1. Number of pages. 28
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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 676 Press Mis.

44-45

Dated 15-4- 1857

Not to be folded or roughly handled

No. 44. Read the following letter from Colonel C. E. FABER, Chief Engineer ; to H. FORBES, Esq., Acting Secretary to Government, dated 19th March 1857, No. 11053.

SIR,

1. With reference to Extract from the Minutes of Consultation, No. 341, and Chief Engineer's Proceedings 7222, dated 16th July 1855, and 14th October 1856 respectively, I have the honor to forward copies of letters, Nos. 193, and 194, dated 20th Ultimo, from Lieutenant Haring-

Letter No. 193 from Executive Engineer Ganjam dated 20th February 1857.
Do 194 dated " "
Do 141 from Lieut. McNeil dated 17th October 1856.

ton, Executive Engineer in charge of the Ganjam District, containing reports on a portion of the line of road from Russellcondah viâ Tendilgedda to Koinjoroo, and on the Coormingiah ghaut.

2. In his letter No. 193, in para. 2, Lieutenant Harington observes, that the most feasible route for a cart communication between the Nagpore country and the coast in the Ganjam District, is, viâ Russellcondah and Koinjoroo to Sonepore, where a high road is met.

3. In para. 3 Lieutenant McNeil when Acting in charge of the Meriah Agency, recognizing the value of the communication, addressed Mr. Cockburn, the Superintendent of Tributary Maliahs Cuttack (in whose jurisdiction the line from Koinjoroo on the Ganjam boundary to Sonepore lies) on the subject. Mr. Cockburn fully concurring in

Letter No. 141, dated 17th October 1856.

Lieutenant McNeil's views, promised, to solicit the co-operation of the Bengal Government in carrying out the road, and Lieutenant Harington, very justly observes, that without the extension to Sonepore, it would be useless to make a good road at a great expense, terminating at the wild and insignificant village of Koinjoroo.

4. In para. 4 Lieutenant Harington expresses regret, at being unable to give an opinion on the whole line to Koinjoroo, his attention having been called to other duties, but is of opinion, that the Coormingiah ghaut, the gradients of which in parts, are now 3 and 5 in 1 in a dense jungle, cannot be made practicable for a cart traffic, except at a very great and unnecessary expense. He is further of opinion, that the line should be taken from Russsellcondah, viâ Moogoogedda(to which the road is already made) to Doorgapersaud, at the foot of an old ghaut, the distance between the latter places being 7 miles through a wild, but practicable country. The ghaut from Doorgapersaud, viâ Pongolee to Kalinghia, is stated to be remarkably easy.

5. Lieutenant McNiel has promised to undertake a survey, and prepare an estimate for the road from Kalinghia, viâ Tendilgedda to Koinjoroo.

6. The ghaut from Doorgapersaud noticed in para. 4, is stated to be an old robber pass, and its gradients being about 1 in 30, it requires little to be done to open it, beyond clearing the heavy jungle, and blasting some rocks the country however is too feverish to allow of work being carried on from March to October, so that no survey can be undertaken at present.

7. It will be observed, that the information required by Government is not fully furnished, but Lieutenant Harington will forward a further report as soon as practicable.

8. In his letter, No. 194, Lieutenant Harington reports the progress made since September last, on the road from Russellcondah, viâ Moojoogedda to Doorpinghia at the foot of the Coorminghia ghaut, on the sum of Rupees (7,000) seven thousand sanctioned in Extract Minutes Consultation, No. 1847 dated 10th October 1856, and in again noticing the difficulty of opening a cart road up the Coorminghia ghaut, which is between 4 and 5 miles in length, expresses an opinion, that no fresh trace should be made, but that preference should be given to the ghaut from Doorgapersaud to Kalinghia.

9. As the Coorminghia ghaut however is 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, I beg to support Lieutenant Harington's recommendation, that Rupees (5,000) five thousand, should be sanctioned for repairing it when possible.

