

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

111

Press
No.

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 26th January 1858.

No. 19. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 17th December 1857, No. 6064.

SIR,

1. With reference to Extract from Minutes of Consultation of the 15th August 1857, No. 1585, I have the honor in re-submitting the sketch Map of the road from Russelcondah to Koinjoro, via Doorgaprasaud, and the Kalingia Ghaut, to forward, in explanation, copies of two letters from Lieutenant Harington, and the District Engineer of Ganjam, dated respectively the 21st* and 30th September 1857, Nos. 503 and 970.

* Enclosure in District Engineer's letter No. 958, of 22nd September 1857.

2. In the first of these communications, Lieutenant Harington, after describing the progress made with the formation of the road from Russelcondah, via Moojogada, to Doorpingia at the foot of the Koormingia Ghaut, and with the ghaut itself, under the grant of Rupees 7,000, sanctioned in Extract Minutes of Consultation No. 1212 of the 19th July 1856, goes on to show that the reasons for taking the proposed new line towards the Kalingia Ghaut off from Moojogada instead of from Doorpingia, were the supposed impracticability of the country along the base of the hills between the last named place and Doorgaprasaud, and its extreme unhealthiness.

3. The District Engineer, from subsequent inquiry, confirms these anticipations of the difficulty of making a direct communication between Doorpingia and Doorgaprasaud, and points out the practical and economical advantages of the line selected from Moojogada, and he is supported by the Acting Collector, who, in a letter No. 478 of the 5th November 1857, of which a copy is herewith submitted; states that "the new line to Kalingia proposed by Lieutenant Harington is the one that should be" made the main communication with the Hills, as by far better fitted for bandy traffic." I have no hesitation therefore in recommending the adoption of Lieutenant Harington's trace from Moojogada direct to the foot of the Kalingia Ghaut at Poon-goolee, through Doorgaprasaud, and have to request permission to order the estimate, which is under preparation for the road from Koinjoro to Kalingia, to be extended for the completion of the line to Moojogada.

4. In giving the preference to the line by Kalingia the local Officers concur in deprecating the abandonment of the old road by Koormingia, and the District Engineer will be called upon to furnish an estimate for its maintenance in a state fit for bullocks and Troops.

Letter from Lieutenant E. R. BLAGRAVE, District Engineer; Ganjam to Colonel C. E. FABER, Chief Engineer, dated Camp Chetterpore, 23rd September 1857, No. 958.

SIR,

With reference to Extract Minutes Consultation No. 1585 dated 15th August 1857, I have the honor to re-submit the Sketch Map of proposed road from Russelcondah to Koormingia, together with Lieutenant Harington's explanations.

Letter from Lieutenant E. H. HARRINGTON, Executive Engineer 3rd Class; to Lieutenant E. R. BLAGRAVE, Acting District Engineer, Ganjam, dated Camp Aska, 21st September 1857, No. 503.

SIR,

I have the honor to offer the following explanation regarding points on which information was required in paras. 6,7,8 Extract Minutes Consultation No. 1585, 15th August 1857, and request that it may be laid before the Chief Engineer for submission to Government.

2. Two distinct roads have always been pointed out in all letters or observations that have been written by me on the subject one from Russelcondah via Moojogada to Doorpingia at the foot of the Koormingia Ghaut, as shewn *red* in the sketch Map. This line is roughly made

Fort Saint George, Public Works Consultation of 26th January 1858.

throughout; that is to say, Jungle has been cleared and roots taken out for a width of 6 yards, with a further clearance on each side for 15 yards. Two Timber Bridges have been built, and the Koormingia Ghaut has for years past been made, though, as before reported, its gradient is too steep for carts. The works (not including the ghaut) has been done on a sanction of Rupees 7,000, granted in Extract Minutes Consultation No. 1212, 19th July 1856, of which a sum of Rupees 2,170 remains, work having been stopped. Before noticing the other road, I beg here to remark that when recommending *another* cart road and Ghaut, I have never advised the abandonment of *this* line. On the contrary, in my letter of 20th February 1857, I noticed the value of the present Koormingia Ghaut for Brinjaries and Khonds, and as being available for troops (though not practicable for carts.) In my general observations for November 1856, I remarked "that the road to the foot of the Koormingia Ghaut at Doorpinghia should however in any case be carried out, as the Ghaut though too steep for bandies will still be used by Coolies and bullocks descending, and in case of disturbances, troops can be pushed up at once. In fact with two Ghauts leading into the hill Country one practicable for bandies there would probably be but few disturbances."

