M.R O 1—77,006—8-6-37.

(1) Number of pages 18

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1303—1304 Press / Mis.—

211-12-13

Dated 12-5- 1871

Not to be folded or roughly handled

No. 211. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 29th April 1871, No. 301 ←

As requested in G. O, No. 731, dated 11th March 1871, I have the honour to forward herewith copy of a report* on the condition of the Jeypore road received from Lieutenant Dorward, Executive Engineer in charge No. II. Range, Vizagapatam.

* No 10, dated 5th instant

From the Assistant Engineer, Vizagapatam, to the Superintending Engineer, 1st Division, dated Waltair, 5th April 1871, No 10

Adverting to your endorsement No 4,198, dated 30th ultimo, on G O, No 731, dated 11th March 1871, in which I am requested to report on the present condition of the road from Vizianagram by Cassipore to Jeypore, and the amounts expended on the line upon sanctioned estimates, I have the honour to inform you that the first portion of the road, from Vizianagram as far as Maradam, is under the charge of the Vizianagram Range Officer, but as I lately travelled over it (in your company) I know that it is in tolerable order, except in a few places where the embankment was swept away by the extraordinary floods which occurred in last October, and for which, I believe, a repair estimate has been sanctioned The bridge over the Gostanuddy at Maradam was destroyed at the same time From thence to Bowdara is in good order

2 The distance from Vizianagram to Bowdara is 19 22 miles, and the road, which was completed in 1869, cost Rupees 63,818-6-4, the estimate for Rupees 63,820 having been sanctioned by Government in their Order No 3,068, dated 3rd October 1867 I am unable to state the amount which has been expended in maintaining the road as far as Maradam by the Vizianagram Range Officer; from Maradam to Bowdara the only expenditure on repairs which has yet been made was the sum of Rupees 46 included in the estimate Rupees 96, sanctioned by Government in their Order No 269, dated 30th January 1871, for sloping down the banks of the Gostanuddy at the site of the ruined bridge The future maintenance grant for this portion will be Rupees 700—*vide* G O, No 2,908, dated 1st December 1870

3 From Bowdara to Cassipore the line is part of that "from Vizagapatam to Cassipore," for which an estimate, amounting to Rupees 1,15,000, was sanctioned in G O, No 3,610, dated 8th December 1863 The total expenditure on this estimate has been Rupees 1,05,895-4-8 That part of the line which lies between Vizagapatam and Bowdara is now a Local Fund Road, and the remaining portion from Bowdara to Cassipore remains Imperial I will shortly submit revised estimates for these two portions, and will wait until they have been sanctioned before touching the Rupees 9,000 which has been allotted from Imperial Funds in the Budget for the official year which has just commenced.

4. The distance from Bowdara to Cassipore, with which portion of the line alone this report has to deal, is 3½ miles in length, and but little work has been done The last mile into Cassipore has been almost untouched, and on the remaining miles the earthwork has been partly done, some masonry works built, and others left unfinished The remaining portion of the estimate, Rupees 96, alluded to in paragraph 2, was expended in filling in a breach in this portion

5 Cassipore, which I understand to be about 80 miles from Jeypore, is the limit of my range, and I cannot write with any certainty of the road beyond Mr Minchin notices it in his Administration Report of the Jeypore territory for 1868, and for the sake of convenience I now quote the paragraph relating to it, premising that Major Stewart's trace, to the best of my belief, commences at Royavalsa, which is about 8 miles from Cassipore higher up the ghaut, and that the track between Cassipore and Royavalsa is so bad as to be almost unrideable.

Proceedings of the Madras Government, Public Works Department,
12th May 1871.

