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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2505 X 06	Press
655-652+57	Mis
Dated 29. 8. 1865	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th August 1865.*

No 655. Read the following Proceedings of the Right Honorable the Governor General of India in Council, Public Works Department, (Civil Works—Communications,) dated Simla, 26th July 1865, No. 758 C:—

From Lieutenant-Colonel J. E. T. NICOLLS, R. E., Officiating Secretary to the Government of Bengal, in the Public Works Department (Communications,) to the Secretary to the Government of India, in the Public Works Department, dated Fort William, the 7th June 1865, No. 2,883.

SIR,

1. In continuation of paragraph 2 of my letter No. 1,682, dated the 29th March last, I am directed to forward, for submission to the Government of India, a copy of a letter from the Superintendent of the Tributary Mehals in Cuttack, No. 14, dated the 9th ultimo, and of its enclosure from the Superintending Engineer of the Cuttack Circle, containing a report regarding the road proposed to be constructed between Sunkrakole on the Madras frontier, and Sonapore on the River Mahanuddy, which would connect the communication between the Central Provinces and Madras.

2. From the accompanying copy of the communications as per margin, from the Government of Madras and from the Central Provinces, it will be seen that both these Administrations attach much importance to the proposed line of road for the purposes of traffic. The Superintendent of the Tributary Mehals is also

From the Secretary to the Government of Fort Saint George, Public Works Department, No. 436, dated the 14th February last, one enclosure.

From Secretary to Chief Commissioner, Central Provinces, Public Works Department, No. 7,376, dated the 4th March last.

in favor of the road, chiefly on the ground that it would open up and civilize the Kundh Mehals. He further thinks that the road might create an increase of traffic; but it would appear from the last paragraph of his letter that such increase would largely benefit the Central Provinces and Madras, and the road would be more of an imperial than a local nature. The Superintending Engineer of the Cuttack Circle, for the reasons advanced in paragraph 6 of his letter, (a copy of which is now sent), is opposed to the construction of the road; and he questions whether its commercial advantages would even compensate Government for the large outlay of money that would be required for its formation, and for the very high annual expenditure that would be necessary for its maintenance.

3. The Superintending Engineer estimates that to rough out the line will cost Rupees 700 a mile, or for its entire length of 51 miles, Rupees 35,700, to which sum, if the cost of making the road over rocky gháts and along hill sides, of sloping nullahs and of providing some small shelter for the establishment employed on the works should be added, the entire cost of the road may be approximately estimated at Rupees 87,500.

4. If the country under the Government of Bengal were alone to be taken into consideration in determining the Lieutenant-Governor's decision, in respect to the project, His Honor, with the data before him, would hesitate to recommend to the Government of India a work, the advantages from which to Bengal would not be commensurate with the large expenditure of money on it which would appear to be necessary; but as the Government of Madras and the Chief Commissioner of

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the Central Provinces have both pressed attention to the project, the Lieutenant-Governor will be prepared to recommend to the Government of India an expenditure on the road from the funds allotted for Public Works in Bengal of a sum not exceeding that mentioned by the Superintending Engineer, *viz.*, Rupees 87,500, provided the Government of Madras will undertake to provide the establishment and expense required for the survey of the country, as well as the establishment that would be required to carry out the work, and any further expenditure that may have to be incurred other than that included in the Superintending Engineer's estimate.

5. I am desired to add that, with reference to the inadequacy of the Budget grant of the current year for the wants of Bengal, the Lieutenant-Governor would be unable to appropriate more than Rupees 20,000 for expenditure on the Sunkrakole and Sonopore Road during this year, and this sum will be made available on receipt of orders of the Government of India as soon as the Government of Madras is prepared to commence actual operations on the road on the conditions stated.

From R. N. SHORE, Esq., Superintendent of Tributary Mehals, Cuttack, to the Secretary to the Government of Bengal, in the Public Works Department,—(No. 14, dated the — May 1865.)

SIR,

1. I have now the honor to submit the report on the construction of a road from Sonopore to Sunkrakole required by your letter No. 932 of the 22nd February.

