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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

Cons. 20.1.1860

G.O. No.	137	Press / Mis.
99-100 Dated	19.1.	1860.

Not to be folded or roughly handled

21/11/38

No. 99. Read the following Proceedings of the Board of Revenue, dated 23rd December 1859, No. 5386.

Read the following letter from G. S. FORBES, Esq., Collector of Ganjam; to W. HUDLESTON, Esq., Acting Secretary to the Board of Revenue, Fort Saint George, dated Chitterpore, 4th November 1859, No. 326.

With reference to the Proceedings of the Board of Revenue, under date the 4th October last, No. 3996, I have the honor to forward a letter received from the acting District Engineer with whom I had been in correspondence regarding the lines of road in the Kimidi estate which may claim in part to be main lines belonging to the State.

2. The only line which appears to Captain Harington and myself to come under this description, is the Battelli and Híramandalam road; but as Captain Harington observes a great part of the distance to the coast either is, or will be, made at the expense of Government who have already borne their share of other Kimidi lines by completing the distances necessary to unite them with the coast or with the trunk road. The State is, therefore, scarcely called upon to incur any expenditure on the Battelli line until it enters Government territories.

3. The argument in paragraph 8 of the District Engineer's letter is also of some importance in the present day, though not entering of right into the consideration of the questions put by the Court. He observes that the money from the funds of the estate is forthcoming for the immediate execution of the work, while a grant from the public treasury would not probably be obtained for a long period.

From Captain E. H. HARINGTON, Acting District Engineer; to G. S. FORBES, Esq., Collector of Ganjam, dated Chicacole, 28th October 1859, No. 78.

In reply to your letter, No. 229 of 17th instant, and with reference to paragraph 6 of the order of Government of 28th September 1859, No. 2328, I have the honor to offer the following remarks. I enclose a sketch map of roads in Kimidi zamíndári, to facilitate the consideration of the subject.

2. I agree with you in thinking, that the Battelli and Híramandalam road is the *only* line which can come under the description of a "Government" road. The other lines connecting Kimidi with the Government frontier, towards the coast, or with the Kimidi hill forts of Gumah, and Gibau, or with the outpost of Waranasi are, I think, *local* lines of principal importance to the peace and prosperity of the zamíndári and development of its revenues.

3. However, I think that the formation of a line, from Battelli to Híramandalam, will directly benefit the Kimidi estate. To ensure the full value of the road, it should be continued direct, 20 miles further, through Government lands, viâ Pursuthpur, to *Alikam* on the Chintada and Garra road, which is continued to the salt pans of Omeravelli, and port of Calingapatam 13 miles further. The construction of this portion of road, 20 miles in length, at cost of Government, will be somewhat expensive, as it will run through rich lands, well irrigated by numerous channels. A glance at the map will shew that this extension *direct* to the pans and port, instead of crossing the river twice at Híramandalam, and Polaki, by using the existing road on left bank, will be most valuable, and will make the communication available at all seasons.

4. Thus, if the road is continued from Híramandalam at the cost of Government, there will be a large outlay for making 20 miles of new road, and 13 miles of made Government road will be opened to the Battelli traffic.

5. At present, as you are aware, Battelli is an outpost exposed to the visits of independent sourahs, with a frontier to its north of tribes little known and ill governed. Colonel Cotton, in paragraph 31 of his Ganjam report, justly observes, that "good cart roads from Kimidi to "the coast will had greatly to the value of its produce, and as they extend into the wild country "to the westward, their effect in giving security to property will make them of greater importance still." Amongst others he recommends the line from Battelli.

Board say, they have sanctioned an estimate of 24,110 Rupees in their capacity of Court of Wards; an estimate for the masonry works being under consideration.

3. The Chief Engineer will cause an estimate to be prepared for the extension of the road from Hiramandalam to Aligám, and the Government will be prepared to sanction it as soon as the state of the finances may permit.

(Signed) T. PYCROFT,
Chief Secretary.

Proceedings of the Madras Government, Public Works Department, for the month of January 1860.

[illegible] interest of the estate that part of the surplus [illegible] road, 35 miles. [illegible] and metalling at a [illegible] Rupees 17,000 [illegible] works, [illegible] been [illegible]

[illegible] Kimidi estate, and the only [illegible] Collector [illegible] necessary.

[illegible] to make the road [illegible] charged to Government, and be necessarily de- [illegible]

[illegible] Government on this point [illegible] we shall feel uncertain how to act.

[illegible] letter may be forwarded, through you, to the Court of Wards.

Submitted for the information of Government, with reference to paragraph 6 of their Proceedings, dated 28th September 1859, No. 2328.