10. The subject of this letter will be again brought before Government, on my receiving from the District Engineer of Ganjam, the surveys and estimates for the road, and ghaut, from

Moojoogudda viâ Doorgapersaud, Pongolee, and Kalinghia, to Koinjooroo, but in consquence of the time that is likely to elapse before these can be prepared, I have considered it expedient not to delay the submission of Lieutenant Harington's interesting reports.

No. 45. ORDER THEREON, No. 676; dated 18th April 1857.

Para. 1. In Extract Minutes of Consultation of 15th December 1853, No. 445, Department Public Works, a sum of Rupees 28,700 was sanctioned for the formation of a road from Russelcondah to Koinjoro, whence a road is projected to Sonepoor, a town lying in the fork formed by the confluence of the Tilnady and Mahanady in the Bengal Presidency. The object of the sanction was that a direct line of communication might be provided from Nagpoor to the Coast. In November 1856, Rupees 14,234 of this sum were reported to have been expended, leaving Rupees 14,466. The first route proposed was from Russelcondah viâ the Gullery Valley to Chokapad, this was subsequently abandoned on account of the extreme unhealthiness of the route; and the line viâ Moochagudda and the Koormingia pass adopted in its stead.

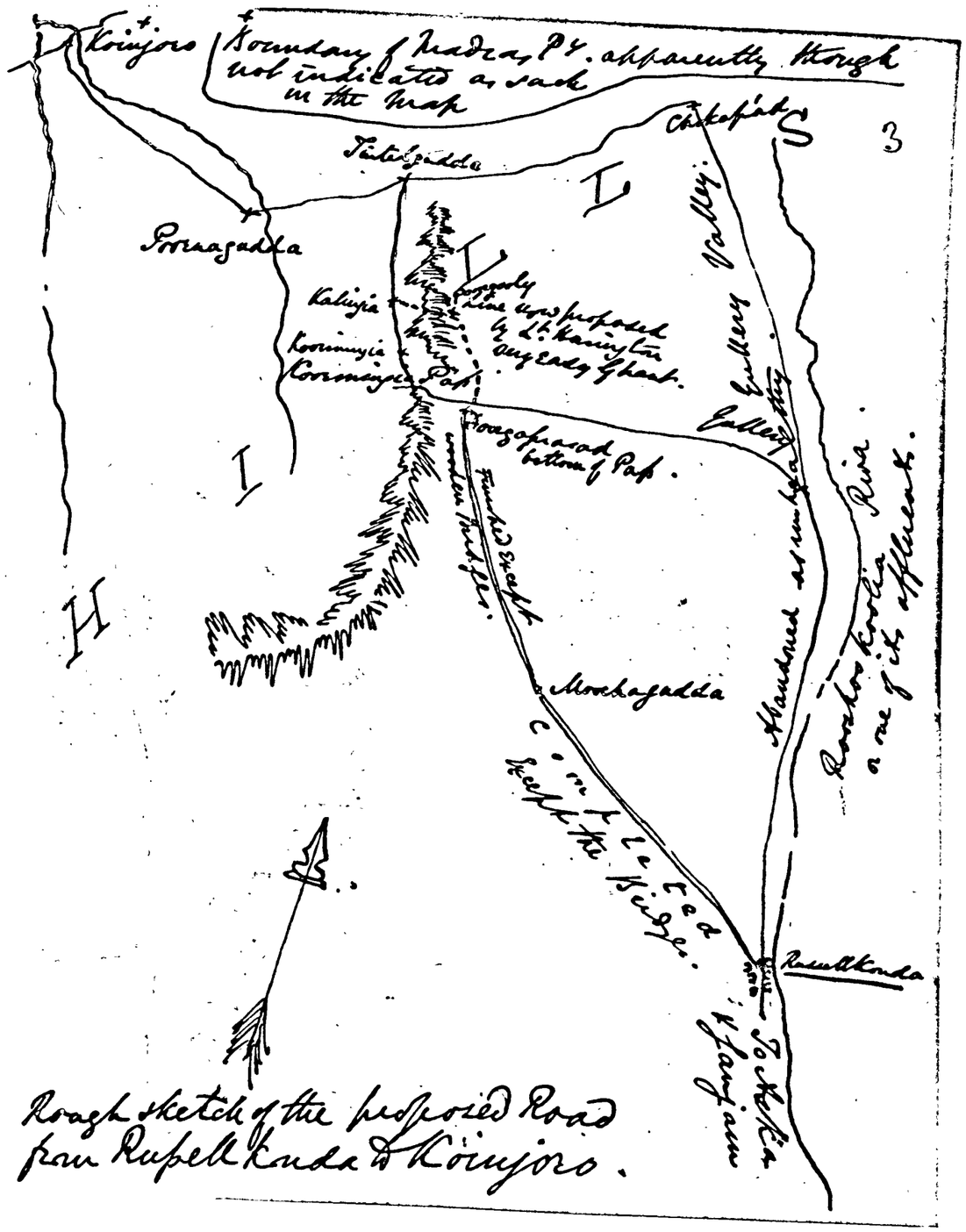
In Extract Minutes Consultation dated 10th July 1856, No. 341, 7,000 Rupees were permitted to be laid out on this latter line, from the remainder of the original sanction, and the road has now been completed from Russelcondah as far as the foot of the pass, with the exception of wooden bridges, the speedy construction of these is anticipated on the return of Captain MacNeil (Meriah Agency) from his Hill tour.