3. The *other* road which it was thought could far more easily be made for *cart* Traffic, was to lead from Russelcondah *also* via Moojogada, and then via Dodarunda, Doorgaprasaud, by the Poongolee Ghaut to Kalingia, and so to Koinjoro, through Tentelgudda, as shewn *yellow* in the Map this is the exact line which has been carefully inspected and reported on by Lieutenant McNeil and myself, and which I have no doubt will be found to be the best cart road to Koinjoro.

4. I would only add that, from what I have seen of the country, I do not think a road could well be made from Doorpinghia at the *foot* of one Ghaut to Doorgaprasaud at the *foot* of the other, I am sure it would be found to be a succession of broken ground, hollows, ravines &c. formed at the foot of the hills besides being *most* unhealthy. However a further inspection of the country can hereafter settle this point, meanwhile I hope the explanation given in this letter will make the Sketch Map clear. I request that it may therefore be re-submitted to Government.

Letter from Lieutenant E. R. BLAGRAVE, District Engineer Ganjam; to Colonel C. E. FABER, Chief Engineer, dated Camp Chatterpore, 30th September 1857, No. 970.

SIR,

In continuation of my letter No. 958 dated 23rd September 1857, re-submitting sketch plan of proposed road from Moojogada to Koormingia, and in reply to Extract Proceeding No. 3177, 26th August 1857, I have the honor to submit the following to your notice that so far as regards a road from Doorpingia, by the foot of the hills to Doorgaprasaud, I am informed both by Captain McNeil and Lieutenant Harington that the difficulties of such a line are so great as to render it unadvisable, if not impracticable &c. except at a very heavy cost in addition to which the extremely feverish nature of the jungles through which it passes has to be considered. The great difficulties presented by this route consist of much broken ground intersected by ravines &c. draining these hills, all of which must be crossed. On the other hand Lieutenants Harington and McNeill both give it as their opinion that the line to be adopted, (for a cart road) is from Moojogada by Doorunda to Doorgaprasaud and thence on to Kalingia by the Northernmost Ghaut easily made practicable for carts, for that portion of this line in the plains up to the foot of the Ghaut between Moojogada and Poongolee. Lieutenant Harington states that from the few natural obstacles to be overcome a good practicable cart road can be made to the foot of the Ghaut for Rupees 700 per mile. While making this the main communication (for carts) it is not proposed to abandon the shorter and more direct road by Doorpingia to Koormingia part of which has already been cleared &c. but to retain it and the Southern Ghaut as a 2nd means of access to the hills as it is with some improvement easily made practicable for Bullock Traffic and Troops, and by which if the necessity should arise a body of Troops might be quickly pushed up into the hills while the main force with baggages &c. proceeded up the easier road by Doorgaprasaud &c.

2. The line from Koormingia by Doorpingia to Moojogada would if improved still continue to be much used by the Brinjaries and Khonds in carrying on the traffic with the low Country and the Coast.

Fort Saint George, Public Works Consultation of 26th January 1858.

3. The estimates called for in the Extract Proceedings under reply will be framed as soon as possible at present it is impossible to enter the hills the jungles being so unhealthy.

Letter from W. KNOX, Esq., Acting Collector of Ganjam; to Colonel C. E. FABER, Chief Engineer, dated Chatterpore, 5th November 1857, No. 478.

