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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2961 Press / Mis.

4-5

Dated 21-12-1858

Not to be folded or roughly handled

No. 4. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 25th November 1859, No. 7631.

Referring to Extract Minutes Consultation of the 24th November 1857, No. 2167, paragraph 24, I have the honor to forward herewith letters from the Collector and District Engineer of Ganjam, accompanied by plans and estimates for the construction of the road from Santoshapú-ram to Dendagedda near Ichapúr, being a portion of trunk road No. 6, in the district of Ganjam.

1 Letter from the District Engineer of Ganjam, dated 9th November 1858, No. 309.
1 Do. from do. dated 24th January 1859, No. 386.
1 Do. to do. 10th September „ „ 4854.
1 Do. from do. dated 29th October „ „ 282.
1 Sketch.
2 Estimate (abstract.)
2 Reports.
10 Plans.

2. It will be observed from the papers now forwarded, that both of the above officers are of opinion that the old line should be adhered to. Captain Harington reports having inspected the proposed road during the height of the last monsoon, and is satisfied that the estimate now submitted provides for a suitable road.

3. Captain Harington has so arranged by altering the amounts for sundries and superintendence, as to make the accompanying 2 sets of estimates conform exactly to the amount of the estimates for the line as first proposed, thus avoiding the necessity and trouble of altering budget* items and leaving nothing necessary, but the sanction of Government for adhering to the old line of road, and for substituting the details of the present estimate for those previously submitted.

* Item No. 327 of budget No. 2, for 1859-60.
„ No. 32 of „ No. 1 for do.

4. Captain Harington in proof of the expediency of keeping to the line of road originally proposed, states that the new line would be through dense bamboo jungles where he anticipates there would be serious difficulties in making roads. He adds that the fever which prevails in Ganjam offers obstacles to work even where practicable, and it would, therefore, be unwise to resort to thick jungles when there exists an open road, naturally excellent, for at least half the distance, which has been used for many years, and with good public bungalows on it. He states, moreover, that the scarcity of labor is another reason why it would be unadvisable to abandon a useful, well known road. Though the modified estimates are in amount the same as those entered in the budget, yet the old line would, in Captain Harington's opinion, be by far the cheaper of the two, as the amount sanctioned for the proposed new line would, it is feared, prove insufficient.

5. The estimates now forwarded, amounting in the aggregate to Rupees 69,980 provide for a 2nd class road bridged and metalled throughout, and in every respect complete.

6. As regards the traffic, Captain Harington reports, that returns have been taken on the old line, and that the amount shewn is very small, not exceeding on average of 50 carts a day; but that much more may be expected when the road is made, as in the height of the rains, a cart cannot travel on the road. It has been further ascertained that on the same trunk line between Ichapúr and Berhampore, where it is bridged and metalled, the traffic in the last monsoon has been upwards of 200 carts a day.

7. Under the circumstances above explained, I recommend that sanction my be accorded for adhering to the old line of road, and that, as the amounts remain unchanged, authority may be granted for substituting the details of the present estimates for those of the estimates entered in the budget, in order that the work may be proceeded with without the necessity of further reference as soon as the restriction is removed.

No. 5. ORDER THEREON, 21st December 1859, No. 2961.

Estimates to the total amount of 69,980* Rupees are already in the budget, for constructing thirty-four and a half miles of trunk road No. 6 between Santoshapúram and Dendagedda in the Ganjam district. They provide for bridging the road as well as forming it; the design having been to abandon the present track and take an entirely new direction.

