MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC DEPARTMENT.

G.O. No. 1247 Press Mis.

Dated 16

Not to be folded or roughly handled.

No. 49. Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to the Secretary to Government, dated 5th July 1858, No. 1690.

SIR,

No. 229, 23rd March 1858.
No 241 27th do. do.
1 Sketch Map.
1 Copies of letters.
1 Original letter from the Collector, dated 15th April 1858.

I have the honor to submit for the information and orders of Government the enclosed reply from Lieutenant Blagrave District Engineer of Ganjam to Para. 30, Extract Minutes Consultation 2167, 24th November 1857, accompanied by a Sketch Map of roads proposed, together with a letter from the late Acting Collector W. Knox, Esq.,

2. The late Acting Collector fully concurs in the views taken by the District Engineer, both with regard to the roads proposed by him and in the advantages of a preliminary grant to open out these lines in the first instance not only for Survey purposes but also, as concern Revenue and Police matters.

3. The sum for which sanction is sought, although not mentioned in his letter, Lieutenant Blagrave now in the Central Office informs me would not exceed Rupees (3,500) three thousand and five hundred and might prove considerably less. He states the absolute necessity owing to the impracticable nature of the country of there being some grant for effecting clearances prior to making correct Surveys and Estimates, and although the additional sum sought in the case of these roads in Goomsoor marked A. B. C. has already been denied by Government yet on the grounds given, and as the grant for them is now again so strongly urged both by the District Engineer and late Acting Collector, I beg to recommend that the sum asked for, viz. Rupees (3,500) three thousand and five hundred, be sanctioned, and while making this recommendation I would bring prominently to notice, that the late District Engineer and Captain Harington are both decidedly of opinion that the enlarged trace so cut would not as supposed be lost, as the traffic would be sufficient to keep down all rising jungle.

Extract Minutes Consultation No 291, 19th Feby. 1858

4. In the event however of Government declining to grant sanction for the full sum of Rupees 3,500, I would propose that conditional sanction be accorded as sought for in marginal addenda to Para. 2. of Lieutenant Blagrave's letter No. 229, 23rd March 1858, and the actual expenditure to be accounted for by a Contingent Bill.

5. With reference to Para. 2 of the Collector's letter viz. 15th April 1858, improvement of Ports of Ganjam and Calingapatam, orders have been sent to have necessary Estimate framed.

6. Para. 6 of the same letter [Acting Collector] refers to Lieutenant Blagrave's proposition to have one causeway in place of two as now contemplated across the swamp West of the Nowpada Salt Pans, the approaches here referred to are 1st one from the North to connect Teckaly with the Pans, the 2nd from the South to connect Bomally and the Pans; the 1st has already been sanctioned No. 356, Budget Statement No. 2, 1858-59 and the estimate for latter sent back for revision as the rates were considered insufficient; the proposition now made is to construct but one causeway in place of two connecting the lines from Teekally and Bomally near Gopaulpoor as shewn in yellow and from point of junction making one road across the swamp, this change will effect a considerable saving and meet every requirements of traffic and as the Collector concurs in this proposed change I would recommend its adoption,

7. With reference to the question, which line should be adopted from Kimedy to Teckaly, whether viâ Malapootah or as shown by the black dotted line in Sketch Map, no information has yet been received in this Office and the Collector has been addressed on the subject.

Letter from Lieutenant E. R. BLAGRAVE, District Engineer; to Colonel C. E. FABER, Chief Engineer, dated Chetterpore, 23rd March 1858, No. 229.

SIR,

Which I beg may be returned with such roads as are approved of Marked.