SIR,

With reference to the Extract Minutes Consultation dated 15th April 1857, No. 676, I have the honor to state that from all I can learn the new line to Kalingia proposed by Lieutenant Harington is the one that should be made the main communication with the hills as by far better fitted for bandy traffic, but I think that it would be a mistake to close the Koormingia Ghaut or rather to allow it to fall back to what it once was: a small expenditure will keep it open for Bringaree bullocks or foot passengers; and should there at any time be a call for troops it will be well to have the means of speedily throwing a body of lightly equipped men into the hills. But even supposing there should be no necessity for this, every Ghaut and road opened into the hills is so much ground gained in the struggle between Savagism and Civilization.

ORDER THEREON, No. 111; dated 21st January 1858.

No. 20. So long ago as December 1853, sanction was given for the expenditure of Rupees 28,700, on a road to be constructed from the Nagpore territory via Koinjoro, on the Madras frontier to Russelcondah in Ganjam.

2. It was first proposed to carry it by the Gullery pass, and Chokapad, and on this line, which was subsequently abandoned on account of its unhealthiness, the sum of Rupees 14,234-12-1 was expended.

3. It was then proposed to carry the line over the Ghauts by the Koormingia pass, and in July 1856, the sum of Rupees 7,000, out of the balance of the former sanction was placed at Lieutenant McNeil's disposal for opening out 14 miles of road between Russelcondah and Doorpingia at the foot of the Ghaut. This line has been "roughly made throughout" and the work having been stopped, a sum of Rupees 2170, remains unexpended out of the Rupees 7,000 above mentioned.

4. It is now proposed to change the line from Moojogada (a point between Russelcondah, and Doorpingia,) and to carry it by Doorgaprasaud (north of Doorpingia) and the Kalingia pass to Koinjoro, the gradient of this pass being 1 in 30, while that of Koormingia pass is stated to be in parts 1 in 3, and 1 in 5, and not capable of improvement except at a very large expense.

5. The cost of this new line was roughly estimated at Rupees 40,500, and permission was also sought for expending a further sum of Rupees 5,000, on the repairs of the old Koormingia pass, which it was stated would still be much used for Bullock traffic.

	Rs.
From Moojogada to Doorgaprasaud.....	5,000
5 miles of Ghaut.....	25,000
From head of Ghaut, to Koinjoro.....	10,500
Total.....	40,500

6. Sanction was given for preparing a detailed estimate for the line from Doorgaprasaud at the foot of the Ghaut to Koinjoro, but Government required to be informed whether Doorpingia to which the road was already partly made, could not be connected with Doorgaprasaud and thus the expense of the new line between the latter place and Moojogada saved. The further proposed expenditure on the old Koormingia Ghaut was also ordered to be deferred, pending the receipt of the information sought.

7. From the Chief Engineer's report now submitted, it appears to be impracticable to connect Doorpingia and Doorgaprasaud from the nature of the country and the character of the climate, and the Right Honorable the Governor in Council therefore authorizes the preparation of estimates for the formation of the road between Moojogada and Doorgaprasaud.

Fort Saint George, Public Works Consultation of 26th January 1858.

8. All the authorities concur in the opinion that the old road by Koormingia should be repaired and maintained as a valuable adjunct both for purposes of trade and for facilitating the movements of Troops in the event of disturbances in the Hill country, but it is evidently not the best line for the road from Russelcondah to the Nagpore country, via Koinjoro, and therefore no further expenditure on it can be sanctioned out of the sum originally granted for the formation of that line of road, for which there thus appears to be in hand a sum of Rupees 9,635-3-11.

Original sanction.....	Rs. A. P.
Expended on Gully line ... 14,234-12-1	28,700 0-0
do on Koormingia line... 4,830 0 0	
	<u>19,064-12-1</u>
Balance in hand, Rs...	<u>9,635-3-11</u>

9. The Chief Engineer will submit a distinct estimate for completing the timber bridges on the line between Moojogada and Doorpingia, and for the necessary repairs to the Koormingia Ghaut to maintain it as a Bullock route.

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

Roads. Public

Sanjam District Eng^g Office
Camp Chatterpore
23rd September 1857.
No 958.
From The District Engineer
Sanjam
To The Chief Engineer
Department Public Works
Fort Saint George

Sir,
With reference to Extract
Minutes Consultation No 1585 dated
15th August 1857, I have the honor to resubmit
the attached Map of proposed Road from
Russelcondah to Koormingia, together
with Lieutenant Harington's explanations

* Copy of whose letter
is herewith sent..

