

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public work **DEPARTMENT.**

G.O. No. 2146	Press Mis.
36-38	
Dated 2	1857.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
2nd July 1869*

Read the following papers —

No. 36. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 28th May 1869, No. 846.

1 Extract from Progress Report, No 2 Range, Vizagapatam
1 Sketch Map.

With reference to G. O., of the 15th April 1869, No. 1,250, I have the honour to forward a Sketch Map, as requested, showing the direction of the different

routes connecting Jeypore with the District of Vizagapatam and the coast, and referred to in Mr Minchin's report, on the suggestions contained therein. I beg to submit the following report as directed by Government

2. *First* — As regards the route by the Chicacole river nothing whatever appears to have been done in this direction to improve the old Brinjarri tracks over the ghauts. The distance by this route is said to be 130 miles from the coast, and, as far as the Vizagapatam District is concerned, the direction does not appear to be a good one, to say nothing of the natural obstacles reported to exist on it. I find also the traffic on this line, such as it is, more connected with some of the eastern districts of the Central Provinces and South Ganjam than Jeypore; on this point, however, I am not quite sure, but there can be little or no doubt this route is not worth considering as far as the Vizagapatam District is concerned and as far as South Ganjam is concerned, if the Pachipentah pass is opened the road from Rambudrapoorum to Parvatipore will afford access to the country in that direction. A Special Executive Officer having been detailed for Ganjam to take up the canalizing of that country, his report on the Chicacole and Vumshi Darra rivers will probably determine in the best way what should be done hereabouts.

3 *Second* — The road to the south by the Pettah Ghaut connected with the coast by the road at present under construction from Kassipoorum to Vizagapatam the distance by this route is said to be 120 miles. This ghaut was opened under the idea that a sanitarium for the district would be found in the Harris valley, this scheme was an utter failure, and has been long ago abandoned. From the Range Officer's progress report it appears an estimate, amounting to Rupees 1,15,000, was sanctioned for the construction of the line, from the foot of the ghaut at Kassipoorum to Vizagapatam in 1863, the expenditure up to date amounts probably to Rupees 96,000, leaving a balance of Rupees 19,000 to be worked out; the accompanying extract from Captam Beatty's last report gives the particulars in full regarding this work. The traffic on it appears to be trifling, the locality feverish, and nothing has been done to connect this ghaut with Jeypore; under these circumstances it appears to me to be a matter of regret this work was not put a stop to, and I beg to recommend this being done at once, and the balance of the estimate made available for other purposes, which will be mentioned further on.

4. The third route by the Pachipentah pass, recommended by Mr. Minchin, appears then to be by far the best line for a road to be taken, the distance is said to be only 110 miles from the coast. The ascent up the ghaut is already easy and can be improved, and moreover a line from the top of the pass to Jeypore has been already completed by the Assistant Agent. I beg, therefore, to propose the balance of the estimate for the Kassipoorum and Vizagapatam road be made available for the

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4. The third route by the Pachipentah pass, recommended by Mr. Minchin, appears then to be by far the best line for a road to be taken, the distance is said to be only 110 miles from the coast. The ascent up the ghaut is already easy and can be improved, and moreover a line from the top of the pass to Jeypore has been already completed by the Assistant Agent. I beg, therefore, to propose the balance of the estimate for the Kassipoorum and Vizagapatam road be made available for the

work of clearing the country about this pass and improving it as much as possible, leaving the detailed estimate to be submitted hereafter, after the ground over which the ghaut must pass has been more carefully examined.

5. The road from Bimlipatam to Vizianagram has been completed for bandy traffic. From the latter place to Gajapatinagarum is under construction, thence to Ramabudrapoorum it is far advanced toward completion, and the line from this place to Pachtentah, via Salur, has been sanctioned, and the ground is now being taken up for the road. From Ramabudrapoorum to Parvatipore a road is now constructing and reported to be well advanced, this would lead towards South Ganjam, if then a road were taken from Gajapatinagarum towards Lucavarapocottah, in the Vizagapatam and Cassipoorum road, the whole district would be connected with this ghaut, and the abandonment of this road in the unhealthy parts noted by the Range Officer, would be an advisable measure and no serious loss to the Government.