Extract from the Administration Report for Jeypore, 1868

Paragraph 11 —"The third route, connecting Jeypore with the coast, is further to the south The table land is ascended from Jeypore by the Petta Ghaut, which was traced by Major Shaw Stewart of the Engineers, and being laid out by a professional man the levels are of course irreproachable I rode by this road from Jeypore to Nundapoor, and can speak to the easy nature of the incline, the trace of which is, I believe, completed by Galikonda to Kassipuram, where it meets the Imperial line of road by Vizianagram to Vizagapatam Nothing, however, has been done for the construction of this road beyond the top of the Petta Ghaut, and the route is very little used by Brinjarries, who, on account of its shortness, or from custom, make use chiefly of the much more difficult track by the Bijaya Ghaut to Narainpoor "

* * * *

No. 212.

ORDER THEREON, 12th May 1871, No. 1,303.

CIVIL WORKS, No. 23

ORDERED that the following letter be sent.—

(Here enter No 1,304, dated 12th May 1871.)

(True Extract)

(Signed) J. CARPENDALE, Colonel, R E,
Secretary to Government.

Exd. S T. Augustin

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 12*th May* 1871.

No 213.

No. 1,304.

To

THE SECRETARY TO THE CHIEF COMMISSIONER OF THE CENTRAL PROVINCES.

CIVIL WORKS, No. 24.

SIR,—With reference to your letter of the 23rd February 1871, No. 548, I am directed to forward the accompanying letter from the Acting Superintending Engineer of the 1st Division giving cover to the report of the Executive Engineer in charge of the Vizagapatam Range on the present condition of the road from Vizianagram by Cassipore towards Jeypore

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd S. T. Augustin.

No 10 Asst Engineer's Office
Wallaroo
5 April 1871

From Lieut J. H. Forward R.E.
Asst Engineer
in charge

To Major J. H. Fischer R.E.
Superintending Engineer
1st Division

Sir,

Adverting to your endorsement No 4198 dated 30th Ultimo, on G.O. No 731 dated 11th March 1871, in which I am required to report on the present condition of the Road from Virginia Gerrund by Cavenpore to Joppore, and the amounts expended on the line upon sanctioned Estimates, I have the honor to inform you that the first portion of the road, from Virginia Grand as far as Maradan is under the charge of the Virginia Police Force Officer; but as I daily travelled over it (in your company) I know that it is in a tolerable order, except in a few places where the embankment was swept away by the

extraordinary

extraordinary floods which occurred in last October, and for which, I believe a repair estimate has been sanctioned. The Bridge over the Gostanuddy at Maradaud was destroyed at the same time. From thence to Bowdara is in good Order.

2. The distance from Vizianagrum to Bowdara is 19.22 Miles and the Road, in which was completed in 1869 Cost Rs 63818-6-4; the estimate for Rs 63820 having been sanctioned by Government in their Order No 3068 dated 3rd October 1867. I am unable to state the amount which has been expended in maintaining the Road as far as Maradaud by the Vizianagrum Range Officer; from Maradaud to Bowdara the only expenditure on repairs which has yet been made was the sum of Rs 46. included in the Estimate Rs 96 sanctioned by Government in their Order No 269, dated 30th January 1871 for sloping down the banks of the Gostanuddiah

And

the site of the ruined bridge. The future maintenance grant for the portion will be Rs 700 vide G. O No 2908 dated 1st December 1870.

3. (From Bowdara to Cossipore) The line is part of that from Vizagapatam to Cossipore for which an estimate amounting to Rs 115,000 was sanctioned in G. O No 3610 dated 8th December 1863. The total expenditure on the estimate has been Rs 105-896-4-8. That part of the line which lies between Vizagapatam and Bowdara is from a Local Fund Road and the remaining portion from Bowdara to Cossipur remains Imperial. It will shortly be finished revised estimates for these two portions, and will each until they have been sanctioned before touching the Rs 9,000 which has been allotted from Imperial Funds in the Budget for the Official year which has just commenced.

4. (The distance from Bowdara to Cossipur with which portion of the line alone this Report has to deal.

7th Dec 63

lead, is 3½ miles in length, and such little work has been done. The last mile visited Cassipore has been almost untouched, and of the remaining miles the earth work has been partly done, some masonry works built, and others left unfinished. The remaining portion of the estimate Rs 96 alluded to in para 2 was expended in filling in a breach in this portion.