With reference to your Extract Proceedings dated 12th December 1857, No. 5909, and Extract Minutes Consultation No. 2167 dated 24th November 1857, para. 30, I have the honor to submit the accompanying sketch Map, and if the new lines of roads therein shewn be approved of, to request that a sum not exceeding 20 or 25 Rupees per mile [as may be] be placed

at my disposal to make the necessary clearings through Jungle to enable Survey and Measurements to be made, without this being done owing to the impracticable and dense nature of the Jungles, it is utterly impossible to make surveys of any of these jungle roads, and when asking for such a grant, the amount of which it is impossible to define, I do not intend that the entire sum should be spent unless absolutely required, but such portion only as may be found necessary: at present I have no funds available to make these necessary clearances and in seeking the grant of 50 Rupees per mile for clearances for survey of proposed District roads in Goomsoor, Captain Harington finding that for the outlay of such sum as 50 Rupees per mile, he could materially improve these partial clearances for survey purposes, sufficiently so to make them serve as means of communication, and as they would undoubtedly be so and extensively used, I have no hesitation in saying, that the traffic that would pass along them would keep all jungle down until such time as funds were available for, and the means at our disposal permit the permanent construction of roads to be made.

Important feeders to the main line from Russelcondah to Gopaulpore by Berhampore and Aska.—

2. In a country like Ganjam without a sanction is given for making partial clearances, it is utterly impossible to survey for new lines of roads in the jungle portions of the District, and under existing restriction I have no funds available for making advances for such purposes. I request therefore that I may have conditional sanction to spend up to 20 or 25 Rupees a mile for all roads to be surveyed, according to length of roads [given by survey,] and I would also request that, if possible, application be again made for the 50 Rupees per mile as asked for by Captain Harington or the half of it as for other roads to be surveyed, as owing to the restriction of Public Works we are now able to make such surveys.

Or be allowed to debit actual charges in a contingent Bill in no case to exceed this limit.—

Letter from Lieutenant E. R. BLAGRAVE, District Engineer, Ganjam; to Colonel C. E. FABER, Chief Engineer, dated Chetterpore, 27th March 1858, No. 241.

SIR,

1. In continuation of my letter No. 240, dated 26th Instant, and with reference to para. 30 Extract Minutes Consultation No. 2167 of 24th November 1857, I have the honor to submit the following List of Roads as those it is yet necessary and advisable to construct in this District, and I do so in conjunction with the Collector.

2. Referring to sketch Map, roads Marked A. B. C. are those already brought to your notice as proposed by Captain Harington in Goomsoor Talook, and for which I sought the grant of Rupees 50 ₹ mile.

3. From Aska by the Cusbah Station of Poorshothapoor to Ganjam ordered in Extract Minutes Consultation No. 2128, dated 19th November 1857, is now being estimated for and Surveyed.

4. A short line connecting Berhampore with Poorshothapoor would be very valuable and open up the country by Sooridypudra and Shapore, a mass of cultivation, and now almost inaccessible in the rains or when the crops are on the ground, it would not however require a bridge over the Rooshkoolia.

5. From Aska via Sharpoody, Deegoopaud, Checketly to Sonapoor (a Port with a Custom House) would also form a valuable line, and open up the country now all but inaccessible on account of jungle &c. near and between Deegoopaud and Cheeketly.

6. Between the above and the Kimedy Poondy line, I understand the Collector to say there is no great necessity for a road eventually however, perhaps when the Trunk road is completed small branches to the Zemindary Cusbahs of Jarada, Julluntra, &c. may be found useful, but these should be executed from Zemindary funds.

7. With reference to sanctioned line from Teekally to Nowpadah, and "Bommally to Nowpadah, sent back for revision as rates were considered insufficient," I would submit the propriety of connecting these lines west of the swamp to the North of Gopaulpore, and constructing

one good Causeway across the swamp instead of two, the length it would add to either, would not be worth consideration in comparison to the cost of a 2nd Causeway. It still, I believe, remains an open question as to the best line to connect Teekally with Kimedy, either by Malipoota or direct crossing the Kimedy river at the bridge on the Kimedy and Calingapatam line as shewn dotted, the entire length is in the Zemindary limits and would consequently be charged to its funds.

8. From Kimedy to Buttely is sanctioned as far as Warranassy, and the remainder is being Surveyed, it is yet doubtful which would be the best and most advantageous route from Warranassy on the right or left bank of the river? a branch to Goomah by the Gyba-pass marked × × the [1st] branch to Goomah by Ambajerry is already sanctioned and under execution "barring the restriction."