2. I enclose copy of a letter from the Superintending Engineer on the subject, No. 2,538 of the 13th April, from which you will see that Mr. Armstrong does not recommend the project on the ground that the existing funds are not sufficient for other works of more pressing importance. The cost he estimates at Rupees 87,515 for 51 miles. There is no doubt that the construction of the road presents many difficulties, and that the expense will be great. But difficulties are after all no greater than have been successfully overcome both on the Madras side and on a minor scale by Mr. Armstrong himself in opening out the Cuttack and Sonopore Road.

3. My special reason for wishing to see the road made is that until the communications are improved, the Kundh Mehal population will not become civilized. It is a work, therefore, which sooner or later must be undertaken, though it is possible that the sums available for public works may not at present suffice.

4. Further, I believe, that in the end the work will pay well, not only from the assistance which it will give traffic, but in a more direct shape by so enriching the country as to enable it to bear a fair assessment. At present it pays nothing for the blessings conferred on it by Government management.

5. To the argument that it is of no use to undertake this road until the Central Province Government have done their part by opening out the communications westward from Sonopore, I can by no means subscribe. It would have operated equally to prevent the construction of the Sonopore and Cuttack Road. Nor is it the case that unless the communication between Sonopore and Raipore be complete, it will be of no use to make the Kundh Mehals accessible, very considerable wheeled traffic would in any case find its way up from the south, and even the bullock trade would be greatly facilitated. It is quite a mistake to say (paragraph 10 of Mr. Armstrong's letter) that pack bullocks transport produce by the existing track with ease. I could hardly drag my horse along it, and riding was out of the question.

6. The fallacy involved in the argument contained in Mr. Armstrong's 3rd paragraph is obvious. If the valley of the Mahanuddy be the "natural and proper traffic route," the Kundh Mehal

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Road will not divert it. If it does divert it, the valley is not the natural and proper traffic route. In point of fact, I believe, additional traffic will be created not the existing traffic diverted.

7. I admit, however, that with the exception of the civilizing effect which such a road would have on the Kundhs, the benefits to be derived from it are rather of an imperial than a local nature. A great deal more, Ganjam salt for instance, will find its way by that route to Sombulpore, and it will be cheaper. The road will be a short and convenient route for troops marching from the Ganjam side into the Central Province. Very probably also English piece goods will by degrees find their way by the same route into the Sombulpore and Raipore Districts. It must be remembered that an excellent metalled road leads from the Ganjam Coast Inland to Russelcondah, that from thence the Madras authorities have, at a great expense, brought it on up the southern ghâts to the platform of the Kundh Mehal country, and are now engaged in completing it up to the Bengal boundary. I confess that after the Madras Government have done so much, it would be to me a matter of regret, if the communication remained imperfect, owing to the inaction of this Presidency.

From T. W. ARMSTRONG, Esq., C. E., Superintending Engineer, Cuttack Circle, to the Commissioner of the Cuttack Division,—(No. 2,538, dated the 13th April 1865.)

SIR,

1. With reference to your Office letters as per margin to my address, also your Office letter No. 181 of the 8th of last February to the Secretary to the Government of Bengal in the Public Works Department, and Government's reply No.

No. 144, dated 21st December 1864.
" 215, " 11th March 1865.
" 239, " 10th April "

932 of the 22nd idem, I have the honor to state as follows:—

2. I would, in the first place, ask a reference to the important correspondence sent to the Government of India with Secretary to the Government of Bengal in Public Works Department's No. 3,244 of the 11th July 1862. This correspondence was sent to you with same Government's No. 1,861 of the 28th April 1862*.

* *Vide* also Government of Bengal's Memorandum No. 3,345 of July 11th, 1862, to your address. These papers were replied to by me in my letters No. 1,598 of the 3rd December 1863 to

the Chief Engineer of Bengal, and my No. 893B. of 11th August 1862 to your address.

3. The project all this correspondence refers to was brought to the notice of the Madras Government by the Manager of the Aska Sugar Factory near Ganjam. Mr. Minchin, who is the Agent and Manager of the extensive Firm of Messrs. Binny & Co. of Madras in the Ganjam District.

4. The project having been especially brought to the notice of the Government of Madras by the gentlemen engaged in trade at Ganjam, &c., I believe, with support from the various authorities before which it was laid, and as far as I am concerned, I recommended the work to be carried out, as a road which would afford much convenience to trade, open up a considerable tract of country, provide a ready means of communication from Ganjam and Berhampore with the new Cuttack and Sonopore Road at Kuntilloo, which place is the great mart and trade depôt on the Mahanuddy, and following the natural and principal line of the cross traffic between the Mahanuddy valley and the Port of Ganjam, could be constructed in a short period of time at a moderate expense and without any serious difficulties presenting themselves.