	Rs.
No. 2, budget statement II of 1856-57; earthwork and minor bridges	46,550
No. 28, budget statement I of 1858-59; large bridges	23,430
Total.....	69,980

2. In paragraph 36 of his report of a tour in the northern districts, dated 12th July 1856, Colonel F. C. Cotton adverted to the project, and condemned the new line chosen, which he said was only very little shorter than the old one, and crossed the Mahindra river after its bifurcation; while it passed through dense and probably feverish bamboo jungle, where it would be difficult to obtain labor; whereas the old line passed through several large villages, and had three good bungalows which would be thrown out by the change. Colonel Cotton also thought that less money might be spent on the road, which he was of opinion should be treated as a second class road with reference to existing and probable future traffic. On the other hand, Colonel Faber, the Chief Engineer, was* averse to break in upon the uniformity of trunk road No. 6, which he thought should be distinguished as a first class line as it connected Madras with the metropolis of India. In paragraphs 24 and 25 of their proceedings dated 24th November 1857, No. 2167, the Government disposed of the question at the time, by referring Colonel Cotton's observations to the present District Engineer, and requesting returns of traffic on different parts of the road, with the Chief Engineer's own opinion, to enable them to decide whether the portion of road in question should be made a first or second class road.

* Letter 22nd August 1856 No. 5986, paragraph 12.

3. In reply, Colonel Bell now sends up Captain Harington's report, accompanied by a survey of the line which he would propose, adhering very nearly to the old track now in use; together with a letter from the Collector agreeing in this view, and a detailed estimate in two divisions corresponding with the two sums already entered in the budget, viz. 46,550 Rupees and 23,430 Rupees, in order that those items may not be disturbed. Captain Harington agrees with Colonel Cotton in condemning the new line chosen by Major Birdwood, and on the same grounds; and prefers adherence for the most part to the old track, which he says is only a mile and a half longer than the lately proposed line: this would make the length of the track preferred thirty six miles. The estimates now submitted provide for a second class road, but bridged and metalled throughout, and in every respect complete; and Captain Harington adds that while the amounts entered in the budget will be sufficient for a road along the old track, he is confident that they would not have sufficed for one on the new line; so that the present project is the cheaper of the two. As regards traffic, Captain Harington states that the returns shew the small average of only fifty carts a day: but he thinks that much more may be expected when the road is made, as carts cannot travel on the road in the height of the rains, the average in October being only two a day; and he points to the remarkable fact that on the same trunk line, between Ichapúr and Berhampore where it is bridged and metalled, the traffic was two hundred carts a day in the last monsoon.

4. Colonel Bell also recommends the adoption of the old line; and in requesting authority for the substitution of the details of the present estimates for those of the estimates already in the budget, in order that the work may be proceeded with as soon as the restriction is removed, without the necessity of further reference, Colonel Bell virtually recommends that the portion of trunk road between Santoshapúram and Dendagedda should be made as a second class road.

5. On this question the Government will not now decide. They are not prepared at present to sanction the large expenditure proposed; as they consider the completion of this road to be of very inferior importance, in comparison with many other works now necessarily kept in abeyance for want of funds. Government will be willing however to admit a small amount

Proceedings of the Madras Government, Public Works Department, for the month of December 1859.

into the budget for the improvement of the worst parts of the road. A moderate sum say 250 Rupees a mile, judiciously expended in that manner, may be of much service in improving the usefulness of the road for ordinary traffic.

6. In the Chief Engineer's letter now before them, the Government note the omission of many particulars ordered in their proceedings of the 18th October 1855, No. 696 to be reported on in submitting estimates. They request the Chief Engineer to pay attention to the requirements of that order for the future.

(Signed) J. D. BOURDILLON,
Secretary to Government.

5

Central Office P.W.
Fort Saint George
25 November 1859.

No 7631

From
The Chief Engineer
To
The Secretary to Government
Public Works Department

Sir,

Public — Referring to Extract Minutes Consultation of the 21st November 1859, No 2167, Para 24, I have the honor to forward herewith letters from the Collector and District Engineer of Ganjam accompanied by Plans and Estimates for the construction of the Road from Santoshapuram to Denda Gedda near Itchapur, being a portion of Trunk Road No 6, in the District of Ganjam.