2. The Collector and District Engineer consider one line of road only, viz. that from Battelli to Hiramandalam, to be a main or public line, for which Government aid could be demanded. But they consider that the estate itself will be so materially benefited by the execution of the work that it is undesirable to defer it, until that aid can be afforded, which, in the present state of the finances, might involve a long delay, and the District Engineer points out that the extension of the road by Government from Hiramandalam viâ Peruthpur to Aligám on the road leading to the Umaravulli salt pans and the port of Calingapatam, thus avoiding the necessity of crossing the Vonnadara river between Battelli and the coast, would be a more valuable concession on the part of Government than any assistance towards the formation of that portion of the road which lies in the Kimidi estate.

3. The Board entirely concur in these opinions, and in their capacity of Court of Wards, have already sanctioned the estimate for the earth works on the line, amounting to Rupees 24,110 including metalling, but owing to want of superintendence the works has not yet been commenced. The estimate for the masonry works is under preparation.

21st January 1860.

(True Copies and Extract.)

(Signed) W. HUDLESTON,
Sub-Secretary.

No. 100.

ORDER THEREON, 19th January 1860, No. 137.

In reply to paragraph 6 of the orders of Government dated 28th September last, No. 2328, the Board of Revenue report the opinion of the Collector and District Engineer of Ganjam, in which they quite concur, that the line from Battelli to Hiramandalam, thirty-five miles long, is the only one in the Kimidi zamindári which can be considered a main or public line, to be made from Government funds; but considering the present state of the public finances, they are agreed that it will more materially benefit the estate to make the road at once at its cost, and leave the ultimate extension of the line to Aligám, on the road to Calingapatam, to be made by the Government hereafter.

2. The Governor in Council agrees with the Board and the local officers in the opinion expressed in this correspondence, and authorizes the construction of the road from Battelli to Hiramandalam at the cost of the Kimidi estate, for the earthwork and metalling of which, the

No. 5386.

PROCEEDINGS of the BOARD of REVENUE, dated 23rd December 1859.

Read the following letter from G. S. FORBES, Esq., Collector of Ganjam, to W. HUDLESTON, Esq., Acting Secretary to the Board of Revenue, Fort St. George, dated Chitterpore 4th November 1859, No. 326.

With reference to the Proceedings of the Board of Revenue, under date the 4th October last, No. 3996, I have the honor to forward a letter received from the Acting District Engineer with whom I had been in correspondence regarding the lines of road in the Kimedi estate which may claim in part to be main lines belonging to the State.

2. The only line which appears to Captain Harrington and myself to come under this description, is the Butteli and Hiramundalum road; but as Captain Harrington observes a great part of the distance to the coast either is, or will be, made at the expense of Government who have already borne their share of other Kimedy lines by completing the distances necessary to unite them with the coast or with the trunk road. The State is, therefore, scarcely called upon to incur any expenditure on the Butteli line until it enters Government territories.

3. The argument in paragraph 8 of the District Engineer's letter is also of some importance in the present day, though not entering of right into the consideration of the questions put by the Court. He observes that the money from the funds of the estate is forthcoming for the immediate execution of the work, while a grant from the public treasury would not probably be obtained for a long period.

From Captain E. H. HARRINGTON, Acting District Engineer, to G. S. FORBES, Esq., Collector of Ganjam, dated Chicacole, 28th October 1859, No. 78.

In reply to your letter, No. 229 of 17th instant, and with reference to paragraph 6 of the order of Government of 28th September 1859, No. 2328, I have the honor to offer the following remarks. I enclose a sketch map of roads in Kimedi zamindari, to facilitate the consideration of the subject.

2. I agree with you in thinking, that the Butteli and Hiramundulum road is the *only* line which can come under the description of a "Government" road. The other lines connecting Kimedi with the Government frontier, towards the coast, or with the Kimedi hill forts of Gumah, and Gibau, or with the outpost of Waranasi are, I think, *local* lines of principal importance to the peace and prosperity of the zamindari and development of its revenues.

3. However, I think that the formation of a line, from Butteli to Hiramundalum, will directly benefit the Kimedi estate. To ensure the full value of the road, it should be continued direct, 20 miles further, through Government lands, viâ Pursuthpur, to *Alikam* on the Chintada and Garra road, which is continued to the salt pans of Omeravelli, and port of Calingapatam 13 miles further. The construction of this portion of road, 20 miles in length, at cost of Government, will be somewhat expensive, as it will run through rich lands, well irrigated by numerous channels. A glance at the map will shew that this extension *direct* to the pans and port, instead of crossing the river twice at Hiramandalum, and Polaki, by using the existing road on left bank, will be most valuable, and will make the communication available at all seasons.

4. Thus, if the road is continued from Hiramundalum at the cost of Government, there will be a large outlay for making 20 miles of new road, and 13 miles of made Government road will be opened to the Butteli traffic.

5. At present, as you are aware, Butteli is an outpost exposed to the visits of independent sourahs, with a frontier to its north of tribes little known and ill governed. Colonel Cotton, in paragraph 31 of his Ganjam report, justly observes, that "good cart roads from Kimedi to the coast "will add greatly to the value of its produce, and as they extend into the wild country to the westward, "their effect in giving security to property will make them of greater importance still." Amongst others he recommends the line from Butteli.