5. I now mention the project, because it is a most useful work in my opinion, and one which has met with the special support and sanction of the merchants and authorities of the Ganjam District.

It appears to me that it has been lost sight of, and hence I wish to bring the project now to notice.

6. As regards the road from Sunkrakole on the Madras frontier to Sonopore, which is situated on the banks of the Til, just where this river flows into the Mahanuddy, I have to remark that though this line may be a useful road to open up for political reasons, which I do not know, I am unable to support it in my Department.

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29th August 1865.*

1st.—The project has not been applied for by the mercantile community at Ganjam, at least as far as I have heard.

2nd.—Its construction would be of no practical use to facilitate cart traffic until the track and incomplete road, west of Sonopore on to Binka and Sohila, and the road to Raipore is improved, and made suitable for cart traffic by the authorities in the Central Provinces.

If the road from Ganjam was practicable for cart traffic as far as Sonopore, the amount expended on such a work (and it would be a very large sum of money) must be comparatively unproductive, until the line onwards into the Central Provinces is suitable for laden carts, which now it is not, nor has any commencement or provisions been made for such work east of Raipore, as far as I can discover, and I have made every enquiry.

3rd.—The construction of the line would be an injury to Orissa, and the ports and towns of this Province from its tendency to divert from the natural and proper traffic route, viz., the valley of the Mahanuddy, the trade and traffic which belongs to the Province by right.

And which will in a short time be much assisted by the canals and works of the East India Irrigation and Canal Company.

4th.—I am unable to see the special object to be now gained in executing or commencing such an expensive project, nor the immediate necessity for it, when we have not funds to execute many most necessary works in the Districts of Cuttack, Pooree and Balasore, nor to improve and metal the muddy and worn out main trunk roads in the Delta. For instance, the trunk road to the Madras frontier.

5th.—The execution of the project under report ought, in my opinion, (I am writing in ignorance of political reasons) to be postponed until the main trunk road to Sonopore *via* Bankee, Kuntilloo, Burmool and Boad is completed, and until the cross road from Kuntilloo to the Madras Frontier, *vide* my paragraphs 1 to 5 is out of hands also. The limited supply of labor alone necessitates this.

6th.—The road from Sunkrakole will be a most expensive line to keep up and repair after construction.

It passes over rocky ghâts and hilly lands, and intersects many nullahs and water courses. Its courses will be in no most unhealthy country, in which no European or Eurasian can reside, nor, indeed, can any but the Kundhs themselves for the greatest part of the year.

To even reach this road those in charge must travel from head-quarters about 150 miles, and at great cost and risk and loss, too, must all labor be imported as well as food for all employed.

7. The Kundhs are so peculiar, troublesome, and independent a race, that no dependance can possibly be placed upon them, I believe, for the food of the road works-people or for labor to any useful extent.

8. For all the reasons I have advanced, I believe, therefore, that it is a serious question whether the value of the road, even when completed for cart traffic, would be such, in a commercial point of view, as would compensate Government, 1st, for the heavy original outlay; and 2ndly, for the *very high* annual expenditure which annual repairs and the cost of the especial and large staff, which would be required to overlook its works must engender. This staff would be useful, too, for only four months, or from December 15th to April 15th. For the other portion of the year they would be practically idle, as we would not want them in Cuttack, where the local staff were existent and sufficient to carry on their several duties.

9. Knowing, as I do, the great expense, risk, loss, and delay of executing works in the Gurhjats, the disappointments met with the delays and difficulties, and the continuous and often effective opposition, given to the operations of Government by nearly all the native rules in these Districts. I am exceedingly unwilling to recommend to Government such an expensive

*Proceedings of the Madras Government, Public Works Department,
29th August 1865.*

work as the road under notice, until at any rate the necessity of its immediate execution is more apparent to me, and further, until the Government of the Central Provinces show some signs of improving the track *west* of Sonopore, for until this line is improved, I can see no sufficient reason to warrant the expenditure of such a heavy sum of money as the line will cost through these Kundh Mehal Districts.