2. In his letter to the Chief Engineer dated 20th February 1857, Lieutenant Harington reports that he has examined the Koormingia pass; and he states his opinion that it will be impracticable for bandy traffic except at an enormous expense, the gradients of the pass varying from 1 in 3 to 1 in 5, through dense jungle. Under these circumstances, he endeavoured to discover another more eligible line for a pass, and he seems to have been successful; for he inspected an old Robber pass leading from the same place, Doorgaprasad, at the foot of the Hills that the Koormingia pass does, and joining the path from Koormingia to Tintelgudda at a place called Kalingia. The gradient of this line is only about 1 in 30. Lieutenant Harington has not been able to undertake any further inspection, but Lieutenant MacNeil has engaged to prepare an estimate and survey from Kalingia to Koinjoro. Government will therefore postpone their decision until the plans and estimate are received, and the Chief Engineer has afforded them the benefit of his professional opinion as to the line to be ultimately adopted as directed in Extract Minutes Consultation of 16th July 1856, No. 341 and 10th October 1856, No. 1847, P. W. D.

3. But meanwhile, a sum of Rupees 5,000 is asked for, for the repair of the Koormingia pass. Owing to its extremely steep gradient, the rush of water down it is said to tear up the path in such away as to make it almost impracticable for loaded bullocks; and it is the only pass practicable for Troops in case of disturbances. The Chief Engineer supports the District Engineer's request.

But it appears to Government that it would be better to spend the 5,000 Rupees upon the new pass, provided it could be made practicable for that sum. If so laid out the money will be saved, as so much in advance on the new estimate, and it does not appear that much good would be gained by spending the money on the Koormingia pass, in which, owing to the great natural difficulties to be overcome, very little could be effected with so small a sum, and that little would, if the District Engineer's account of the line be correct, be certainly rendered unavailing by the action of the first monsoon. The Chief Engineer will accordingly ascertain and communicate to Government the opinion of the District Engineer on the views now expressed by the Government.

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



District Engr Office Ganjam
Camp Aska 20th Feby 1857.

No 194.

From

Lieut.t C H Harington
Executive Engineer in charge
Ganjam District

To

The Chief Engineer
D.P.W.
Fort St George.

Sir

I have the honor with reference to Extract from your Official Memo. No 17 of 23d. Ultimo, subject as per margin to state, that within the last 6 months a Road has been cut through thick jungle 14 miles, and proposed from Rupell on the Coomunghia to Ichaut.. This line was sanctioned by Government, in Ext.t Mems Cons No 1847, 16th October 1856 on a letter from Major Birdwood, Civil Engineer of 16th July 1856, No 486, and Rupees 7000 being Rupees 500 per mile for 14 Miles were placed at disposal of Lieut.t McNeill Officiating Agent Kelle Tracts of Orissa for making a Road through Jungle 6 yards wide, with jungle felled for 36 yards wide, complete with wooden bridges.. The line was commenced in September 1856, and with the exception of the wooden Bridges has been completed to Doorpunghia at the foot of the Coomunghia Ghaut. It is hoped, that on Lieut.t McNeills return in a few days from his Hill Tour, the line will be quickly bridged under his Superintendence, and made available for Carts as it now is for Cattle & foot passengers..

