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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.*Cons. 20-2-1860*

G.O. No.	346	Press Mis.
33-34		
Dated	15-2-	1860.

Not to be folded or roughly handled

No. 33. Read the following letter from E. G. R. FANE, Esq., Collector and Agent, Vizagapatam; to T. PYCROFT, Esq., Chief Secretary to Government, dated 17th January 1860, No. 47.

From the Proceedings of the Board of Revenue of the 4th August 1859, No. 3011, it appears that it was determined not to interfere with the levying by the zamindár of Jeypore of transit duties in the hill tracts. As the so doing was both sanctioned by prescriptive usage and had been allowed in consideration of the funds being appropriated to the keeping open the passes and maintaining the roads.

2. Of the many routes to Jeypore the capital of the zamindári, three are more particularly made use of. One via Parvettipúr leading to the salt pans near Chikakól; one via Selúr leading to the northern salt pans of this district and the large trading mart of Gaggapatti Nagaram, and one via Madigól leading to the southern salt pans and to the port of Vizagapatam.

3. Government have had a large estimate sent in for the opening out of the first of these routes, but as it is not only a very expensive but a very difficult one to operate upon, no doubt many years will elapse before any work is accomplished.

4. The route via Madigól was also partially opened up some four or five years ago, but the work was discontinued, either from a preference to the Parvettipúr route or from want of funds.

5. It is acknowledged by all that a road of some sort leading to Jeypore, and thence to the Jeypore territory is a urging want, and I beg, therefore, now to propose to Government to open out a road at the expense of the zamindár of Jeypore, and trust the Government will sanction my scheme, as it can be carried out with fairness to the zamindár and with advantage to themselves.

6. The two usual routes from Jeypore to the port of Vizagapatam and the southern salt pans are, as I said before, via Madigól or Selúr, the distance by either route is, as far as known, pretty equal, or about 120 miles, now about equi distant between the above two places, there is a less frequented route leading to Kásipuram, by this way the distance to Jeypore would, if any thing, be less than by the other two. Now the new sanatorium of Gáliparvatam and Harris valley, are about half way or about 55 miles on the above said Kásipuram route, and Harris valley is arrived at after the highest points of the gháts are surmounted; the road is being opened out and made good from Harris valley to Gálikonda, (the highest ridge of the gháts) and from Gálikonda to Kásipuram at the foot, and as from Kásipuram to Vizagapatam, Bimlipatam, and the ports to the south, there is already a well marked road, there remains only 50 miles or so from Harris valley, to complete by this route, the communication between the sea and Jeypore.

7. I send herewith a rough sketch of the three old routes, and the fourth or new one now proposed, you will perceive that the Madigól route, and the new one proposed meet at Uradá, a place halted at by Mr. Reade, on his journey to Jeypore and well ascertained by Captain Flint, 38th Regiment N. I., to be thirty-six miles from Jeypore, no particular obstacles exist between Uradá and Jeypore, and as none exist between Vizagapatam and Harris valley, it remains now only to explore and open out the intermediate distance from Harris valley to Uradá, some 20 or 30 miles, to provide funds, I propose taking a portion, say four or five thousand, according to the difficulty or otherwise of the route, of the surplus funds of the Jeypore zamindári that we have in hand.

8. The orders of the Board above quoted would, I consider, be sufficient authority for taking the money, as 2,500 Rupees have been for years collected on the plea of keeping open the passes, and nothing has ever been so laid out.

9. I went up to Harris valley on duty during the Christmas holidays, and met many traders on their way to Kásipuram from Jeypore. Bad as the road is, they were bringing iron of a very inferior description all the way from Jeypore, they proposed taking return loads of salt from Karása or Nellimáku near Vizagapatam, and declared that if the road were in

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

better order, many more of their caste (Brinjaries) would come down for salt. They complained of the exactions of the zamindars, both Jeypore and Panchpenta, but said they would willingly pay the demand if any thing was done by the zamindars to keep open the route. Commercially, therefore, I think opening out the route would benefit Jeypore. The advantage of Kasipuram over even Parvettipur is, that the Brinjaries have grazing for their cattle from the passes to within a few miles of the salt pans, whereas from Parvettipur to the nearest salt pan, a highly cultivated country has to be passed through, and many hundreds of cattle there die every year.

