjoroo, roughly Estimating the Cost as follows.

From Moojooguddas to Doorgapeirsaud, between ... 78 Miles, through heavy jungle, at ... Rupees 700 per Mile ——— 5,000.

5 Miles of Chaut from Doorgapeirsaud to ... Kalinghia, at Rupees 5000 ——— 25,000.

From Kalinghia to Koonjoroo 15 Miles at Rupees 700 ——— 10,500.

Total Rupees 40,500

Forty thousand, and five hundred - Rupees 500. per Mile is considered ample for making in the low Country, a road 6 Yards wide, and passable for Carts at all seasons.—

Letter No. 407. 22d April 1857

4. The late Acting District Engineer of Ganjam, Lieutenant F. Moberly, is satisfied of the correctness of Lieutenant McNeill's report, and suggests, on sanctions for the line being accorded, that a detachment of Sappers should be employed on the Chaut, that 3 or 4 Elephants should be placed at the Executive Officer's disposal, and further, that Medical aid will be necessary, as also the attendance of Peons, and Sibbundies, to give the people confidence against Khoond aggressions.—

In

5. In a subsequent letter No. 513, dated 28th May 1857. Lieutenant Harington then in Charge of the District, with reference to para 3 of Extract Minutes Consultations No. 676. dated 15th April 1857, notices, that Lieut. McNeill agrees with him in considering it unadvisable to expend any money on the Coorminghies, if it is contemplated to shew the Kalinghia Ghaut, the distance between the heads of the two Ghauts, being only 2½ Miles.—

6. With a letter No. 695. dated 8th instant, Lieut. Harington forwards a Sketch Map, shewing the lines from Russulcondah to Coorminghies and Koonjooroo respectively; and a Second Map, shewing the Improved lines of road through the Hilly Country, as to be submitted on the receipt of certain information to be furnished by the Collector.—

7. From what has been stated I am quite of opinion, that it will not be advisable to lay out any money in improving the Coorminghies Ghaut, and that with the exception of completing the timber bridges between the foot of the Ghaut and Moogoogudda, operations should be confined entirely to the formation of a good line from Moogoogudda [up to which the road has already been made from Russulcondah] viâ Doorgapersaud, Poonagoodem, Kalinghia, and Tentlegudda, to Koonjooroo, as

as shown in the accompanying Sketch Map, the line to be continued from Koonjooroo to Loonapoor &c.—

8. Public works having now been stopped for a time, the acting District Engineer will be able to give his attention to the early preparation of an Estimate for this road, and as the balance of the Original Sanction would go far to opening up a passable trace for Cattle through the Kalinghia Ghaut, I would suggest, that the same, on the restriction to expenditure being with drawn, be placed at the acting District Engineer's disposal.—

9. From the balance of Rupees 14465, forming item No. 8. in Statement No. 2 of the Current Budget, on the original Estimate of Rupees 28700. Sanctioned in Extract Minutes Consultation No. 145. dated 15th December 1853. deducting Rupees 7000. Sanctioned in Extract Minutes Consultation No. 1212 dated 19th July 1856. for the lines from Moonjooguddah to Coorminghies, will leave Rupees 7465 Seven thousand four hundreds and Sixty five for commencing operations on the near lines.—

+ referred to in Extract Minutes Cons. No. 676 of 15th April 1857 as No. 341. dated 16th July 1856.—

I have the honor to be,
Sir,
Your most Obedient Servant.
W. Eaton Colonel
Chief Engineer

W.E.
A.D.C. Engr. N.C.

No. 1585

P.W.D.

11

Extract from the Minutes of Cons.
under date 15th Augt. 1857

Read letter from the Chief Engineer. No 2564 of 31. July 1857.

In passing orders upon a reference from the Chief Engr. dated 19 March 1857 No 11053, respecting the portion of the road from Nagpoor to the Coast which lies between Russellkonda and the boundary of the Madras Presidency and Russellconda for in EMC No 676 dated 15 April 1857 requested the Chief Engineer to report whether it would not be better to spend the Rs 5000 on the proposed new Ghât to Kalingia than upon the old

back via Koomingia, which would be abandoned on the formation of the new road. They also requested that the Chief Engineer would form them with his professional opinion in forwarding the plans and Estimates for the Construction of the road that might be ultimately determined upon from the foot of the Hills to Konjoo.