10. There already exists a natural track through these Mehals along which Brinjaree and pack bullocks transport with ease the produce which takes this route. It is not much, I believe, these bullocks chiefly carry salt into the Gurhjats from Ganjam, going there for this article as often unladen, as with produce on their backs.

11. There are some miles of the road which must be constructed across rocky ghâts over hills, and along their slopes through heavy rock and gravel excavation, and pure rock in some cases. This first class work is very expensive with none but ignorant and lazy jungle coolies to work, in a very unhealthy district, with no resident population to draw upon for labor and none but imported food to give the work people.

Food is often, too, not procurable at reasonable cost and within a reasonable distance, for instance, this year we can purchase no rice at Sonopore or at Sombulpore, owing to a local scarcity of this article, and for the work people employed on the Burmool Road. Rice has to be sent to them from Cuttack some 80 or 90 miles under a very heavy cost as can be understood.

12. I find that the road from Sunkrakole to Sonopore will be about 51 miles in length.

Estimating from the cost of the Cuttack and Sonopore Road, beyond Kuntilloo, &c., I am of opinion that to rough out the line all through, exclusive of the construction of the road over rocky ghâts and along hill and mountain slopes, will cost about Rupees 700 per mile, or for 51 miles..... Rupees 35,700

Add extra for 8 miles of road over rocky ghâts, and in excavation of rock and gravel along hill sides, Rupees 4,000 per mile..... ,; 32,000

One at each terminus of the line, four Anna stages. Add for sloping nullahs and hill streams, building dry rubble causeways, &c.... ,; 6,000

Six temporary bungalows for shelter of staff, at 400 Rupees each... .. ,; 2,400

Total ,; 76,100

Add for contingencies 15 per cent. having so very small data at hand to guide in estimating the cost of the line over the rocky ghâts and hill passes ,; 11,415

Grand Total Rupees. 87,515

13. If the Government are of opinion that the construction of the road is a work which ought to be taken soon in hands, and its execution considered on more reliable data than I am able now to submit, I have the honor to recommend that a competent officer of the Department be deputed to survey, level and examine the country, and collect data which will enable a more reliable estimate to be formed than the one I give above. I am unable to forward more than an approximate one for the reasons I have stated before.

14. I should explain that my estimate provides for no bridges, but for a line of road of a class similar to that the Department has in part built from Cuttack to Sonopore.

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29th August 1865.*

15. If an officer is sent for the survey of the line and for the detailed examination of the route, the road should follow; he should be at Cuttack by about the middle of next November, before that date no European can venture into the Gurhjat jungles for any lengthened tour of duty.

16. I beg to return with thanks the useful sketch plans you were so good as to favor me with.

Copy forwarded to the Government of Fort Saint George in the Public Works Department, in continuation of Public Works Department Docket No. 419 C, dated, 8th April, with intimation that an expression of the views of that Government, on the proposal will be awaited before any action is taken by the Government of India in the matter.

(By Order,)

(Signed) R. B. PEMBERTON, Captain R. E.,
Asst. Secy. to the Govt. of India.

No. 656.

ORDER THEREON, 29th August 1865, No. 2,505.

CIVIL WORKS, No. 92.

Ordered that the following letter
be sent:—

(Here enter No. 2,506, dated 25th August 1865.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
29th August 1865.

No. 2,506.

No. 657.

From

COLONEL C. A. ORR, R. E.,
Secretary to the Government of Fort Saint George, P. W. D.,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

SIR,

CIVIL WORKS, No. 93.

I am directed by His Excellency the Governor in Council to acknowledge the receipt of the Proceedings of the Right Honorable the Governor General in Council, No. 758 C, dated 26th ultimo, and to state, in reply, that the Madras Government regret their inability to undertake the survey of the country for determining the direction of the proposed road from Sonepore to Sunkerakole, or to provide the establishment that will hereafter be required to superintend the execution of the work.

I have the honor to be,
Sir,

Your most obedient servant,

(Signed) CHARLES, A. ORR, Colonel, R. E.,
Secretary to Government.

Exd. S. T. Augustin.

N^o 758C

Proceedings of the Right Honorable the Governor General
of India in Council.

Civil Works
Communications

Public Works Department
Simla, 26th July 1865.

No. 2883.