6. I think, therefore, that it would be to the interest of the estate that part of its surplus funds should be laid out in the construction of the Butteli and Hiramundalum road, 35 miles. The Court

of Wards have, on 21st January 1859, sanctioned the earthwork and metalling at a cost of Rupees 21,110. An estimate of Rupees 17,610 has also been made for masonry works, but is still under consideration. Owing to want of superintendence the line is not yet been commenced.

7. The estimate for this portion will be laid out in the Kimedi estate, and the money will be earned principally by the Kimedi rayats, or by Sourahs whose lawless habits now render expensive measures of precaution, punishment, or defence necessary.

8. I am satisfied that it would be more to the interest of the Zamindari, to make this road at once at its cost, rather than that it should be charged to Government, and be necessarily deferred for years, in the present financial difficulties.

9. I, however, particularly request that the final instructions of Government on this point, may be solicited at an early date, as otherwise we shall feel uncertain how to act.

10. I request that this letter may be forwarded, through you, to the Court of Wards.

Submitted for the information of Government, with reference to paragraph 6 of their Proceedings, dated 28th September 1859, No. 2328.

2. The Collector and District Engineer consider one line of road only, viz. that from Butteli to Hiramundalum to be a main or public line, for which Government aid could be demanded. But they both consider that the estate itself will be so materially benefited by the execution of the work that it is undesirable to defer it, until that aid can be afforded, which, in the present state of the finances, might involve a long delay, and the District Engineer points out that the extension of the road by Government from Hiramundalum viâ Pursathpur to Aligam on the road leading to the Umaravulli salt pans and the port of Calingapatam, thus avoiding the necessity of crossing the Vomdasadara river between Butteli and the coast, would be a more valuable concession on the part of Government than any assistance towards the formation of that portion of the road which lies in the Kimedi estate.

3. The Board entirely concur in these opinions, and in their capacity of Court of Wards, have already sanctioned the estimate for the earth works on the line, amounting to Rupees 21,110 including metalling, but owing to want of superintendence the works has not yet been commenced. The estimate for the masonry works is under preparation.

21st January 1859.

(True Copies and Extract.)

Sub Secretary.

To

J. D. BOURDILLON, Esq., Secretary to Government, R. D.
Copy to Collector of Ganjam.

Exd. J. Wright.

P. W. Dept

No. 137.

(9)

Proceedings of the Madras Government

Under date the 19th January 1860.

Read the following

Proceedings of the Board of Revenue.

Replying to the enquiry of Govt. as to what roads in the Kimidi estate may claim to be considered main or public lines.

(Hereunder 23rd December 1859 No. 5386)

In reply to para 6 of the orders of Govt. dated 28th Sept last, No. 2328, the Board of Revenue report the opinion of the Colr and District Engr of Ganjam, ~~that~~ in which they quite concur, that the line from Battelli to Hiramandalam, thirty five miles long, is the only one in the Kimidi zamindári which can be considered a main or public line, to be made from Govt funds; but considering the present state of the public finances, they are agreed that it will more materially benefit

4th Oct 1859 No. 88 & 90

Public Works 1860. Depte. Pro. of Govt. 20th January No. 8

Proceedings of the Board of Revenue.

Dated 23 December 1859.
Recd 3 January 1860

No. 5386.

O/o 137. 19th January 60.

Submitting for information a letter from the Collr of Ganjam forwarding correspondence from the Dt. District Engineer regarding the lines of road in the Kimedi estate which may claim in part to be main lines belonging to the State.

No. 99.

C/o 19th Jany 1860

the estate to make the road at once at its cost, and leave the ultimate extension of the line to Aligám, on the road to Calingapatam, to be made by the Govt hereafter.

The Govr in Council agrees with the Board and the local officers in the opinion expressed in this correspondence, and authorizes the construction of the road from Battelli to Kiva-mandalam at the cost of the Kimidi estate, for the earthwork and metalling of which, the Board say, they have sanctioned an estimate of in their capacity of Court of Wards 24,110 Rs, an estimate for the masonry works being under consideration.

The Chief Engr will cause an estimate to be prepared for the extension of the road from Kiva-mandalam to Aligám, and the Govt will be prepared to sanc-

tion it as soon as the state of the finances may permit.

JP

10 Copies to the Bd of Rev. Desp 20th with Plans
10 —"— Chief Engr. "

Copy

Public Works 1860 Dept.
Pro: of Govt 20th January.

No. 137.

Pro: of the Madras Govt.
D/ 19th January 1860.

From the Sy. Ch. Engr
D/ 20th Novr. 1862
Cor. 3511.

Authorizing the construction of the road from Battilli to Hiramandalam in the Kunedi Zamindari in Ganjam, at the cost of the Kunedi estate.

No. 99 to 100.

Sy Engrs 213