10. In a military view also, the work I now propose would be of benefit. If ever troops were required to march to Jeypore or Nagpore, if the routes remained as at present, they would have to go from Vizagapatam to Pavettipur, which would be a great round, and when the future sanatorium of Harris valley is completed, healthy Europeans even could be poured down into the Jeypore territory in three days, at latest by the route I now propose.

No. 34.

ORDER THEREON, 15th February 1860, No. 346.

In this letter the Collector and Agent to the Governor at Vizagapatam proposes to open a road from that place to Jeypore the capital of the zamindari of the same name, via Kasipuram, Galiparvatam, Harris valley and Uradá where it will meet the present route via Madigol. It will be somewhat shorter than either of the two routes via Madigol and Sair respectively now generally taken, and in both a commercial and military point of view will be preferable to them. From Vizagapatam to Kasipuram a tolerably good road already exists and communication is now being opened from the latter place to Harris valley whence it will be necessary to make a road of from 20 to 30 miles to Uradá the point of bifurcation of the proposed and Madigol routes. To this object the Collector and Agent proposes to apply a portion—about five thousand Rupees—of the surplus funds of the Jeypore zamindari realized from the pargunnahs below the ghats now under management of Government.

2. The Government see no objection to the appropriation of the amount required for the proposed road from the funds in question. The zamindar levies tolls under the plea of maintaining existing roads and opening new ones, and if he does not fulfil that obligation the Government under the peculiar condition of the zamindar and his country consider themselves at liberty to take such means as shall be effectual to that end. They therefore authorize the Collector and Agent to proceed with the work charging the expenditure incurred on account of it which must not much exceed five thousand Rupees to the zamindari surplus funds.

(Signed) T. PYCROFT,
Chief Secretary.

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Vizagapatam Collector &
Govt. Agents Office 17 January 1860

From, E. G. R. Lane Esq
Collector and Agent

Vizagapatam
To T. Pycroft Esq
Chief Secretary to Govt.
Fort St George.

Sir,
From the Proceedings of the
Board of Revenue of the 14th August 1859
p. 3011, it appears that it was determined
not to interfere with the levying by the
Zamindar of Jeypore of transit duties
in the hill tracts as the so doing was
both sanctioned by prescriptive usage
and had been allowed in consideration
of the funds being appropriated to
the keeping open the passes and
maintaining the roads.

2. Of the many routes to
Jeypore the capital of the Zamindari
three are more particularly made use of—
one via Parvettipore leading to the
Salt

Salt pans near Chidambaram
one via Saloor leading to the Northern
Salt pans of this District and the
large trading Mart of Gungaputty near
Gunnur, and one via Madigole leading
to the Southern Salt pans and to
the port of Virajapatnam.

3 Government have had a large
estimate sent in for the opening out
of the first of these routes but as it
is not only a very expensive but a very
difficult one to operate upon, no doubt
many years will elapse before any work
is accomplished.

4 The route via Madigole
was also partially opened up some four
or five years ago but the work was dis-
continued either from a preference to the
Parvathyputty route or from want of funds.

5 It is acknowledged by all that
a road of some sort leading to Seypore,
and thence to the Seypore territory
is a pressing want, and I beg therefore
now to propose to Government to open

2
out a road at the expense of the Govern-
ment of Seypore, and trust the Govern-
ment will sanction my scheme
as it can be carried out with fairness
to the Zemindars and with advantage
to themselves.