6. As Mr. Turner has been so successful in road-making, and the Jeypore country already abounds with agricultural produce, nothing could be better for the district than increasing the means at his disposal for improving its communications. In the districts of the Central Provinces there is probably twice as much irrigated land as in Tanjore and Rajahmundry put together, and there is not a bit of road or canal in any of them; and Bhundara may be taken as an example of these countries, in this district by the settlement returns there are 635,000 acres of irrigated rice lands; its land revenue is settled at five lacs a year, and this assessment is now considered too high. To convey the produce from this area only forty miles to market, I calculated it would entail a charge of twenty-five lacs a year on the district, according to the rates of hire for transport prevailing in those Provinces, this charge would be at the rate of Rupees 4 per acre for the irrigated lands alone, and good bridged roads would reduce this cost to perhaps a rupee or less, and thus set free a large amount of capital to be utilized for other purposes; I conclude thus, from all I can learn, the district of Jeypore is now in much the same condition as the neighbouring districts of the Central Provinces, and that good means of transport made in it would be an enormous benefit not only to the people, but also to the Government, as the Assistant Agent is both willing and able to undertake this duty it would be a great pity if the opportunity were lost, particularly in such a district.

7. Again, coast districts like Ganjam and Vizagapatam, having the seaboard open to them, can send away their surplus produce to all parts of the world, keeping only sufficient in store for the year's consumption, and trusting to the next season's rains for the next year's supply; should any failure, however, occur in these, a famine immediately takes place, for even the adjacent districts cannot, with the available means of transport, convey food into these districts; the rains having failed there is no pasture, and the Banjarries cannot venture to bring their cattle away from this or from the supply of water afforded by the springs in the jungles on the hills, the highest prices would hardly tempt people to run the risk of losing their means of living altogether. A bandy on a good road will carry not less than 1,000 pounds, or perhaps as much as ten pack-bullocks; thus by substituting wheeled conveyance, even of rude construction, in these districts, four-fifths of the cattle power now employed in conveying produce might be reserved for

increasing this or carrying up salt; and as fodder can be conveyed by bandies at remuneration rates, whilst it cannot by pack animals, one great obstacle to approaching the coast in seasons of distress would be done away with.

8. It appears then that the measures proposed by Mr. Minchin would in every way be most useful and beneficial to both districts, and it only remains to consider how this department can best give effect to them. I take it for granted Mr. Turner will have increased funds placed at his disposal on the conditions mentioned by the Collector; a Company of Sappers would enable us to open the pass in the shortest time, the men would be employed on this work only at the time of the year when the jungles are healthy, and for the rest of the year they could be placed on Trunk Road No. 6, or any other roads in construction in the low country. I have already mentioned how I propose obtaining funds for commencing this important project.

9. The transfer of roads from Local to Imperial Funds, or otherwise, I would request to be allowed to consider hereafter when I have visited the district of Vizagapatam; as a general rule, however, I think all the main branches from the ghaut should be considered Imperial.

Extract from Progress Report of No II Range, Vizagapatam, for April 1869

Work.	Amount of Estimate.	No and date of sanction	Expenditure up to end of preceding official year	Current year's allotment	CURRENT YEAR'S EXPENDITURE		Total expenditure	Remarks showing the progress towards completion which the works have attained.
					In this month	Up to this month.		
* Communications Constructing Jeypore road from Vizagapatam to Cassipore, being forty miles	RS 1,15,000	G O, No 3610, of 8th Dec 1863	RS 94,396 13 2	20,000	RS 382 9 6	RS 382 9 6	RS 94,779 6 8	Earth-works completed up to thirty-three and a half miles and in progress to thirty-seven and a half miles, clearing jungle nearly finished in the thirty-eighth and thirty-ninth miles Eighteen miles and 393 yards of gravelling the road surface done, also portions of the road where most needed up to the thirty-second mile, making a total of twenty-seven miles and 570 yards of gravelling Masonry works completed to twenty-nine and three-quarter miles, and in progress up to thirty-seven and three-quarter. Fifteen tunnels, seven sluices, and two bridges in progress at the end of the month The only cause of delay now with the Cassipore road works is the <i>feverish jungle nature</i> of the line at the <i>Cassipore end</i> , where the work is now in progress, and as there is an abundance of work in progress in other parts of the district, skilled labour for the masonry works is insufficient

DOWLAISHWERAM,
28th May 1869.