Request to expedite Report on Coomunghia Ichaut vide to an Extract from Captain McVicar's Report called for in Ex: Mems: Cons July 16th 1855 No 314

I inspected the Coomunghia Ichaut on the 13th November with Lieut.t McNeill, and as its grade is

is very steep 1 in 3 and 1 in 5 its repairs are difficult owing to the wash of water down it, which tears up the stones in such a way as to make it almost impassable for a loaded Bullock to keep its footing. The check drains and water tables are choked and useless. I do not think a fresh [redacted] should be made here; I have elsewhere recommended a new chaunt. It is difficult now to attempt any repairs to this chaunt, for the Country from March to November is very feverish, but I would recommend a sanction of Rupees 5000 five thousand being made available, so as to admit of repairs being made when possible.

I fear however it may not be possible to do much before the cold weather, which is considered healthy, & then, a few Sappers & picked native Coolies might do a great deal. If this the amount might be made available, so as admit of work, should opportunity offer.

The Chaunt is between 4 and 5 miles long, and is valuable for the Bunjarries, and other traders, as well as Khonds, ascending and descending. It is also valuable as being the only made Chaunt we have for troops in case of disturbances.

For Bandies, it is quite impracticable and a Cart Road to Kompiroo and Nagpore Country must, I think, be sought for by another Chaunt

I have the honor &c.
(Sd) C. H. Harington Lieut.
Coe Engineer in charge
Ganjam District

No 193.

"Measured references"

District Engineers Office
Camp Aska 28th February 1857.

No 193.

From

Lieutenant C. H. Harington
Executive Engineer in charge
Ganjam District

To The Chief Engineer
D. R. W.
Fort St George

Sir,

I have the honor to acknowledge your letter No 24 of 10 instant, subject as per margin, and in reply, to offer as much information on the points alluded to in the Minute of Cons: referred to, as I at present can.

Requesting information on a reference from Govt. regarding line of road from Chikakola to Komjiroo, vide Sy: Mins: Cons: No 1847 of 10 October 1856 and Cot: Proceedings No 7222

2. There cannot be a doubt that it is a most desirable project to open a Cart communication between the Nagpore Country and the Coast in the Ganjam District. At present none such exists. From careful enquiry that I have made, I believe the most feasible route is via Russelconda and Komjoorroo to Soneepoor where a high road is met.

3. Komjoorroo is itself a small jungle village, and is in debt a good road so far is useless, unless it is continued on the same scale. Lieut. McNeil then Acting in charge of the Meenah Agency, recognising the value of the communication, addressed on the subject Mr. Colvin the Superintendent of Tributary Mahals Cuttack, in whose jurisdiction the line from Komjoorroo (our boundary) to Soneepoor lies

Mr

Mr Cockburn (a copy of whose report I annex) entered fully into Lieut. McNeill's views and promised to solicit the co-operation of the Bengal Govt. Unless this co-operation is granted, and unless a road is carried beyond our limits to any place like Sonchoor, no results of value would be effected. I cannot but think it would be useless expending a large sum of money on a road at great expense terminating in a mile or two in a insignificant Village.

5. Regret I cannot now give an opinion on the whole line to Ramjoroo, but will state as much as I have seen. In November last, I accompanied Lieut. McNeill about the Ghauts being anxious to ascertain the practicability of opening a Ghaut for bandies. I do not think the Corrunnghia Ghaut can be made practicable except at a very great and unnecessary expense. It is now in part 3 and 5 bone, and in very dense jungle. The line should be from Rupsel on Sah via Moojoogudda (to which the road is made) to Edunda, Putta Deoranam, to Doogapersand at the foot of Ghaut. from Moojoogudda to Doogapersand is 7 miles through solid but practicable country. from Doogapersand the Khoonds shewed Lieut. McNeill and myself a remarkably easy Ghaut via Pongalon to Kalinghia. We did not actually go to Kalinghia, but very near it, and the Khoonds said there was no more Ghaut to ascend. From the point where we reached the top