FROM LIEUTENANT-COLONEL J. E. T. NICOLLS, R. E.,

Offg. Secretary to the Government of Bengal
in the Public Works Department,

TO THE SECRETARY TO THE GOVERNMENT OF INDIA
IN THE PUBLIC WORKS DEPARTMENT.

P. W. DEPARTMENT.
Communications.

Fort William, the 7th June 1865.

SIR,

In continuation of paragraph 2 of my letter No. 1682, dated the 29th March last, I am directed to forward, for submission to the Government of India, a copy of a letter from the Superintendent of the Tributary Mehals in Cuttack No. 14 dated the 9th ultimo, and of its enclosure from the Superintending Engineer of the Cuttack Circle, containing a report regarding the road proposed to be constructed between Sunkrakole on the Madras Frontier, and Sonapore on the River Mahanuddy, which would connect the communication between the Central Provinces and Madras.

2. From the accompanying copy of the communications as per margin

From the Secretary to the Government of Fort
Saint George, Public Works Department, No. 436,
dated the 14th February last, one enclosure.

From Secretary to Chief Commissioner, Central
Provinces, Public Works Department, No. 7376, dated
the 4th March last.

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posed line of road for the purposes of
traffic. The Superintendent of the

Tributary Mehals is also in favor of the road, chiefly on the ground that it would open up and civilize the Kundh Mehals. He further thinks that the road might create an increase of traffic; but it would appear from the last paragraph of his letter that such increase would largely benefit the Central Provinces and Madras, and the road would be more of an imperial than a local nature. The Superintending Engineer of the Cuttack Circle, for the reasons advanced in paragraph 6 of his letter, (a copy of which is now sent,) is opposed to the construction of the road, and he questions whether its commercial advantages would even compensate Government for the large outlay of money that would be required for its formation and for the very high annual expenditure that would be necessary for its maintenance.

3. The Superintending Engineer estimates that to rough out the line will cost Rupees 700 a mile, or for its entire length of 51 miles, Rupees 35,700, to which sum, if the cost of making the road over rocky ghats and along hill sides, of sloping nullahs and of providing some small shelter for the establishment employed on the works should be added, the entire cost of the road may be approximately estimated at Rupees 87,500.

4. If the country under the Government of Bengal were alone to be taken into consideration in determining the Lieutenant-Governor's decision in respect to the project, His Honor, with the data before him, would hesitate to recommend to the Government of India a work the advantages from which to Bengal would not be commensurate with the large expenditure of money on it which would appear to be necessary; but as the Government of Madras and the Chief Commissioner of the Central Provinces have both

pressed attention to the project, the Lieutenant-Governor will be prepared to recommend to the Government of India an expenditure on the road from the funds allotted for Public Works in Bengal of a sum not exceeding that mentioned by the Superintending Engineer, *viz.*, Rupees 87,500, provided the Government of Madras will undertake to provide the establishment and expense required for the survey of the country, as well as the establishment that would be required to carry out the work and any further expenditure that may have to be incurred other than that included in the Superintending Engineer's estimate.

5. I am desired to add that, with reference to the inadequacy of the Budget grant of the current year for the wants of Bengal, the Lieutenant-Governor would be unable to appropriate more than Rupees 20,000 for expenditure on the Sunkrakole and Sonopore Road during this year, and this sum will be made available on receipt of orders of the Government of India as soon as the Government of Madras is prepared to commence actual operations on the road on the conditions stated.

I have the honor to be,

SIR,

Your most obedient Servant,

J. E. T. NICOLLS, *Lieut.-Colonel, R. E.*,

*Offg. Secretary to the Government of Bengal
in the Public Works Department.*

From R. N. SHORE, Esq., Superintendent of Tributary Mehals, Cuttack, to the Secretary to the Government of Bengal in the Public Works Department,—(No. 14, dated the May 1865.)

SIR,

I have now the honor to submit the report on the construction of a road from Sonopore to Sunkeakole required by your letter No. 932 of the 22nd February.

2. I enclose copy of a letter from the Superintending Engineer on the subject, No. 2538 of the 13th April, from which you will see that Mr. Armstrong does not recommend the project on the ground that the existing funds are not sufficient for other works of more pressing importance. The cost he estimates at Rupees 87,515 for 51 miles. There is no doubt that the construction of the road presents many difficulties, and that the expense will be great. But difficulties are after all no greater than have been successfully overcome both on the Madras side and on a minor scale by Mr. Armstrong himself in opening out the Cuttack and Sonopore Road.