(True Extract)

(Signed) J F FISCHER, Captain, R. E.,
Acting Superintending Engineer, 1st Division

No. 37. From the same Officer, dated Dowlaishweram, 3rd June 1869, No. 928.

With reference to my letter No. 846, dated the 28th ultimo, I regret to say I find I had omitted to mention one line of road it is proposed to open, and which will connect the Pachipenta Pass with South Ganjam, viz, from Ramabudrapoorum, viâ Boddam, to Trunk Road No. 6, and thence to the Kuppili Salt Pans.

No. 38. ORDER THEREON, 2nd July 1869, No. 2,146.

CIVIL WORKS, No. 5.

In his report on the administration of the Jeypore territory for 1868, the Agent to the Governor of Fort St. George in Vizagapatam, after entering fully into a description of the three only available routes across the table-land which separates that country from the coast, and commenting on the advantages which, in his opinion, the central route from Jeypore by Pachipenta possessed over the other lines, recommended the opening up of that communication as a first class road. Mr. Minchin's suggestion having been referred to the Superintending Engineer of the 1st Division for report, that Officer, in his letter recorded at the head of these Proceedings, expresses a strong opinion of the unsuitability of the northern and southern routes for connecting the Jeypore country with the rest of the Vizagapatam District, and gives an unqualified preference to the central route by the Pachipenta Ghaut for the reasons that the ascent up the ghaut is not only easy but is susceptible of improvement, and that there is already a made road between the top of the ghaut and Jeypore. He therefore recommends the cessation of operations on the portion of the southern line of road between Vizagapatam and Kassipoorum which is now under construction on an estimate of Rupees 1,15,000 sanctioned in G. O, dated 8th December 1863, No. 3,610, and asks authority for the unspent balance of the estimate, namely Rupees 20,221, to be laid out in clearing the country about the ghaut and in improving the latter as much as possible, detailed estimates for the purpose being hereafter submitted.

2. As these opinions of the Superintending Engineer are in conformity with those expressed by Mr. Minchin, His Excellency the Governor in Council has no doubt that the route by Pachipenta is the best by which Jeypore can be made accessible, and he accordingly requests that the necessary plans and estimates for the improvement of the ghaut and the completion of the road may be submitted. The question of making an appropriation of funds will then be considered.

3. Seeing that a large proportion of the estimate for the Vizagapatam and Kassipoorum road has been already expended, the Government consider it inexpedient to divert the balance of the estimate from the completion of the road.

4. Captain Fischer's proposals to form branch roads from Lucavarapocottah to Gajapatinagarum and from Ramabuddrapoorum viâ Boddam to the Great

Proceedings of the Madras Government, Public Works Department,
2nd July 1869.

Northern Road and thence to the Kuppih Salt Pans, will be referred to the Revenue Department for consideration.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 1st Division.
Judicial Department
Revenue do

Exd. S T Augustin

No 846 Superintending Engineer's Office
Dowlaiswaram 20th May 1869

From
Captain J. F. Fisher R.E.
A. S. Superintending Engineer

To
Colonel C. A. Orr R.E.
Secretary to Government
P. W. Department

Madras

With reference to G. O. of the
16th April 1869 No 1250, I have the honor
to forward a sketch map as requested
showing the direction of the different routes
connecting Mysore with the District of
Vijayanagara and the Coast and referred
to in Mr. Minchin's report on the sug-
gestions contained therein, I beg to sub-
mit the following report as directed by
Government.

Enclosure
1 Extract from
Progress Report
No 210 of 1868
1 Sketch Map

2. First. As regards the route by the Chicacole river nothing whatever appears to have been done in this direction to improve the old Brinjani tracks and the ghats, the distance by this route is said to be 130 miles from the Coast and as far as the Vizagapatam district is concerned the direction does not appear to be a good one to say nothing of the natural obstacles reported to exist on it. I find also the traffic on this line such as it is more connected with some of the eastern Districts of the Central Provinces and South Ganjam than Pysore, on this point however I am not quite sure, but there can be little or no doubt this route is not worth considering as far as the Vizagapatam District is concerned and as far as South

South Ganjam is concerned if the Pachipintah pass is opened the road from Rambudrapoornu to Parvatipore will afford access to the Country in that direction. A special Executive Officer having been detailed for Ganjam to take up the canalizing of that Country his report on the Chicacole and Vamsli Darna rivers will probably determine in the best way what should be done hereabouts.