of the Ghaut, we returned via the Corrunghia Ghaut to Corrunghia. Lieut. McNeill has promised to see, Survey and make an Estimate for the line from Kalinghia via Tentulgudda to Ramjoroo. He is expected to return to Rupsel on Sah about the end of this month, and as soon as possible, I shall forward a Report on his inspection of the country. I should have gone with him myself to Ramjoroo, but duties connected with the Court at Aska rendered it quite impossible for me to do so.

6. The Ghaut which Lieut. McNeill and myself ascended via Pongalee was remarkably easy. I believe it has never before been shewn to Europeans, it has been known amongst the Khoonds as a "Pherica" Ghaut used by stealth for Rebels & Robbers. It is generally of a grade of, I should say, about 1 in 30, and needs little but clearing the heavy jungle and blasting some Rocks.

7. The Country, though as far as I have seen it, is not difficult, is far too feverish to work in from March to October. I cannot recommend Surveys now, but I hope when I have met Lieut. McNeill and heard his report of the remainder of the line, to be able to speak with some certainty, as to the practicability and probable expense of completing the line to Ramjoroo.

8. Though this letter is by no means a full reply to the reference of Government, yet I have thought it best to state as much as I can

pass over, and will forward information on the remaining points as soon as I can..

I have &c
(Sd) E H Hamilton Lieut.
Ext Engr in chr Sangam District..

Camp Peka
20th February 1857

No 141.

Office of Supt. Triby. Mehals Cuttack Dec.
Cuttack the 17 October 1856..

To

Lieut. McNeil
Asst to the Hill Tracts of Aripa..

Sir

I have the honor to acknowledge the receipt of your letter No 236 dated the 23d Instant, and in reply to inform you that Lieut. Wylds road has been totally neglected ever since its riginal construction, and in consequence many of the Bridges are broken down, while the road is strewn with stones and much cut up, so that it is not capable of being used by carts without the greatest difficulty during any portion of the year, tho' bullocks traverse it in great numbers in the dry weather..

2 The Route is a very important one not only for the development of the resources of the country in general but also as affording the means of access to the heart of the wilds tracts inhabited by the Khonds..

* From Soneipore to Koongorroo..

The

3 The road when complete as proposed in your letter will enable thousands of Salt, Grain, and other traders, from Baad, Sohnpore, Sumbhapore, and other parts under the management of the Superintendent of Tributary Mehals; South west frontier Agency and Commissioner of Nagpore to pass into Goomsoor and down to Sangam and other places on the Sea board, and will have most beneficial results, on the commerce of an enormous extent of Territory, the productions and manufactures of which are at present almost debarred by the want of convenient outlets: from leaving the villages in which produced or manufactured..

4 In the same way increased facilities of communication would enable the Merchants of Sangam and Goomsoor to find a new market for such articles, as are required by the inhabitants of the extensive tracts referred to..

5 This interchange would greatly tend to the common prosperity of the Country in general..

6 But more especially is the construction of the proposed road desirable on account of the direct influence it will have in bringing the wild Khond tribes into closer connection with their more civilized neighbours and the importance

of

of the road in this point of view cannot be exaggerated..

7 To Government the advantages will be great enabling us the more easily to quell any rebellious outbreak by being able to move Troops into the Country now almost inaccessible..

8 On these grounds I have no hesitation in promising my hearty support & recommendation to the road being continued from Konjoro to Sohipore on the same scale as that on which it may be constructed on the Goomsur side.. I have already addressed the Chief Engineer & the Government of Bengal accordingly..

The road in question when completed will join the old Sumbhulpore and Cuttack road on the right bank of the Mahanuddy and now about to be reconstructed.

I have &c..

S/ J Y Lockburn
Offg Supt. Angul Mehals

True Copy
S/ A L McNeill Lieut.
Offg Agent Hill Tracts of Orissa

True Copy
S/ C H Harington Lieut.
Asst Engr in Ch. Sanjoan &c.

