

(1) Number of pages 10(2) Date of repair 20-10-38(3) Initials of the Referencer CP

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

C.D. No.	File No.
Date	13/11/38

Not to be folded or roughly handled

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

No. 127. Read the following letter from G. S. FORBES, Esq., Collector of Ganjam; to J. D. BOURDILLON, Esq., Revenue Secretary to Government, dated 7th January 1860, No. 6.

With reference to an order of Government in the Public Works Department, dated 31st December last, No. 2961, declining to sanction the expenditure applied for by the District Engineer in order to complete the trunk road through this district, I have the honor to suggest for the consideration of Government, grounds which may, I hope, induce them to modify the order in question.

We have a metalled and bridged road at either extremity of this line for some distance, viz. from Chikakóle to Narasannapettá, 12 miles, and again from Itchapúr to Rambá for 42 miles, the distance between Narasannapettá and Itchapúr has never been made, the streams are unbridged and a distance of about 60 miles is virtually closed to wheeled traffic during four months of the year and at all times difficult. The amount of traffic which is kept in check by this gap in the line may be estimated from the number of carts which traverse the made portions of the road at all seasons, a point which the Government have already noticed in their order above quoted. All this has, however, already been before the Government. The further considerations to which I think it necessary to call their attention, are as follows:

First, that it will be nearly impossible to move troops from Chikakóle northwards, now that impressment is prohibited. Contracts for carriage will almost always be obtainable where cart traffic is easy, but not where cattle and carts are almost certain of damage on an unmade and unbridged road.

Again postal communication is miserably slow, especially in the rains; the trunk line being impracticable, the runners are sent along the coast and letters never reach this from Chikakóle till the 3rd day. If the line were completed over the unmade interval, there is nothing to prevent the use of a mail cart for the post and transits for travellers. There is an increasing reluctance on the part of bearers to continue their old vocation in preference to agricultural pursuits, and now that a Magistrate can no longer compel their attendance, locomotion between Chikakóle and Berhampur whether on service or by private travellers, will ere long become extremely difficult.

A more important argument, however, remains. Roads have been and are still being constructed to open the interior of the country to the coast, but so long as the communication along the coast line is almost closed for so many* miles, traders can neither choose their own port nor purchasers of salt frequent the pans which they prefer, and our trade is consequently hampered. It is difficult to conceive why the completion of so important a link in the scheme of communications should have been postponed to objects which are in reality secondary to it, the wealth and population of the country being chiefly massed along the coast line and the interests of Government rendering a rapid and easy communication along this road of no small importance.

No. 128. ORDER THEREON, 27th January 1860, No. 219.

The views of Government on the subject referred to in this letter have been given in paragraph 5 of the order No. 2961 dated 21st December 1859, and they cannot at present consent to any modification of that order.

(Signed) T. PYCROFT,
Chief Secretary.

From

G. S. Forbes Esq.

Collector of Ganjam

To

J. D. Bourdillon Esq.

Revenue Secretary to Govt.

Fort Saint George

Sir,

With reference to an order of Government in the Public Works Department dated 2nd December last at No. 2983 declining to sanction the expenditure applied for by the District Engineer in order to complete the trunk road through this District, I have the honor to suggest for the consideration of Govt. grounds which may I hope induce them to modify the order in question.

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again from Echapor to Rumbah for
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and Echapor has never been made, the streams
are unbridged and a distance of about 60 miles
is virtually closed to wheeled traffic during
four months of the year and at all times difficult.

The amount of traffic which is kept in check
by this gap in the line may be estimated from
the number of carts that which traverse the
made portions of the road at all seasons
a point which the Government have already
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certain of damage on an unmade and un-
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there is nothing to prevent the use of a
mail cart for the post and transits for
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wealth and population of the
country being chiefly massed along
the coast line and the interests of
Government rendering a rapid
and easy communication
along this road of no small
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importance.

I have the honor to be

Sir,

Your Most Obedient Servant

Ganjam District

Collector's Office

Chatterpore

7th January 1850

Chatterpore

Sober

Collector

PM. No. 21. Dec. 1839
1-5

Paul. No. 10. 1839. P. 11. 116
proposed in the 11th January
now in consideration of
the same

to the Commission
to examine
the same

to the Commission
to examine
the same

to the Commission
to examine
the same

1839

1839. 27. 11. 116

1839. 27. 11. 116

1839. 27. 11. 116
with new order

No. 219.

The views of Government on the subject
inferred to in this letter have been given in Para 5
of the Order. No 296. dated 21st December 1839, and
they cannot at present consent to any modification
of that order

Copy to the Coll. of Langham. Dec 1839