6 The two usual routes
from Seypore to the port of Virajapa-
tana and the Southern Salt pans
are as I said before via Madigole
or Saloor, the distance by either route
is as far as known pretty equal, or
about 120 miles. now about equidistant
between the above two places, there
is a less frequented route leading
to Cassiporum. by this way the dis-
tance to Seypore would, if any thing
be less than by the other two. Now
the new Sanatorium of Gali Parvatham
and Harris valley are about half
way or about 55 miles on the above said
Cassiporum route, and Harris
valley is arrived at after the
highest points of the ghats are
surmounted.

surmounted, the road is being opened
out and made good from Harris
Valley to Gali Kondah, the highest
ridge of the Ghats, and from Gali
Kondah to Cassepoorn at the foot,
and as from Cassepoorn to Viragap-
atam, Bimlipatam, the ports to the
South, there is already a well-
marked road, there remains only 50
miles or so from Harris Valley, to
complete by this route, the communi-
cation between the Sea and Syypore.

7 I send herewith a rough
sketch of the three old routes, and
the fourth or new one now proposed.
You will perceive that the Madigole
route, and the new one proposed meet
at Ouradah, a place halted at by
Mr. Reade, on his journey to Syypore
and well ascertained by Capt'n
Hut 38 Regt. H. I. to be thirty six miles from
Syypore, no particular obstacles exist
between Ouradah and Syypore, and
as none exist between Viragap-
atam and

Copy of a
part of Capt.
Hut's journal
is herewith
sent.

and Harris Valley it remains now
only to explore and open out, the
intermediate distance from Harris
Valley to Ouradah some 20 or 30 miles.
To provide funds, I propose taking
a portion, say four or five thousand
according to the difficulty or other-
wise of the route, of the surplus funds
of the Syypore Revenue that we
have in hand.

Vide Para 1
of this letter.

8 The orders of the Board above
quoted would I consider be suf-
ficient authority for taking the
money, as 2,500 Rupees have been for
years collected on the plea of keeping
open the passes, and nothing has
ever been so laid out.

9 I went up to Harris Valley
on duty during the Christmas
holidays, and met many traders on
their way to Cassepoorn from
Syypore. Bad as the road is, they
were bringing iron of a very inferior
description all the way from Syypore.
they

they proposed taking return loads
of salt from Carassahor. Melli-
noorko near Viragapatam, and
declared that if the road were in
better order, many more of their caste
[Brinjaries] would come down for
salt. They complained of the
actions of the Zemindars both
Seypore and Panuchpentah, but
said they would willingly pay the
demand if any thing was done
by the Zemindars to keep open the
route. Commercially therefore, I
think opening out the route would
benefit Seypore. The advantage
of Carassapoorum over even Parvallypore,
is that the Brinjaries have grazing
for their cattle from the passes
to within a few miles of the salt
pans, whereas from Parvallypore to the
nearest salt pan a highly cultiva-
ted country has to be passed
through, and many hundreds of
cattle there die every year.

In a military view also
the work I now propose would be
of benefit. If ever troops were required
to march to Seypore or Nagpore, if
the routes remained as at present,
they would have to go from Viraga-
patam to Parvallypore, which would
be a great round, and when the
future Sanatorium of Harris Valley
is completed, healthy Europeans
even could be poured down into
the Seypore territory in 3 days, at
latest by the route I now propose.

I have the honor to be
Sir

Your Most Obedt. Servant

Edward Sauer -
Collector & Agent to the Govt.

Extract from Capt. Flint's Journal

The following villages are on the road viz Rahmangam, Tonkor, Dunlah, Loodiepoor, Jagheepet, Dourgerichka, Kotalah, and Murrahpoor, distances respectively from each other $\frac{3}{4}$ of a mile $\frac{1}{4}$, $\frac{3}{4}$, 1, $\frac{1}{2}$, 2, and $\frac{1}{4}$ of a mile.

From Seypore to the Kolah river distance 6 miles, the ground is almost entirely Paddy, with the exception of a little waste land now and then; there are also 4 Nullahs with water in them to be crossed on the road. The Kolah river is about 40 yards across and boats are necessary.

From the Kolah river to the Ghaut is about one mile thro' jungle.

The ghaut itself is about $2\frac{1}{2}$ miles in length, not very steep, but very stony and a great deal of jungle.

From the top of the ghaut to Pettah which is a small village is $\frac{1}{2}$ a mile.