9. The only other road I at present consider advisable in which the Collector also concurs is a line from Gunnasoora by Heeramundalum, Nagarricutticum to join Chicacole and Palacondah road at Juggoopetta, thus placing Buttery and Chicacole in direct communication, an advantage if Troops have to be suddenly moved up saving the round by Kimedy, such a line would also be a great boon to the Jeypoor &c. traders coming with grain from the Interior and taking back salt, and also to the whole of the rice and sugar cane producing country along the south bank of the Wumshadara.

Letter from WILLIAM KNOX, Esq., late Acting Collectior of Ganjam; to T. D. LUSHINGTON, Esq., Collector of Ganjam, dated Masulipatam, 15th April 1858.

SIR,

1 Letter from the District Engineer Ganjam to the Chief Engineer D. P. W. * dated 23rd March 1858.
1 From do. to do. 26th March 1858.
1 Frm do. to do. 27th March 1858.
1 Sketch Plan showing the Ports of Calingapatam and Ganjam.
1 Sketch Map showing the existing and proposed roads in the Ganjam District.

Para. I. I have the honor to return the three letters noted in the margin* received from Lieutenant Blagrave. With reference to letter No. 229, I beg to remark that I considered in every point of view, most advisable that Ganjam should be opened up as much as possible and therefore I think it very desirable that a small sum should be allotted for the purposes proposed. I am satisfied it will be found good economy in the end, let me instance the loss of the money expended on the first Aska and Russelconda line now discontinued; the mistakes in which would probably have been discovered had a good broad trace been cut at first, and the utility of such jungle roads from village to village, even if not afterwards carried out, will, I think, be apparent to all who have to do with the Police or Revenue of the District.

2. Mr. Blagrave in letter No. 240 proposes two schemes for improving the Ports of Calingapatam, and Ganjam, these are in my opinion deserving of every support. The effect of the groynes at Cocanada has been most satisfactory, and would probably be so at Ganjam, though perhaps not quite to the same extent, as there is as yet no canal to cause a daily scour of water. The capabilities of Calingapatam are patent to all and deserve far more attention than they have received. I am afraid difficulties would arise in forcing Ships to discharge ballast in a particular spot, it would be impossible to do so with the present establishment, but it would I think pay to employ lighters charging a small sum to the ship for taking away ballast without her shifting her berth

3. In letter No. 241, Lieutenant Blagrave gives a brief sketch of the most necessary road, those noticed in para 2 have already been advocated by me, they will be most valuable works in every point of view, Goomsur requires to be greatly opened up, and in these roads an admirable beginning is made.

4. Para 3. calls for no remark but the road mentioned in para. 4 will, I feel sure, be of very great use to the agricultural population of that part, as most of the rice is taken to Berhampore and thence shipped at Monsoorcotta.

5. The next road proposed is one between Aska and Sonapore opening up the Chekaty Country where the best rice in the District is grown. The necessity of roads through these Jungly

portions of the District, I have already frequently brought to notice, they are wanted politically and fiscally and I think it was mentioned in Mr. Harington's diary 1854 that the natives themselves had pointed out to him the advantages of the proposed road

6. I Concur in the view taken by the District Engineer, a single causeway from Nowpada will be sufficient as the number of Branjaries coming to the pans in the wet-weather is but limited compared with those at other seasons.

7. From all I learn I am inclined to think, the line from Kimedy should run viâ Malipoota, but Captain Campbell has probably by this time sent in the information called for by me and which will enable you to decide the point. All these Kimedy roads should be pressed on without delay, and I look on the one proposed in para 9. as one of the best of them, it will connect Jeypore with Calingapatam and be a most useful feeder to that Port.

No. 50. ORDER THEREON, No. 1611; dated 13th August 1858.

With this letter, the Officiating Chief Engineer forwards, with reference to para. 30 of Extract Minutes of Consultation dated 24th November 1857, No. 2167, certain correspondence and recommends that a sum not exceeding 20 or 25 Rupees per mile or about Rupees 3,500 in all be placed at the disposal of the District Engineer of Ganjam to make the necessary clearings through Jungle to enable Survey and Measurements to be made.

2. The Government are fully impressed with the importance of opening out these roads from the interior to the Ports of Ganjam, but considering, as already remarked in Extract Minutes of Consultation dated 19th February 1858, No. 291, the large amount of estimates not worked out in that District they are not inclined at present to sanction the expenditure proposed.