2 It will be observed from the papers now forwarded, that both of the above Officers are of opinion that the old line should be adhered to. Captain Farmiloe reports having inspected the proposed road during the height of the last Monsoon and is satisfied that the Estimate now submitted

submitted provides for a suitable road.-

3 Captain Farrington has so arranged by altering the amounts for sundries and Superintendence as to make the accompanying 2 sets of Estimates conform exactly to the amount of the Estimates for the line as first proposed, thus avoiding the necessity and trouble of altering the Budget items and leaving nothing necessary, but the sanction of Govern=ment for adhering to the old line of road, and for substituting the details of the present Estimate for those previously submitted.-

† Item Rs 327 of Budget
Rs 3 for 1859/60.
—— Rs 32 of —— Rs 1/
for 1 do

4. Captain Farrington in proof of the expediency of keeping to the line of road originally proposed, states that the new line would be thro' dense Bamboo jungles where he anticipates there would be serious difficulties in making roads. He adds that the fever which prevails in Canjam offers obstacles to work every where practicable, and it would therefore be unwise to resort to thick jungles when there exists an open road, naturally excellent, for at least half the distance, which has been used for many years, and with good public Bungalows on it. He states, moreover, that the scarcity of labor is another reason why it would be unadvisable to abandon a

useful

useful, well known road. Tho' the modified Estimates are in amount the same as those entered in the Budget, yet the old line would, in Captain Farrington's opinion, be by far the cheaper of the two, as the amount sanctioned for the proposed new line would, it is feared, prove insufficient.-

5. The Estimates now forwarded, amounting in the aggregate to Rupees 69980-- provide for a 2nd Class Road bridged and metalled throughout, and in every respect complete.

6. As regards the Traffic, Captain Farrington reports, that returns have been taken on the old line, and that the amount thereon is very small, not exceeding an average of 20 Carts a day; but that much more may be expected when the road is made, as in the height of the rains, a Cart cannot travel on the road. It has been further ascertained that on the same Trunk line between Chicacole and Berhampore, where it is bridged and metalled, the traffic in the last Monsoon has been upwards of 200 Carts a day.-

7. Under the circumstances above explained, I recommend that sanction may be accorded for adhering

Rec'd 24th November 57 No. 153.

No. 1857 Department
Rec'd Govt. 25th December
No. 3078.

From The Chief Engineer
To The Secretary to Govt.
Public Works Department

Dated 25th
Received 26th } November 1857.

No 7631
C-2d- Returned 6-2-60-
No. 2961. 21st December

Forwards Plans and Estimates for the road from Dimbola Nagamuwa to Bendagedda in the Kanyan District and recommends that they be substituted for those in the Budget for the same road.-

No. 4.

Rec'd 12th December 57

Dimbola Nagamuwa to Bendagedda

Plan

Estimate

Chief Engineer's Office
25th November 1857

Lieut. Colonel
Chief Engineer

Lieut. Col. Colebrooke
Chief Engineer

Mr. Secretary to Government,
Public Works Department.

Sir,

I have the honor to submit for your information and transmission to the Secretary to Government, Public Works Department, the accompanying Plans and Estimates for the road from Dimbola Nagamuwa to Bendagedda in the Kanyan District, and to recommend that they be substituted for those in the Budget for the same road.

I have the honor to be,
Sir,
Your most Obedient Servant,

Lieut. Colonel
Chief Engineer

No 2961 Dl Copy

Proceedings of the Madras Government
Under date the 2 Oct 1859

II.

Read the following
letter from the Chief
Engineer.

Submits plans and
estimates for formation of trunk road
No 6 between Santoshapúram &
Bendagedda in Sanjam, and recom-
mends their substitution in place
of those already entered in the budget.

(Here enter 25 Nov/59 No 763)

Estimates to the total
amount of 69,980 Rs are already
in the budget, for constructing thir-
ty four and a half miles of trunk
road No 6 between Santoshapúram
and Bendagedda in the Sanjam
district. They provide for bridging
the road as well as forming it,
the design having been to abandon
the present track & take an en-
tirely new direction.