3. My special reason for wishing to see the road made is that until the communications are improved, the Kundhmal population will not become civilised. It is a work, therefore, which sooner or later must be undertaken, though it is possible that the sums available for public works may not at present suffice.

4. Further, I believe, that in the end the work will pay well, not only from the assistance which it will give traffic, but in a more direct shape by so enriching the country as to enable it to bear a fair assessment. At present it pays nothing for the blessings conferred on it by Government management.

5. To the argument that it is of no use to undertake this road until the Central Province Government have done their part by opening out the communications westward from Sonopore, I can by no means subscribe. It would have operated equally to prevent the construction of the Sonopore and Cuttack Road. Nor is it the case that unless the communication between Sonopore and Raipore be complete, it will be of no use to make the Kundhmals accessible, very considerable wheeled traffic would in any case find its way up from the south, and even the bullock trade would be greatly facilitated. It is quite a mistake to say (paragraph 10 of Mr. Armstrong's letter) that pack bullocks transport produce by the existing track with ease. I could hardly drag my horse along it and riding was out of the question.

6. The fallacy involved in the argument contained in Mr. Armstrong's 3rd paragraph is obvious. If the valley of the Mahanuddy be the "natural and proper traffic route," the Kundhmal Road will not divert it. If it does divert it, the valley is not the natural and proper traffic route. In point of fact, I believe, additional traffic will be created not the existing traffic diverted.

7. I admit, however, that with the exception of the civilising effect which such a road would have on the Kunds, the benefits to be derived from it are rather of an imperial than a local nature. A great deal more Ganjam salt for instance will find its way by that route to Sombulpore and it will be cheaper. The road will be a short and convenient route for troops marching from the Ganjam side into the Central Province. Very probably also english piece goods will by degrees find their way by the same route into the Sumbulpore and Raipore Districts. It must be remembered that an excellent metalled road leads from the Ganjam Coast Inland to Russelcondah that from thence the Madras authorities have at a great expense brought it on up the southern ghâts to the platform of the Kundhmal country, and are now engaged in completing it up to the Bengal boundary. I confess that after the Madras Government have done so much it would be to me a matter of regret, if the communication remained imperfect, owing to the inaction of this Presidency.

Exd. J. Andrews.¹

From T. W. ARMSTRONG Esq, C. E., Superintending Engineer, Cuttack Circle, to the Commissioner of the Cuttack Division,—(No. 2538, dated the 13th April 1865.)

SIR,

With reference to your Office letters as per margin to my address, also your Office letter No. 181 of the 8th of last February to the Secretary to the Government of Bengal in the Public Works Department, and Government's reply No. 932 of the 22nd idem, I have the honor to state as follows:—

No. 144, dated 21st December 1864.
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* *Vide* also Government of Bengal's memorandum No. 3345 of July, 11th; 1862, to your address.

These papers were replied to by me in my letters No. 1598 of the 3rd December 1863 to the Chief Engineer of Bengal, and my No. 893B. of 11th August 1862 to your address.

3. The project all this correspondence refers to was brought to the notice of the Madras Government by the Manager of the Aska Sugar Factory near Ganjam. Mr. Minchin, who is the Agent and Manager of the extensive Firm of Messrs. Binnay and Co. of Madras in the Ganjam District.

4. The project having been especially brought to the notice of the Government of Madras by the Gentlemen engaged in trade at Ganjam, &c., I believe, with support from the various authorities before which it was laid, and as far I am concerned, I recommended the work to be carried out as a road which would afford much convenience to trade, open up a considerable tract of country, provide a ready means of communication from Ganjam and Berhampore with the new Cuttack and Sonepore Road at Kuntilloo, which place is the great mart and trade depôt on the Mahanuddy, and following the natural and principal line of the cross traffic between the Mahanuddy valley and the part of Ganjam, could be constructed in a short period of time at a moderate expense and without any serious difficulties presenting themselves.

5. I now mention the project, because it is a most useful work in my opinion, and one which has met with the special support and sanction of the merchants and authorities of the Ganjam District.

It appears to me that it has been lost sight of, and hence I wish to bring the project now to notice.