3. The Government approve of Lieutenant Blagrave's proposition, referred to in para. 6 of Major Lawford's letter, for the junction of the Teekally and Bomally roads to the Nowpada Salt-pans at a point near Gopalpoor, by which change, it is observed, only one Causeway would be required instead of two, across the swamp to the west of the pans.

(Signed) T. PYCROFT,
Chief Secretary.

Public

Ganjam Distt. Engr's Office
Camp at Chellerpore
23rd March 1858.

No. 229.

From The District Engineer
Ganjam.

To The Chief Engineer D. P. Works
Fort St. George.

Sir,

With reference to your Extract Proceedings which I beg may be returned with such roads as are approved of marked

dated 12th December 1857 No. 5909. and Extract Minutes Consultations No. 2167. dated 24th November 1857. para. 30, I have the honor to submit the accompanying sketch Map, and if the new lines of roads therein shewn be approved of, to request that a sum not exceeding 20. or 25 Rupees per Mile [as may be] be placed at my disposal to make the necessary clearings through jungles to enable Survey and Measurements to be made, - without this being done owing to the impracticable and dense nature of the jungles it is utterly impossible to make Surveys of any of these jungle roads, and when asking for such a grant, the amount of which it is impossible to define, I do not intend that the entire sum should be spent unless absolutely required, but such portion only as may be found necessary: at present I have no funds available to make these necessary clearances, and in asking the grant of 50 Rupees per Mile for clearances for Survey of proposed District roads in Goomsoor, Capts Fairington finding that, for the outlay of such sum as 50 Rupees per Mile, he could materially improve these faithful clearances

important feeders to the main lines from Russelkonda to Gohaulkonda (by Dichampore) and Aska. —

(Sd) E. R. FD.

clearances, for Survey purposes, sufficiently so to make them serve as means of communication, and as they would undoubtedly be used extensively used, I have no hesitation in saying, that the traffic, that would pass along them would keep all jungles down, until such time as Funds were available for, and the means at our disposal permit the permanent construction of Roads to be made.—

2. In a Country like Ganjam without extensive clearances, it is utterly impossible to Survey for new lines of roads in the jungle portions of the District; and under existing restrictions. I have no Funds available for making advances for such purposes.—I request therefore that I may have conditional sanction to spend 4 to 20 or 25 Rupees a mile for all roads to be Surveyed, according to length of roads given by Surveys: and I would also request that if possible, application be again made for the 50 Rupees per Mile as asked for by Captain Harington or the half of it as for other roads to be Surveyed, as owing to the restrictions of Public Works we are now able to make such Surveys.—

Ganjam District Engineer's Office (Camp at Chattiapore) 23d. March 1858

I have &c.
(Signed) C. K. Blagrave Lt.
Distt. Engr. Ganjam.

No 141.

Ganjam Distt. Engr's Office (Camp at Chattiapore) 27th March 58.

From The District Engineer Ganjam.
To The Chief Engineer P. W. Works
Fort St. George.

Sir,

In continuation of my Letter No 240. dated 25th inst.

and with reference to Para 30 Extract Minutes Consultation No 2167. of 24th November 1857. I have the honor to submit the following List of Roads as those it is yet necessary and advisable to construct in this District, and I do so in conjunction with the Collector.—

2. Referring to Sketch Maps. Roads Marked No 136 are those already brought to your Notice as proposed by Captain Harington in Goomsoor Talook, and for which I sought the grant of Rupees 50 p.r mile.—

3. From Aska by the Purbah Station of Goor = shoshapoor to Ganjam ordered in Extract Minutes Cons.n No 2128. dated 10th November 1857 is now being estimated for and Surveyed.—

4. ——— A Short line connecting Berhampore with Goorshoshapoor would be very valuable and open up the Country by Sooriddypundy and Shapore, at Foot of Hills: vation, and now almost inaccessible in the rains or when the crops are on the ground,— it would not however require a Bridge over the Rookkoolea.—

5 From Aska via Shaipoody, Deegoopiand, Cheekelly to Sonapoor (a Port with a Custom. House) would also form a valuable line and open up that Country now all but inaccessible on account of Jungle &c. near and between Deegoopiand and Cheekelly.—

6. Between the above and the Kimedy Soondy line, Sunderland the Collector to say there is no great necessity for a Road Eventually however, perhaps when the Trunk Road is completed small branches

to

or be allowed to debit Actual Charges as a contingent Bill, in no case to exceed this limit.—
(Sgd) C. K. B.
23/3/58

to the Zemindary Cusbahs of Jarada, Jullumtra. Vizn may be found useful, but these should be executed from the Zemindary funds.