True Copies

A Fraser Colonel
Chief Engineer.

Encl

Public Works Dept.

No. 676

Extract from the Minutes of Consultation
15th April
Under date the ~~March~~ 1857.

Read the following
letter from the Chief Engineer

Forwarding Copies of Returns
from Lieutenant Harington,
in charge of the Ganjam Dis-
trict relative to the Russell-
kondah and Koinjore Roads;
and requesting sanction for a
sum of 5,000 Rupees for the
repair of the Moormingia
Pass.

(Here enter 19th March/57 No. 1053)

Read the Extract
Minutes Consultation of
15th December 1853 No. 445,
Department Public Works,
a sum of Rupees 28700
was sanctioned for the
formation of a Road
from

Chief Engineer's Office
Fort St. George
the 11th November 1856 No. 1

Copy with a Letter

To
Lieutenant Harington
in charge of the Ganjam District

Sir

I have the honor to forward
herewith Returns of Tools
Implements
for the Russell-kondah and Koinjore Road
and to request that you will
move Government for sanction
to the issue of the Tools
mentioned in the Returns.

I have &c.
(Signed) [illegible]
Chief Engineer

these is anticipated on the
return of Captain Mackeil
/ Meriah Agency / from
his Hill tour.

2. In his letter
to the Chief Engineer dated
20th February 1857 Lieutenant
Harrington reports that
he has examined the
Koormingia Pass, and
he states his opinion
that it will be impracti-
-cable for Bandy
traffic except at an
enormous expense,
the gradients of the
pass varying from 1 in 5
to 1 in 5, through dense
Jungle. Under these
circumstances, he endea-
-voured to discover
another

another more eligible line
for a pass, and he
seems to have been
successful, for he inspected
an old Robber pass
leading from the same
place, Doorgapuravad,
at the foot of the
Hills that the Koorming-
-gia Pass does, and
joining the path from
Koormingia to Tirtel-
-gudda at a place
called Kalingia. The
gradients of this line
is only about 1 in 30.
Lieutenant Harrington
has not been able to
undertake any further
inspection, but Lieutt
MacNeil has engaged

to

to prepare an Estimate and Survey from Kalingiel to Konjoro. Government will therefore postpone their decision until the plans and Estimate are received, and the Chief Engineer has afforded them the benefit of his professional opinion as to the line to be ultimately adopted as directed in Extract Minute Con.d of 16.th July 1856 No.34 16.th October 1856 — 1849 } Encl.d

3. But meanwhile, a sum of Rs 5,000 is asked for, for the repair of the Koor-ongicia pass. Owing to its extremely steep gradient, the

the rush of water down it is said to tear up the earth in such a way as to make it almost impracticable for loaded Bullocks; and it is the only pass practicable for troops in case of disturbances. The Chief Engineer supports the District Engineer's request.

But it appears to Government that it would be better to spend the 5,000 Rupees upon the new pass, provided it could be made practicable for that sum. If so laid out the money will be saved, as

to Govt. the opinion of the District Engineer on the various plans expressed by the Govt.—

RR

9 Copies to the Chief Engr. Dist. 16th.

as so much in advance on the new Estimate, and it does not appear that much good would be gained by spending the Money on the Koor. mingiou pass, in which, owing to the great natural difficulties to be overcome, very little could be effected with so small a sum, and that little would, if the District Engineer's account of it be correct, be certainly rendered unavailing by the action of the first freshet. The Chief Engineer will accordingly ascertain and communicate to

Cons: 11th Oct 56 Nos 21 & 22
— " — 22d July — " — 50 & 57.
— " — 11th Nov — " — 115 & 116.
— " — 17th July 55 — " — 28 & 29.

92

92b

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

Public Works 1857 Deptt.
Dn to Cons. 21st April.

No 676.

Extract Mins. of Cons.
of 15th April 57.

From the Chief Engr of 31st July 57.
& No 1537 in Cons. 8th Aug 57.

Passing orders regarding
the repair of the Koorningeah
pass in the Ganjam District.

51

Noted this

c31 March 24th April