6. As regards the road from Sunkerakole on the Madras Frontier to Sonepore, which is situated on the banks of the Til, just where this river flows into the Mahanuddy, I have to remark that though this line may be a useful road to open up for political reasons, which I do not know, I am unable to support it in my Department.

1st.—The project has not been applied for by the mercantile community at Ganjam at least as far as I have heard.

2nd.—Its construction would be of no practical use to facilitate cart traffic until the track and incomplete road west of Sonepore on to Binka and Sohila, and the road to Raipore is improved, and made suitable for cart traffic by the authorities in the Central Provinces.

If the road from Ganjam was practicable for cart traffic as far as Sonepore, the amount expended on such a work (and it would be a very large sum of money) must be comparatively unproductive, until the line onwards into the Central Provinces is suitable for laden carts which now it is not nor has any commencement or provisions been made for such work east of Raipore as far as I can discover, and I have made every enquiry.

3rd.—The construction of the line would be an injury to Orissa, and the ports and towns of this Province from its tendency to divert from the natural and proper traffic route, viz. the valley of the Mahanuddy, the trade and traffic which belongs to the Province by right.

4th.—I am unable to see the special object to be now gained in executing or commencing such an expensive project on the immediate necessity for it when we have not funds to execute many most necessary works in the Districts of Cuttack, Pooree and Balasore, nor to improve and metal the muddy and worn out main trunk roads in the Delta. For instance, the trunk road to the Madras Frontier.

5th.—The execution of the project under report ought, in my opinion, (I am writing in ignorance of political reasons) to be postponed until the main trunk road to Sonepore via Bankee, Kuntilloo, Burmool and Boad is completed, and until the cross road from Kuntilloo to the Madras Frontier, vide my paragraphs 1 to 5 is out of hands also. The limited supply of labor alone necessitates this.

6th.—The road from Sunkerakole will be a most expensive line to keep up and repair after construction.

It passes over rocky ghâts and hilly lands and intersects many nullahs and water courses. Its courses will be in no most unhealthy country, in which no European or Eurasian can reside, nor, indeed, can any but the Khoonds themselves for the greater part of the year.

To even reach this road those in charge must travel from head-quarters about 150 miles, and at great cost and risk and loss too must all labor be imported as well as food for all employed.

7. The Khoonds, are so peculiar, troublesome and independent a race, that no dependence can possibly be placed upon them, I believe for the food of the road works people or for labor to any useful extent.

8. For all the reasons I have advanced, I believe, therefore, that it is a serious question whether the value of the road, even when completed for cart traffic, would be such in a commercial point of view as would compensate Government. 1st, for the heavy original outlay, and 2ndly, for the very high annual expenditure which annual repairs and the cost of the especial and large staff which would be required to overlook its works must engender. This staff would be useful too for only four months, or from December 15th to April 15th. For the other portion of the year they would be practically idle, as we would not want them in Cuttack, where the local staff were existent and sufficient to carry on their several duties.

9. Knowing, as I do, the great expense, risk, loss and delay of executing works in the Gurhjat, the disappointments met with the delays and difficulties, and the continuous and often effective opposition, given to the operations of Government by nearly all the native rules in these Districts. I am exceedingly un-willing to recommend to Government such an expensive work as the road under notice, until at any rate the necessity of its immediate execution is more apparent to me, and further, until the Government of the Central Provinces show some signs of improving the track west of Sonepore, for until this line is improved, I can see no sufficient reason to warrant the expenditure of such a heavy sum of money as the line will cost through these Khoond Mehal Districts.

10. There already exists a natural track through these Mehals along which Brinjaree and pack bullocks transport with ease the produce which takes this route. It is not much, I believe, these bullocks chiefly carry salt into the Gurhjat from Ganjam, going there for this article as often unladen, as with produce on their backs.

11. There are some miles of the road which must be constructed across rocky ghâts over hills, and along their slopes through heavy rock and gravel excavation and pure rock in some cases. This first class work is very expensive with none but ignorant and lazy jungle coolies to work. In a very unhealthy district with no resident population to draw upon for labor and none but imported food to give the work people.

Food is often too not procurable at reasonable cost and within a reasonable distance, for instance, this year we can purchase no rice at Sonepore or at Sumbulpore owing to a local scarcity of this article, and for the work people employed on the Burmool Road. Rice has to be sent to them from Cuttack some 80 or 90 miles under a very heavy cost as can be understood.