7. With reference to sanctioned lines from Tockally to Nowpadah, and "Dommully to Nowpadah, sent back "for revision as rates were considered insufficient." I would submit the propriety of connecting these lines west of the Swamps to the North of Gopaulpore, and constructing one good Causeway across the Swamps instead of two - the length it would add to either would not be worth consideration in comparison to the cost of a 2d. Causeway. - It still remains an open question as to the best line to connect Tockally with Kimedy - either by Madhoolia or direct to the Kimedy River at the Bridge on the Kimedy and Calingapatam line as shewn dotted - the entire length is in the Zemindary limits and would consequently be charged to its funds.

8. From Kimedy to Dutteky is sanctioned as far as Warranasy - and the remainder is being surveyed - it is yet doubtful which would be the best and most advantageous route from Warranasy on the right or left bank of the River ? Branch to Goomah by the Zybar Pass Marked X X, - the [illegible] branch to Goomah by Ambajerry is already sanctioned and under execution "barring the restriction". -

9. The only other Road at present in

Consider

'5'

consider advisable in which the Collector also concurs is a line from Gunnasoorah by Veerammundalum, Nagarrieullicum to join Chicacole and Palacondah road at Juggoopetta - thus placing Dutteky and Chicacole in direct Communication, an advantage if Troops have to be suddenly moved up - saving the round by Kimedy. - such a line would also be a great boon to the Jeypoor Vizn traders coming with grain from the Interior and taking back Salt, and also to the whole of the rice and Sugar cane producing country along the South bank of the Wumshadara. -

I have Vizn

(Signed) Wm Musgrave Lt.

Distt Engr Ganjam -

Camp Cheelkeyhow
27th March 1858.

True Copies

Chas Lt. Hn Captain

Asst Supt Engr Nrn Circle

Central Office of Public Works
Fort St. George 5 July 1858.

No 1690

From The Officiating Chief Engineer

To The Secretary to Government
Public Works Department

Sir,

I have the honor to submit for the information and orders of Government the Enclosed Memorandum from Lieutenant Colonel Dickinson Director of Communications & Superintendent of Canals &c &c &c dated 30 February last with a letter from the Collector of Tanjore dated 15th March 58.

No 2229. 23 March 58
24 - 27th "

3

Dated 15th March 58.

I have the honor to be
Sir
Your most obedient
humble Servant
[illegible]

1858.
Despatch
No 1

Enclosures in a letter from the
Officiating Chief Engineer
To the Secretary to Government
P.W.D.

Dated 5th
Rec'd } July 1858

No 1690

M 1485/58

Copies of correspondence
recommending a sum of money
for the repair of certain roads
in the Tanjore District.—

and might prove considerably less the states the absolute necessity owing to the impracticable nature of the Country of there being some grant for effecting clearances prior to making correct Surveys and Estimates, and altho the additional sum sought in the case of these roads in Goomsoor marked S. B.C°. has already been denied by Government yet on the grounds given, and as this grant for them is now again so strongly urged both by the District Engineer and late Acting Collector, I beg to recommend that the sum asked for, viz^t. Rupees 3500/ Three thousand and Five hundred, be sanctioned, and while making this recommendation I would bring prominently to notice, that the late District Engineer and Captain Harington are both decidedly of opinion that the enlarged trace so cut would not as supposed be lost, as the traffic would be sufficient to keep down all rising jungle.

Bo: Mins: Cons^n 291. 19th February 1858.