2. In the letter above recorded the Ch. Sy. states that both Lieut Hampton + Lieut. MacNeill consider it undesirable to spend money upon the Koomingia Ghat if it is in contemplation to open another situated to near Dil or Ghat to Kalingia. This part of the question is thus

P.S

+ Letter D Ch. Sy. No 513 of 28 May 1857.

Cf. Sy. b 4
Dist Sy. D 90 to 40 of
22 April 1857.

set at rest; and I have only to remark that the application would seem to have been made in the first instance without much consideration.

In P. S. Col. Jakes states that Lieut MacNeill has reported the practicability of making a good road from Mooshagunda via Doorga Prasad to Konjoo, at a cost of Rs 40.500; at the rate of 5000 Rs per mile for the 8 miles of Ghat, and 700 Rs per mile for the rest. Lieut Mobely & myself perfectly satisfied with the correctness of Lieut MacNeill's estimate; but Lieut Bartlett appears to the Ch. Sy. to be too high. The Ch. Sy. further suggests that a detachment of Sappers

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should be employed on the ghât, that 3 or 4 Elephants should be placed at the Executive Offr's disposal, and [illegible] considers "that the attendance of "a Medical Officer will "be necessary, as well "as of Peons &c, to give "the people confidence "against Rhond-y- "Sepoys."

6. The Chief Engineer is of opinion that with the exception of completing the timber bridges between the foot of the ghât and Mooch-pada Ranteons should be confined entirely to the formation of a good line from Mooch-pada via Dooga-Jaiwad, Kalinjia, Tentilpada to Koin-jro.

5. The Govt are satisfied from what has been

said that it is advisable to have an accurate Estimate framed for the road from Kalinjia to Koinjao, and they direct that this be al- done once ~~carried out~~. But as regards the section from Mooch-pada to Kalinjia, much confusion and difficulty has been caused by the sketch map submitted by the Ch. Engr.

Ellis Journal date 16 1812 para 1.

6. On 19 July 1856 700 Rupees was granted for opening a road from Rupelkunda to the foot of the Koo-munjia Ghât, i.e Doorpunjia; a distance of 14 miles, and the completion of the road, thus far, with the exception of the wooden bridges, was noticed in Ellis No 676 of 15th April 1857: from

Doorpingia, Govt expected themselves willing to allow the diversion of the road from the Coorningia Pass, as first intended, to the Kalingia Pass, on account of the more gradient of the latter. The only portion to be changed, was that the Govt from Doorpingia to Kalingia; both of which places, lie on the road which was first adopted.

7. Lieut Barrington's sketch map gives a widely different view of the case. According to it ~~that document~~, the new Bandy road is to be taken from

Poochapunda, abandoning the completed portion from that place to the foot of the Ghat altogether. The road from Rupelkunda to Coorningia is likewise represented to be in one uniform state, which is not the case. It was hoped reported to be made to Doorpingia; the Chief Sec[y]. now says it is only made to Moochapunda; at any rate it is certainly not made up the Coorningia Ghat

7. In other circumstances connected with the sketch map requires remark. In his letter of the Ch: Sec[y] dated 2d Feb 1837. Lieut Barrington reported that

Ved. SdlC No 676 of
15th/57 Para 2

the new Kalinjia ghât
lead from the same
place as the Koonmin-
jia ghat. According
to the sketch map, Doon-
japrasâd is not on the
old road leading up the
Koonmjia pass at all.
Govt direct that full
explanation be furnished
them at an early
date: in order that no time
may be lost in finally
determining on the
route to be adopted.
Meanwhile the Estimate
can be framed as
above directed for the
road beyond Kalin-
jia: and for the
ghât itself which
will be required
under any circum-
stances

Sept 6

G Cpl to the Chief Engr
with 4 Encls
Oct 17

C. Lang Esq

Cons 25th April 57 £114 — 45
" 22d July — 50 — 57
" 29th Dec — 50 — 2 05

62

Copy in a Lr to E
of 11th November 1858 No 1

Public Works 1857 Dft No
Pay to Cons 18th Augt

C-F 1535.

Extract Minutes of Cons
of 15th August 57.

From the Chief Engr of 29 Augt 57
Qr No 1728 in favr of [illegible]
Com Dr [illegible]

26 Jany 58

Requiring Explanation
in formation given, on the
proposed Line of Railway
to join Madras Railway
at Beauvoir, Chittoor
and Tindigul to Coimbatore
Coimbatore with the Engineer
Districts

A. 28. 29.