3. Second. The road to the South by the Pettah Ghat connected with the Coast by the road at present under construction from Hassipoornu to Vizagapatam the distance by this route is said to be 120 miles. This Ghat was opened under the idea that a Sanitarium for the District would be found in the Barni valley, this scheme was an utter failure and has.

has been long ago abandoned. From the Range Officer's progress report it appears an Estimate amounting to Rs. 15,000 was sanctioned for the construction of the line from the foot of the Ghat at Kassiporum to Vizagapatam in 1863, the expenditure up to date amounts probably to Rs. 96,000 leaving a balance of Rs. 19,000 to be worked out; the accompanying extract from Captain Beatty's last report gives the particulars in full regarding this work. The traffic on it appears to be trifling, the locality feverish, and nothing has been done to connect this Ghat with Pysore; under these circumstances it appears to me to be a matter of regret this work was not put a stop to and

I beg to recommend this being done at once, and the balance of the Estimate made available for other purposes which will be mentioned further on.

4 The third ^{route} by the Pachipentab pass recommended by Mr. Menchin appears then to be by far the best line for a road to be taken, the distance is said to be only 110 miles from the Coast. The ascent up the Ghat is already easy and can be improved and moreover a line from the ~~top~~ of the pass to Pysore has been already completed by the Assistant Agent. I beg therefore to propose the balance of the Estimate for the Kassiporum and Vizagapatam roads be made available for the work of clearing the Country about this pass and improving it as much as possible, leaving the detailed

detailed Estimate to be submitted here-
after, after the ground over which
the Ghat must pass has been more
carefully examined.

5. The road from Bumlipatam to
Vijayarum has been completed. For
handy traffic from the latter place to
Gajapatiagarum is under construction,
thence to Ramabudrapurum, it is far
advanced towards completion, and the
line from this place to Pachipentab via
Salur has been sanctioned and the ground
is now being taken up for the road. From
Ramabudrapurum to Parvatipore a
road is now constructing and reported
to be well advanced, this would lead
towards South Ganjam, if then a road
were

4
were taken from Gajapatiagarum to
wards Lucavara po Cottah in the
Vijapatiaram and Cassiporum road,
the whole District would be connected
with this Ghat and the abandonment
of this road in the unhealthy parts
noted by the Range Officer would be
an advisable measure and no serious
loss to the Government.

6. As Mr. Turner has been so
successful in road making and the
Prypore Country already abounds with
Agricultural produce nothing could
be better for the District than increasing
the means at his disposal for improving
its Communications. In the Districts
of the Central Provinces there is probably
twice

twice as much irrigated land as in Pan-
=jore and Rajahmundry put together,
and there is not a bit of road or
Canal in any of them and Bhundaria
may be taken as an example of these
Countries, in this District by the Settle-
=ment returns there are 6,35,000 acres
of irrigated rice lands, its land revenue
is settled at 5 Lacs a year and
this assessment is now considered
too high. To convey the produce from
this area only 160 miles to Market
I calculated it would entail a charge
of 25 Lacs a year on the District
according to the rates of hire for transport
prevailing in those Provinces; this
charge would be at the rate of Rs. 14

15-
per acre for the irrigated lands alone
and good bridged roads would reduce
this cost to perhaps a Rupee or less
and thus set free a large amount
of Capital to be utilized for other
purposes, I conclude thus from all
I can learn the District of Poypore
is ^{now} in much the same condition as the
neighbouring Districts of the Central
Provinces and that good means of
transport made in it would be an
enormous benefit not only to the people
but also to the Government, as the
Assistant Agent is both willing and
able to undertake this duty it would
be a great pity if the opportunity were
lost particularly in such a District.