4. In the event however of Government declining to grant sanction for the full sum of Rupees 3500. I would propose that conditional sanction be accorded as sought for in marginal addenda to (1) Para 2 of Lieut. Blagrave's letter. No. 229. 23d. March 1858. and the actual expenditure to be accounted for by a Contingent Bill.—

5. With reference to Para 2 of the Collector's letter viz^t. 15th April 1858. improvement of Ports of Ganjam and Calingapatam orders have been sent to have necessary Estimate framed.—

6. Para 6 of the same letter [Acting Collector] refers to Lieut. Blagrave's proposition to have one causeway in place of two as now contemplated across the swamps West of the Rowpada Salt Pans— the approaches here referred to are 1st one from the North to connect Teckaly with the Pass — the 2nd from the South to connect Bomally and the Pass. the 1st has already been sanctioned No. 356. Budget Statement No. 2. 1858/59 and the Estimate for same sent back for revision as the rates were considered inadequate. the proposition now made is to construct but one causeway in place of two connecting the lines from Teckaly and Bomally near Gopaulpoor as shewn in yellow and from point of junction making one road across the swamps this change will effect a considerable saving and meet every requirement of traffic and as the Collector concurs in this proposed change I would recommend its adoption.—

7. With reference to the question, which line should be adopted from Kimedy to Teckaly — whether viâ Malapootah, or as shewn by the black dotted line in Sketch Map — No information has yet been received in this Office and

(2) and the Collector has been addressed on the subject.—

I have the honor to be
Sir
Your Most Obt. Servant.—

Central Office of P.W.
Fort St. George
5 July 1858

—L Lawford Major—
Offg. Chief Engineer

To
The Secretary to Government
P. W. D.

No. 1611 9 P. 112.

Extract from the Minutes of Consultation

Under date the 13th ~~July~~ Augt, 1858.

Read the following letter from the Officiating Chief Engineer.

(Here enter 5th July 1858 No. 1690)

With this letter the Officiating Chief Engineer forwards, with reference to para 30 of Extract Mins. of Cons. dated 24th November 1857 No. 2167, certain correspondence and recommends that a sum not exceeding 20 or 25 Rupees per mile or about Rupees 3,500 in all be placed at the disposal of the District Engineer of Ganjam to make the necessary clearings through jungle to enable Survey and measurements to be made.

The

See [illegible]

P. W. Works 1858. Departt.

Dy. to Cons. 13th Augt.

No. 1485

From
The Offg. Chief Engineer

To
The Secretary to Govent. P. W. D.

Dated 5th } July 1858.
Recd. 5th }

No. 1690

Encls. 3. returned 20th [illegible]

4/58.

Forwarding reply to para 30 Ex: Mins: Cons. No. 2167. 24th Nov. 1857 from District Engineer Ganjam with a recommendation that the sum asked for viz. Rs. 3500 for the repair of certain Roads in the Ganjam Distt. be sanctioned.

S. E. No. 1611. 13th August 58.

Dy. to Cons. 23d February /58 No. 234

" 24th Nov. /57 " 26/153

" 24th do. " 2042

No. 49.

C 27th July & 9th Augt.

2. The Government are fully impressed with the inconveniences of opening at present roads from the interior to the Ports of Ganjam but considering, as already remarked in Extract Minutes of Consultation dated 19th February 1858 No 291, the large amount of Estimates not worked out in that District they are not inclined at present to sanction the expenditure proposed.

3. The Government approve of Lieut. Blagrave's recommendation referred to in para 6 of Major Lawford's letter for the erection of the Pucka Bridge and Bridle roads to the Vamsadara Salt-pan at Gopalpur by which charge is observed, only one Causeway would be required instead of two, one

"10"

across the swamp to the west of the pans.

JP

10 Copies to the Offg Chief Engr Dept Mrs

Public Works 1853 Dpt.
Recd. to Cours. 17th Augt.

No. 1611.

Extract Mins. of Cours.
Dpt. 13th Augt. 68.

"For the reasons stated
are not inclined to accede
to the recommendation of the
Offg Chief Engineer for placing
at the disposal of the Offg
Engineer at Ganjam a sum of
Rupees 3500 to make the
necessary clearings through
Jungle to enable Survey and
Measurements to be made.

No. 49050