I have the honor to be

Sir

Your Most Obedient Servant
Signed E. R. Blagrove
Dist. Eng^g Sanjam

Camp Chatterpore
23rd September
1857

To

N: 503

To
Lieutenant E. R. Blagrove
Acting District Engineer
Jangam

Sir,

I have the honor to offer the following explanation regarding points on which information was required in Paras b. 7. 8 Extract Minutes Consultation N: 1585. 15th August 1857, and request that it may be laid before the Chief Engineer for submission to Government.

Two distinct roads have always been pointed out in all letters or observations that have been written by me on the subject. one from Russelcondah via Moogogada to Doorpungria at the foot of the Coorminghia Ghaut, as shown red in the sketch Map.

This line is roughly made throughout; that is to say, jungle has been cleared and roots taken out for a width of 6 yards, with a further clearance on each side for 15 yards. Two Timber Bridges have been built, and the Coorminghia Ghaut has for years past been made, though, as before reported, its gradient.

gradient is too steep for carts. The work (not including the Ghaut) has been done on a sanction of Rupees 7000, granted in Extract Minutes Consultation N: 1212. 19th July 1856 of which a sum of Rupees 2170 remains, work having been stopped. Before noticing the other road, I beg here to remark that when recommending another cart road and Ghaut I have never advised the abandonment of this line. On the contrary, in my letter of 20th February 1857, I noticed the value of the present Coorminghia Ghaut for Brinjaries and Rhonds, and as being available for Troops (though not practicable for carts). In my general observations for November 1856, I remarked "that the road to the foot of the Coorminghia Ghaut at Doorpungria should however in any case be carried out; as the Ghaut though too steep for bandies will still be used by coolies and bullocks descending, and in case of disturbances troops can be pushed up at once. In fact with two Ghauts leading into the hill country one practicable for bandies there would probably be but few disturbances."

The other road which it was thought could far more easily be made for cart traffic

Traffie, was to lead from Russelcondah also
 via Moogogada, and then via Dodarunda,
 Doorgapersand, by the Doongolee Ghant to
 Kalingia, and so to Kungur, through Tentet.
 Gudda, as shown yellow in the Map. This is
 the Exact line which has been carefully
 inspected and reported on by Lieutenant
 McNeill and myself, and which I have no
 doubt will be found to be the best cart-road
 to Kungur..

I would only add that, from
 what I have seen of the Country, I do not think
 a road could well be made from Doorpinghia
 at the foot of one Ghant to Doorgapersand
 at the foot of the other I am sure it would be
 found to be a succession of broken ground, hollows,
 ravines &c formed at the foot of the hills besides
 being most unhealthy. However a further inspection
 of the country can hereafter settle this point.
 Meanwhile I hope the explanation given in this
 letter will make the sketch Map clear. I request
 that it may therefore be resubmitted to Government.

Camp Noka
 21st September
 1857
 I have the honor to be &c
 Signed E. H. Harington Lt.
 Executive Eng^r 3rd Class.
 True Copy
 Signed E. R. Blagrave
 Dist. Eng^r Janjam

Roads Public.

No 970
 From Lieutenant E. R. Blagrave
 District Engineer
 Janjam.

To Colonel C. E. Faber
 Chief Engineer D. D.
 Fort Saint George

Sir,
 In continuation of my letter No 958
 dated 23rd September 1857, resubmitting sketch
 Plan of proposed road from Moogogudda to
 Coormingia, and in reply to Extract Proceeding
 No 3177. 26th August 1857 I have the honor to submit
 the following to your notice that so far as regards
 a road from Doorpingia, by the foot of the Hills to
 Doorgapersand, I am informed both by Capt. McNeill & Lieut. Harington
 that the difficulties of such a line are so great
 as to render it unadvisable, if not impracticable
 &c except at a very heavy cost in addition
 to which the extremely feverish nature of the
 Jungles through which it passes has to be
 considered. The great difficulties presented
 by this route consist of much broken ground
 intersected by ravines &c draining these hills.
 all

all of which must be crossed. on the other hand
Lieutenants Harington and McNeill both give
it as their opinion that the line to be adopted,
(for a cart road) is from Moogoozudda by Doorunda
to Doorgapursad and thence on to Kalingia by
the Northernmost grant easily made practicable
for carts, for that portion of this line in the
plains up to the foot of the ghats between Moogoo-
zudda and Doongaslee Lieutenant Harington
states that from the few natural obstacles to be
overcome a good practicable cart road can be made
to the foot of the ghats for Rupees 700 per Mile.