The following villages are on the road viz Guthagoor, Mardee, Gondree, Surrum, Dourthapoor, Kelleegoorah, Tosumbah, Shoornah, Goathparahpoor, distances respectively from each other 1 mile 2, $2\frac{1}{2}$, 1, $1\frac{1}{2}$, $1\frac{1}{2}$, 2, $1\frac{3}{4}$. The last 2 villages are opposite each other on both sides of the road.

After

From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

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From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

From 1860 to 1862

After the 1st mile from Kottah which is jungle the whole distance to Sejoor is open country, red soil with very little cultivation. Quantities of stone and gravel. There are eight Nullahs with water in them to be crossed. Generally where these are a few Paddy fields are to be found. At a good way of the villages iron is found.

The following villages are on the road viz Kottah, Sejoor, Thoomerpoot, Aragundah, Bontoon dah, Broompilly, Thurmupoot, Boodah, distance respectively from each other $\frac{1}{4}$ mile 1, $1\frac{1}{2}$, $3\frac{1}{2}$, $1\frac{1}{4}$, $1\frac{1}{2}$, $\frac{3}{4}$.

The whole distance is this open country. Soil red. There are six Nullahs to be crossed and also the Muscoolput-tunged dah river which is 2 miles from Ooradah where the nullahs are there are generally a few fields of Paddy.

/ True & Co. /

Edward Deane
Collector & Agent to the Govt.

N^o 346.
Proceedings of the Madras Government
Under date the 15th July /60.

Read the following
letter from the Collector
and Agent at Vizagapa-
tam -

Proposes to open
out a new road from
Jeyapuri to Vizagapatam
and to expend in exploring
a portion of it, Rs 5000 Rs.
out of the Surplus Fund
of the Jeyapuri Zamindari.
Here entered 17 Jan'y /60
N^o 47

J. M. C.
Zamindary.

N. M.

M.

Madra

In this letter
the Collr. and Agent
to the Govr. at Vizag-
apatam proposes to
open a road from
that place to Sengur
the capital of the
Zamindari of the same
name, via Kasipuram
Galipurwaram and
Karris valley and Pa-
raba where it will
meet the present

Route.

1943

route via Madagole. It
will be somewhat shorter
than either of the two
routes via Madagole
and ^{respectively} ~~Latir~~, now generally
taken. and in both a
commercial and military
point of view will be
preferable to them.
From Vyngapattin to
Kadipuram a tolerably
good road already
exists and commu-
nication is now being
opened from the latter
place to Harris valley,
whence it will be neces-
sary to ~~make~~ ^{make}
~~and from 20 to 30 miles~~
~~a line to~~ ^{to} ~~Canada~~.
The point of bifurcation
of the proposed and
Madagole routes
for this object the
Coll and Agent pro-
prio

reimbursed from the
Peppuram below
K. P. K. K. K. K. K.
under the name of
of the

if he does not feel fit
that obligation to
be under the peculiar
condition of the Govt. to
his country consider
the situation of the
to be the best means of
shall be effected at the
that end. Thus the

19
places to apply about
five thousand Rs. of the
surplus funds of the
Kypur Zamindari which
have accrued from the
household duties levied by
the Zamindar in the
hills tracts.

The Govt see no
objection to the proposed
appropriation of the
amount required for
the proposed road from
the funds in question.
The Zamindar levies
tolls under the plea
of maintaining existing
roads and opening
new ones. and as the
communication now
proposed is much
wanted, the Govt are
willing the Coll. Agent
to proceed with it
charging the ex-
penditure

Expenditure incurred on
account of it to the extent of Rs 5000
The Zamindari Revenue which must not
plus funds. - must exceed
per thousand
Rupees to

J.P.
Copy to the
Agent in Vizag.
Dip. 16.

Public Works 1860 Depart.
Pro. of Govt. 20th February

N. 346.

Pro. of the Madras Govt.
Dy 15th February/60.

From the Chief Secy. to 9th April
1860 Ch. Secy.

Authorizing the Collr. of
Vizagapatam to open a road
from that place to Jeyhore,
charging the expenditure to the
Zamindari Surplus funds.

N. 33 + 34.