12. I find that the road from Sunkerakole to Sonepore will be about 51 miles in length.

Estimating from the cost of the Cuttack and Sonepore Road, beyond Kuntilloo, &c., I am of opinion that to rough out the line all through exclusive of the construction of the road over rocky ghâts and along hill and mountain slopes will cost about Rupees 700 per mile, or for 51 miles ... Rupees 35,700.

The Sonepore Road in the Burmool Pass along the hill sides, &c., cost over Rupees 3,500 per mile.

Add extra for 8 miles of road over rocky ghâts, and in excavation of rock and gravel along hill sides Rupees 4,000 per mile ... 32,000

Add for sloping nullahs and hill streams, building dry rubble causeways, &c. ... 6,000

One at each termini of the line, four annas stages.

Six temporary bungalows for shelter of staff at 400 Rupees each ... 2,400

Total ... 76,100

Add for contingencies 15 per cent having so very small data at hand to guide in estimating the cost of the line over the rocky ghâts and hill passes ... 11,415

Grand Total Rupees 87,515

13. If the Government are of opinion that the construction of the road is a work which ought to be taken soon in hands, and its execution considered on more reliable data than I am able now to submit, I have the honor to recommend that a competent officer of the Department be deputed to survey, level and examine the country, and collect data which will enable a more reliable estimate to be formed than the one I give above. I am unable to forward more than an approximate one for the reasons I have stated before.

14. I should explain that my estimate provides for no bridges, but for a line of road of a class similar to that the Department has in part built from Cuttack to Sonepore.

15. If an officer is sent for the survey of the line and for the detailed examination of the route, the road should follow, he should be at Cuttack by about the middle of next November, before that date no European can venture into the Gurhjat jungles for any lengthened tour of duty.

16. I beg to return with thanks the useful sketch plans you were so good as to favor me with.

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By order

M. S. Samberton Capt^l R.E.
Asst Secy to the Govt of India

Dr!

[Exd. J. Andrews.]

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By order

M. S. Samberton Capt^l R.E.
Asst Secy to the Govt of India

Dr!

[Exd. J. Andrews.]

Pub Works Dept.

No 2505

Proceedings of the Madras Government

Under date 11th 29th August 1865
Read the following

From the Assistant Secretary
to the Govt of India.

Forwarding copy of certain
Correspondence relative to the pro-
posed road between Sankrathals
on the Madras Frontier and some
place on the River Mahamuddy,
and intimating that no action will
be taken in the matter until the
views of the Madras Govt on the propo-
sal have been submitted.

Forwarded 26th July 1865
No 2506

Ordered that the
following letter be sent

No 2506
To the
Secretary to the
Government of India
G. H. D.

Sir I am directed by
His Excellency the Go-
vernor in Council to
acknowledge the receipt
of the Proceedings of the
Right Honorable the

MD

WON

No 14. 1865/15. 1865-1868
29th Aug 1865. 181-182

1865 29th Aug
No 2906

From the Assistant Secy
to the Govt

of India

26 July 1865

Dec 29 Aug 6

No 2506

Forwarding copy
of certain correspondence
relative to the proposed
road between Sankrathals
on the Madras Frontier and
some place on the River
Mahamuddy, and in-
timating that no action
will be taken in the
matter until the views
of the Madras Govt on
the proposed scheme have
been submitted.

No 2505

No 1865-1868-1869-1870

No 2505-1865-1866-1867-1868

Governor General in
Council No. 758. C,
dated 26th Ultimo, and
to state, in reply, that
the Madras Government
regret their inability to
undertake the survey
of the country for deter-
mining the direction of
the proposed road from
Sonepore to Sankarhole,
or to provide the establish-
ment that will hereafter
be required to super-
intend the execution
of the work

Forth & Co. Secy
29th Aug 1865

W.B.

Sept. 30th August.

W 1865 Depa
Pro: of Govt for Augt
(10)

No 2505-62506
Pro: of the Wls out
D 29 Augt / 65

Reponing orders on Proc
of the Govt of India forwar-
ding certain correspondence
relative to the construction
& ca of the proposed road
from Durgam to Duntari
Kole.

No 655-656-657