While making this the main communication
(for carts) it is not proposed to abandon the
shorter and more direct road by Doorfungia
to Coormungia part of which has already been
cleared &c, but to retain it and the Southern
ghat as a 2nd means of access to the hills as
it is with some improvement easily made
practicable for Bullock Traffic and Troops,
and by which if the necessity should arise a body
of Troops might be quickly pushed up into
the hills while the main force with baggage
&c proceeded up the easier road by Doorga-
pursad &c.

2 The line from Coormungia by Doorfungia
to

to Moogoozudda would if improved still
continue to be much used by the Brinjaries and
Khonds in carrying on the traffic with the low
country and the Coast.

3 The Estimates called for in the Extract
Proceedings under reply will be framed as
soon as possible at present it is impossible
to enter the hills the jungles being so unhealthy.

I have the honor to be &c

Signed C. R. Blagrove
Dist. Eng. Ganjam

Ganjam District
Engineers Office
Camp Cuttack
30th September 1857

N^o 478

From J. Knox Esq^{re}
Acting Collector of Ganjam

To
Colonel C. E. Faber
Chief Engineer
Fort Saint George

Sir,
With reference to the Extract Minutes
Consultation dated 15th April 1857 N^o 676,
I have the honor to state that from all I can
learn the new line to Kalingia proposed by
Lieutenant Harington is the one that should
be

be made the main communication with the
Hills as by far better fitted for bandy traffic,
but I think that it would be a mistake to
close the Koomingia Ghat or rather to allow
it to fall back to what it once was: a small
expenditure will keep it open for Beringarce
bullocks or foot passengers, and should there
at any time be a call for troops it will be well
to have the means of speedily throwing a body
of lightly equipped men into the Hills. But
even supposing there should be no necessity for
this, every Ghat and road opened into the
Hills is so much ground gained in the struggle
between Savagism and Civilization.

Jangam District } Have the honor to be Sir,
Collectors Office } Signed H. Knox
Chatterpore } Acting Collector.
5th November 1857 }

/ True Copies /

Wd Fisher Colonel
Chief Engineer

Wm. J. H.

along the base of the hills between the last named place and Dooragprasad, and its extreme narrowness.

3. The District Engineer, from subsequent inquiry, confirms this anticipation of the difficulty of making a direct communication between Dooragprasad and Dooragprasad, and points out the practical and economical advantages of the line selected from Moorjogadaw, and is supported by the Acting Collector who, in a letter No 178 of the 5th November 1837, of which a copy is herewith submitted, states that "the new line to Halangia proposed by Lieutenant Harrington is the one that should be made as the main communication with the Hills, as by far better fitted for bulky traffic." I have no hesitation therefore in recommending the adoption of Lieutenant Harrington's trace from Moorjogadaw to the foot of the Halangia ghaut at Boongooloo, through Dooragprasad, and have to request permission to order the Estimate, which is under preparation for the road from Honjoroo to Halangia, to be extended for the completion of the line to Moorjogadaw.

4. In giving the preference to the line by Halangia the local Officers concur in deprecating the abandonment of

of the old road by Coimungar, and the District Engineer will be called upon to furnish an Estimate for its maintenance in a state fit for bullocks and Troops.

(Have the honor to be)

Sr.

Your most obed^t Servant

Subal Office of the
Mr. George
17 December 1837

Mr. Major Colonel

Chief Engineer

(H)

this line - which was
subsequently abandoned
on account of its
unprofitableness - the
sum of Rs. 14,234-12-1.
was expended.