7. Again Coast Districts like
Gyanam and Vizagapatam having the
sea-board open to them can send away
their surplus produce to all parts of
the World, keeping only sufficient in
store for the year's consumption and
trusting to the next Season's rains for
the next year's supply, should any
failure however occur in these a famine
immediately takes place for even the
adjacent Districts cannot, with the
available means of transport, convey
food into these districts, the rains
having failed there is no pasture
and the Brinkaries cannot venture
to bring their Cattle away from the
or from the supply of water afforded
by

by the Springs in the jungles on the
hills: the highest prices would hardly
tempt people to run the risk of losing
their means of living altogether. A
bandy on a good road will carry
not less than 1000 lbs or perhaps as
much as 10 pack bullocks thus by
substituting wheeled conveyance even
of rude construction in these Districts
 $\frac{4}{5}$ of the Cattle power now employed
in conveying produce might be resumed
for increasing ^{or carrying up salt.} thus and as fodder
can be conveyed by landies at re-
=muneration rates whilst it cannot
by pack Animals one great obstacle
to approaching the Coast in seasons
of distress would be done away with.

8 It appears then that the
measures proposed by Mr. Minchin
would in every way be most useful
and beneficial to both Districts and
it only remains to consider how this
Department can best give effect to
them, I take it for granted Mr. Carver
will have increased funds placed at
his disposal on the conditions mentioned
by the Collector, a Company of Sappers
would enable us to open the pass in
the shortest time, the men would be
employed on this work only at the
time of the year when the jungles
are healthy and for the rest of the
year they could be placed on Trunk
Road

17
road No 6. or any other roads in
construction in the low country; I have
already mentioned how I propose
obtaining funds for commencing this
important project.

9. The transfer of roads from Local
to Imperial funds or otherwise I
would request to be allowed to consider
hereafter when I have visited the
District of Vizapatam as a general
rule however I think all the main
branches from the Ghat should be
considered Imperial.

I have the honor to be
Sir
Your Most Obedt Servt
W. F. Fisher Captain R.E.
Actg Superintending Engineer

1869 April
 1869 April 23rd
 The ship is now in the
 F

The Secretary of the
 Board
 in order

April 28 May
 April 29 1869
 For the Secretary
 1869

No 2146-22-1869
 which is a sketch map
 showing the location of the
 right bank connecting
 together with the right
 of the right bank and right
 upon them as described
 in E. O. No 1850 dated
 1869 April 1869 —

No 36

Extract from Progress Report of No. II Range Vijayapatnam for April 1869.

51

Work

Amount of Estimate

No. and date of sanction

Expenditure up to end of preceding Official year

Current year's estimate

Current year's expenditure

In this month

Upto this month

Total expenditure

Remarks showing the progress towards completion which the works have attained

Communications

Constructing Caspore road from Vijayapatnam to Caspore being 40 miles

G.O. No. 5610 of 5th Dec/63

94296.13.2 20000

382.9.6 382.9.6 94779.6.8

Earth works completed up to 33 1/2 miles and in progress to 37 1/2 miles clearing jungle nearly finished in the 38 and 39th miles.

18 miles and 393 yards of grading the road surface done, also portions of the road where work is needed up to the 32nd mile, making a total of 27 miles and 570 yards of grading.

Masonry Works completed to 29 1/2 miles and in progress up to 37 1/2 - 15 tunnels, 7 sluices and 2 bridges in progress at the end of the month.

The only cause of delay now with the Caspore road works is the uneven uneven nature of the line at the Caspore end, where the work is now in progress; and as there is an abundance of work in progress in other parts of the District, skilled labor for the Masonry Works is insufficient.

Dowlaiswami
28th May 1869

True Extract

M. F. Kicher Captain R.E.,
A. G. Superintending Engineer 1st Div.

Supg Engrs Office, 1st Division
No 920 Dowlaiswaram 3 June 1869

From,
Captain J. F. Fisher R.E.
Acting Supg Engineer
1st Division

Colonel C. A. M. R.E.
Secretary to Government
D. M. Madras.

With reference to my letter
No 346 dated the 29th ultimo, I regret to say
I find I had omitted to mention one line
of road it is proposed to open and which
will connect the Pachipentah pass with
South Ganjam dist from Ramabudrapo-
oram via Boddam to trunk road 200
and thence to the Suppili Salh pass.

