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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 865

601-602

Dated 29-3-1868

Press
Mrs.

Not to be folded or roughly handled

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

No. 601. Read the following letter from the Secretary to Chief Commissioner, Central Provinces, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated Nagpoor, 4th March 1865, No. 7,375 :—

SIR,

1. I am desired by the Chief Commissioner to acknowledge the receipt of your letter, No. 436 of the 14th ultimo, forwarding for his information extract from the Inspection Report for December last of the Executive Engineer of Ganjam, with observations on the new road up the Kalingia Ghát between Russulcondah and Jintella Gedda.

2. The Executive Engineer remarks that a large traffic is carried on between these Provinces and the Coast Districts along this line of road, and that if the road up the Komarkole Ghát were improved much advantage to the traffic of this part of the country would result therefrom. The Executive Engineer further remarks that in his late report Mr. Temple under-rates the traffic with Ganjam.

3 With respect to the improvements on that part of the line of road lying beyond the jurisdiction of the Madras Government, I am to observe that Mr. Temple is fully alive to the advantages which a fair road between our Eastern Districts and Ganjam would afford, and on this head his remarks will be found in the "Report on the river Mahanuddy and its tributaries; the resources and trade of the adjacent countries, and the proposed works for the improvement of navigation and irrigation."

4. But it must be borne in mind that so much of this road as lies between Sonapore on the Mahanuddy in the Central Provinces and the head of the Kalingia Ghát in the Madras territories, is within the jurisdiction of the Bengal Government, and however much the opening up of such a road would directly benefit the traffic of the Central Provinces, the Chief Commissioner could not, with the means at his disposal, and with due regard to the more immediate want of internal communication within his boundaries, afford to undertake or give much help to such a work beyond his frontier. On his own part and for so much of the line as runs within the Central Provinces the road has been and is still being operated upon. From Nagpoor on the west, the eastern road runs through Bhundara and Raepore on to Sumbulpore, whence a branch runs south-east to Binka and along the right bank of the Mahanuddy to Sonapore on the extreme south-east frontier of these Provinces. This road is open for carts throughout its length during the traffic season, and in time will be open throughout the year.

5. Now that the subject has been brought to the notice of the Bengal Government, and considering that much of the traffic on the line flows directly into and from the southern Districts under that Government, it is hoped that this section of the important commercial road under consideration will be taken in hand and completed, so as to render a through-traffic on carts possible at an early date.

6. Now with regard to the supposed under-estimate of the trade with Ganjam, it is not certain as to what particular figures the Executive Engineer refers to. But in Mr. Temple's report on the Mahanuddy (which is the report, it is believed, the Executive Engineer refers to) I am to observe that the amount of the traffic represented as existing in that report when it was written (in 1863), referred only to the traffic directly flowing into and out of *these Provinces* towards Ganjam, and not to the traffic of that part of the Bengal territory lying to the south of the Central Provinces, and flowing towards and from Ganjam along the same line of road, to both of which in the aggregate the Executive Engineer probably refers when comparing the traffic falling under his observation with that stated in the Mahanuddy report. Again, too, the report embraces the traffic only as it passes the external boundary of these Provinces, and as roads diverge it becomes difficult to make a comparison referring only to one of the several roads which run beyond our frontier, but which also run generally towards the same point, namely, Ganjam. The Executive Engineer does not, however, state definitely what is the amount of traffic on the

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particular line referred to, nor does he point to the particular facts or figures which he doubts. Unless he has data, it is difficult to understand how he can undertake to impugn the correctness of data which have actually been collected.

7. In paragraph 79 of Mr. Temple's Mahanuddy report, (extract copy of which is given for facility of reference,) the trade going from Chutteesgurrh, that is from the eastern part of the Central Provinces towards Ganjam, is set down in bulk at 12,945 tons per annum, valued at Rupees 5,44,677. These figures were taken from returns prepared by establishments posted on the trade routes, and the information is derived from actual enumeration at the posts as the trade flows backward and forward. It is therefore more than an estimate, and with the exception of the item Salt, which it is believed is somewhat under-stated, and perhaps other slight under-statements, the statement of the then existing trade is a fairly reliable one. For Salt imports, which had escaped registry by travelling off the public highways an extra thousand tons might be added, making the total traffic from and to these Provinces with Ganjam in round numbers about 14,000 tons per annum, which is indeed a very considerable amount.

8. But whether *all this* traffic after leaving these Provinces goes by the Komarkole and Kalingia route, is more than the Chief Commissioner can undertake to say. He believes, however, that all does not go by that way.

9. Should the Executive Engineer have further details of the traffic on the Komarkole and Kalingia line, and be able to distinguish between that connected directly with these Provinces and that belonging to the southern territory of Bengal, Mr. Temple will be glad to receive and consider the same.

No. 602.

ORDER THEREON, 29th March 1865, No. 865.

Communicated to the Superintending Engineer, 1st Division, for information, with reference to his letter No. 1,499, dated 19th January 1865

(True Extract.)

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

To the Superintending Engineer, 1st Division

Exd S. T. Augustin.

Public Works Dept

No 865

*Proceedings of the Madras Government
Under date the 29th March 1865
Had the following*

*Secretary to the
Commissioner
Central Provinces P.W.D.
making certain observations
in view to the remarks in
the Report of the Executive
Engineer for Ganjam for December last,
to the effect that the
traffic between Busselton and
the Godela.*

*(Here enter 4th March 1865
No)*

*Communicated to
the Superintending Engineer,
1st Division for information
in connection with reference to
his letter No 1499
dated 19th January
1865*

*But in continuing
expenditure. The
Govt will take steps to
provide information as far
as with the amount
is upon the roads
by, and as to the pro-
movement of lower pro-
but it is a matter of
view whether Mr Temple's
figures are correct or
not*

*Captain Ryves'
attention will be drawn
to paras 6, 7, and 9,
and he will be
instructed to
requested to*

W. W. N.

Feb 1868
J. W. of Georgia

20.866
Two of the 111
26/ 26 March/65

Letter from the City
Commissaries of Capital
Prisons of New York on
the subject of Contract
ing as made up the "Woman
of the South in Contract"
views of the Atlantic City
Social Commission and to the
Editor of the "New York
Times".