Dec. 11. Nov. 1/56.

It was then proposed
to carry the line over
the Ghats by the
Koorninghia pass.
and in July 1856. the
sum of Rs. 7000. out
of the balance of the
former sanction was
placed at Lt. W. H. Miles
disposal for opening
out the route of road
between Russelkondah
and Doodpoochiah
at the foot of the Ghats.
This line has been

vide. Lt. Harington's letter
para 2.

"roughly made throughout"
and the work having been
stopped - a sum of Rs.
2170. remains unexpended
out of the Rs. 7000. above
mentioned.

It is now proposed
to change the line from
Koorjigada (a point between
Russelkondah - and
Doodpoochiah) - and to
carry it by Doodpoochiah
pass (north of Doodpoochiah)
and the Kelungia
pass & Koorjigada. the
gradient of this pass
being 1. in. 30. while
that of Koorninghia
pass is stated to be in
parts 1. in 3. and 1. in 5.
and not capable of
improvement except
at an very large
expense.

The cost of this

new line was roughly estimated
at Rs 40,500. and per:
: mission was also sought
for expending a further
sum of Rs. 5000. on the
repairs of the old Koor:
: mingia pass. Which it
was stated would still be
much used for bullock
traffic.

Sanction was given
for preparing a detailed
estimate for the line from
Doozaprased at the foot
of the Shant & Koinjora.
but Govt. enquired & he
informed whether Doo:
: mingia & which the
road was already partly
made, could not be con:
: nected with Doozaprased
and thus the expense of
the new line between the
latter place. and Kooja
goda saved. The further
proposed expenditure on
the old Koomingia

From Koojagoda & Doozaprased	
: road -	Rs. 5000
5 Miles of Shant -	25,000
From head of Shant to	
Koinjora -	10,500
	<u>Rs. 40,500</u>

Dec. 15. Am. 1/5.

grant was also ordered
to be deferred - pending
the receipt of the in forma
tion sought -

From the Ch. Eng.
port now submitted
& appears to be im:
practicable & connect
Doozaprased & Koomingia. and
Doozaprased from
the nature of the country
and the character
of the climate: and
the R.A. the Govt. therefore
instructs the preparation
of estimates for the forma
tion of the road between
Koojagoda. and Doozaprased -

All the authorities
were in the opinion
that the old road
by Koomingia shd
be repaired and
maintained as a

valuable adjunct both
 for purposes of trade
 and for facilitating
 the movements of
 troops in the event of
 disturbances in the
 Bih country. but it
 is evidently not the best
 line for the road from
 Russalkonda & the
 Kaspur country. via
 Koinjore. and therefore
 no further expenditure
 on it can be sanctioned
 out of the sum originally
 granted for the formation
 of that line of road. for
 which this thus appears
 to be in hand a sum
 of Rs. 9635.3.11.

Original sanction Rs.	28,700.
Expended on Gulling line	14,234.12.1.
& on Koonmington line	4830
	19,064.12.
Balance in hand Rs.	<u>9635.3.</u>

The Chief Engineer will
 submit a distinct
 estimate for completing
 the timber bridges on
 the line between Koonmington
 & Koonmington. and
 for the necessary repairs
 of the Koonmington
 ghat & maintain
 it as a bullock
 route.

J.H.

5. Jan'y / 88.

R.S.

1 Copy to the Chief Engr
 Dep. 22.7

Retd. 1 Plan. 18-2

1
11

Cons 18th Aug 57 No 28429.
-u- 21st April -u- 44 V 45
-a- 22nd July 58 -u- 58 V 57.

Copy in a L^o to E

of 11th November 1858 No 1

Public Works 1858 Dept^o.
D^o to Cons 26th January.

No 111.

Extract Minis of Cons:

D^o 21st January 1858.

From the off^o Chief Engr 28th July 58

N^o 1039 in cons. 31st July.

Authorizing the preparation
of Estimates for the formation of
the Road between Jellogogusa
and Deogaprasand on the Ma-
dras Frontier to Rupselcondah
in Ganjam.

No 19 + 20.

July 15th