I have the honor to be
Sir,
Your most Obedt. Servant

Wm. F. Fisher Capt. R.E.
Acting Supg Engineer 1st Div.

By order of the
Supg Engrs Office

Extract from Paragraph
No 346 of No 2 Range
Regulations for the
month of April 1869

Inclusion in a letter
from the Supg Engrs Office
to the Secretary to Government
No 346 dated 28 May 1869

Public Works Department
 No 2146-2147 29-
 Proceedings of the Madras Government
 Under date the 2^d July 1869.
 Read the following

From The Superintendent Engineer 1st Div. H. E. No 846 of 28th May 1869 /
 From ————— / H. E. No 928 of 3rd June 1869 /

In his report on the
 administration of the
 Jeypore Territory for 1868,
 the Agent to the Gov^t of Fort
 St. George in Vizagapatam,
 after entering fully into
 a description of the three
 only available routes
 across the table-land
 which separates that
 country

N
 W

1st Div. 1869 28th May
 From H. E. No 846 of 28th May 1869
 The Superintendent Engineer
 1st Div.

To The Secretary
 to Govt of M^t
 known

Order 13th
 Order 10th
 Order 10th } June 1869

Confirming the report
 on the 10th of May 1869
 29th of June 1869
 Road from Ramachandra
 Pura to the Port of
 the road No 6

No 2146-22nd July 1869

12th June 1869 No 17th

Country from the coast,
and commenting on the
advantages which, in
his opinion, the central
route from Jeypore by
Pachipenta possessed
over the other lines, recom-
mended the opening up of
that communication
as a first class road.
Mr Minchin's suggestion
having been referred to
the Suptg Engr of the 1st
Div for report, that
officer, in his letter
recorded at the head
of these Progs, expresses
a strong opinion

of the undeniability of
the Northern and Southern
routes for connecting
the Jeypore country with
the rest of the Vizagapatam
District, and gives an
unqualified preference
to the central route
by the Pachipenta ghant
for the reasons that the
ascent up the ghant is
not only easy, but is
susceptible of improve-
ment, and there is
already a made road
between the top of the
ghant and Jeypore.
He

He therefore recommends
the cessation of operations
on the portion of the southern
line of road between
Vizagapatam and Kas.
siporum, which is now
under construction on
an estimate of Rs. 1,15,000
sanctioned in G.O. dated
8th December 1863. N^o 3110,
and asks authority
for the unspent balance
of the estimate, namely
Rs. 20,221, to be laid out
in clearing the country
about the ghats
and

and improving the latter
as much as possible,
detailed estimates
for the purpose being
hereafter submitted.
As these opinions
of the Suptg Engrs are
in conformity with those
expressed by Mr. Minchin
His Excellency the Govt
in Council has no doubt
that the route by Pach
penha is the best by
which Jeypore can be
made accessible, and
he accordingly requests
that the necessary plans
and estimates for
the

the improvement of the
lychank and the comple-
tion of the road may
be submitted. The
question of making
an appropriation of
funds will then be
considered.

Seeing that a large
proportion of the estimate
for the Vizagapatnam and
Kaciporum road
has been already
expended, the Govt
consider it inexpedient
to divert the balance
of the estimate from
the completion of the

road.

25-
Captain Fischer's pro-
posals to form branch
roads from Lucavara pos-
cotta to Gajapatina-
garum and from
Ramabuddrapoorum
via Roddam to the
Great Northern Road
and thence to the
Kuppili salt pans,
will be referred to the
Revenue Dept for con-
sideration.

To
The S. Engr 1st Div
Judicial Dept
Rws

39
14
Dec 3/7/69

WJ

11/1/11

[Faint handwritten notes in the left margin, mostly illegible.]

(11/1)

38
Gort. of 1869 Madras.

PUBLIC WORKS.

To
The Superintending Engineer
1st Division

Dated

Local

L. 2

G. O. 2nd July 1869, No. 2146

Nos. 26 @ 38

Head. Passing orders on the letter
from the Superintending Engineer
1st Division relative to the for-
mation and improvement of
certain roads in the District of
Vijayanagara.

[Handwritten signature or initials at the bottom of the page.]