2 In para 36 of his report of
a tour in the northern districts,
dated 12th July 56, Col J. C. Cotton

* No 2, Budget Statement II of 1858/59. Earthwork and minor bridges — 46,550.
No 28, Budget Statement I of 1858/59. Large bridges — 23,430
Rs 69,980

adverted to the project, and condemned the new line chosen, which he said was only very little shorter than the old one, and crossed the Mahindra river after its bifurcation; while it passed thro' dense and probably feverish bamboo jungle, where it would be difficult to obtain labor; whereas the old line passed thro' several large villages, and had three good bungalows which would be thrown away by this change. Col Cotton also thought that less money might be spent on the road, which he was of opinion should be treated as a second class road with reference to existing and probable future traffic. On the other hand, Col Faber, the Chief Engr, was averse [x] in his letter of the 22d August, No 5986, (para 12) to break in upon the uniformity of trunk road No 6, which he thought should be distinguished as a first class line as it connected Madras with the metropolis of India. In paras 24 and 25 of their Proceedings dated 24 Nov/57, No 2167, the Govt disposed of the question at the time, by referring Col Cotton's observations to the present District Engr, and requesting returns of traffic on different parts of the road, with the Chief Engr's own opinion, to enable them to decide whether the portion of road in question should be made a first or second class road.

33 In reply, Col Bell now sends up Capt Harrington's report, accompanied by a survey of the line which he would propose, adhering very nearly to the old track now in use; together with a letter from the Collr agreeing in this view, & a detailed estimate in ten divisions

[x] Letter 22d aug. 56 No 5980. para 12.

corresponding with the two sums already entered in the budget, viz 46,550 Rs and 23,430 Rs, in order that those items may not be disturbed. Capt Barrington agrees with Col Cotton in condemning the new line chosen by Major Birdwood, and on the same grounds; and prefers adherence for the most part to the old track, which he says is only a mile & a half longer than the ~~new~~ lately proposed line: this would make the length of the track preferred thirty six miles. The estimates now submitted provide for a second class road, but bridged and metalled throughout, and in every respect complete; and Capt Barrington adds that while the amounts entered in the budget will be sufficient for a road along the old track, he is confident that they would not have sufficed for one on the new line, so that the present project is the cheaper of the two. As regards traffic, Capt Barrington states that the returns ~~on the old line~~ shew the small average of only fifty carts a day; but he thinks that much more may be expected when the road is made, as carts cannot travel on the road in the height of the rains, the average in October being only two a day; and he points to the remarkable fact that in the same trunk line, between Ichalkaranji and Berhampore where it is bridged and metalled, the traffic was two hundred carts a day in the last monsoon.

4 Col Bell also recommends the adoption of the old line; and in requesting authority for the substitution of the details of the present estimates for those of the estimates already in the budget, in order that the work may be proceeded with as soon as the restriction is

removed, without the necessity of further reference, Col Bell virtually recommends that the portion of trunk road between Santoshapuram and Dendapeddi should be made as a second class road.

5 On this question the Govt will not now decide. They are not prepared at present to sanction the large extra expenditure the object proposed; as they consider the completion of this road to be of very inferior importance, in comparison with many other works now necessarily kept back in abeyance for want of funds. Govt will be willing however to admit a small amount into the budget for the improvements of the worst parts of the road. A moderate sum say 250 Rs a mile, judiciously expended in that manner, may be of much service in improving the usefulness of the road for ordinary traffic

6 In forwarding the Chief Engrs letter now before them, the Govt note the omission of many particulars ordered in their Proceedings of the 18th Oct to be reported on in submitting Estr 1855, No 696. They request the Chief Engr to pay attention to the requirements of that order for the future.

10 Copies To
The Chief Engineer
Dispd 22d

Public Works 1859 Departt.
Pro: of Govt. 31st December.

No. 2961.

Pro: of the Madras Govt.
Dy 21st December 1859.

From the Collr. of Tanjore
Dated 7th Jany. 1860 Cha.
-124-
From do. Dy. 27th Jany. 1860
Cha. 260.

Observing that the Govt
are not prepared at present
to sanction the proposed large
expenditure on the trunk road
between Santoshapuram and
Dendugedda via Tanjore.

No. 445.