5. Cassipur, which I understand to be about 80 miles from Jeypore, is the limit of my range, and I cannot write with any certainty of the road beyond. Mr Minchin notices it in his administration Report of the Jeypore Territory for 1868, and for the sake of convenience I now quote the paragraph relating to it, premising that Major Stewart's trace, to the best of my belief, commences at Nagavalsa, which is about 8 miles from Cassipore higher up the ghaut & that the track between Cassipur

(Cassipore and Nagavalsa is to
lead as to the almost untraversable:

(Extract from the Administration
(Report for Jeypore 1868.

Para 11. The third road connecting Jeypore with the coast is further to the south. The table-land is entered from Jeypore by the Pulla Ghaut which was traced by Major Shaw-Stewart of the Engineers, and being laid out by a professional man, the levels are, of course, irreproachable. I rode by this road from Jeypore to Nundapoor, and can speak to the easy nature of the incline, the trace of which is, I believe, completed by Gallikonda to Cassipuram where it meets the imperial line of road by Vizianagaram to Vizagapatam.... Nothing, however, has been done for the construction of this road beyond the top of the Pulla Ghaut and the route is very little used by Bringarries, who, on account of its shortness, or from custom, make use chiefly of the much more difficult

difficult track by the Bijayadevi
Ghaut to Narainpoor.

× × ×

Sketch &c &c &c

Fd/ J. H. Dorward Lieut M.E.
Asst Engineer Vizagapatam.

/True Copy/

Lieut. Hutchins Major M.E.

Actg Supdg Engineer 1st Div.

SUPERINTENDING ENGINEER'S OFFICE, 1ST DIVISION
DOWLAISHWARUM, 29th April 1871.

No. 241

114

Enclosure in a letter
No 301 dated 29th April
from the Supt Engineer
1st Division to the
Secretary to Govt D P W

29/4/71

Superintending Engineer's Office, 1st Division
Dowlaishwarum, 29th April 1871.

No 301.

From

Major J. T. Fischer R.E.
Actg Superintending Engineer
1st Division

To

Colonel C. A. Orr R.E.
Secretary to Government D P. W.
MADRAS

SIR,

As requested in G.O. No 731 dated 11th March 1871, I have the honor to forward herewith Copy of a Report on the condition of the Jaggoor Road received from Sicula Dorwand Executive Engineer incharge No II Range Vizagapatam.

I have the honor to be
Sir,
Your most Obt Servant

Wm. T. Fischer Major R.E
A.S. Actg Engr 1st Division

x No 10 dated 31st Inst.

Forwarding cover to the

P.W.D.

No. 1303.

Proceedings of the Madras Government 1161/5A

Read the following

Letter from

The Agl. Supdg. Engr. 1st Dn. (M. & Dy. 301 of 29th April 1871)

Ordered that the

following letter be sent

No. 1304

To The Secretary to the

Chief Commissioner

of the Central Provs:

Sir

With reference to

your letter of the 23rd

February 1871, No. 548

I am directed to for-

ward the accompany-

ing letter from the

Acting Superintending

Engineer of the 1st Div.

giving cover to the

Read 1st March 1871

No. 1304 Copy of letter from Agl. Supdg. Engr. 1st Dn. dated 25th May 1871

Forwarded Copy of Report received from the Executive Engineer 1st Division No 2 Nagpur Irrigation and the Consolidation of the Nagpur Branch

No. 1304-1304-12 dated 1871

Read

Ordered 29th March 1871

Registered

Secretary to Chief Commissioner

Nagpur

The Chief Engineer

Central Provinces

Sir

I have the honor to forward

herewith a Report from the Executive Engineer 1st Division No 2 Nagpur Irrigation and the Consolidation of the Nagpur Branch

I have the honor to be

Sir

Your most obedient

Servant

Executive Engineer

1st Division No 2

Nagpur Irrigation

Nagpur 25th May 1871

Report of the Executive
Engineer in charge of
the Vizagapatam Range
on the present condition
of the road from Vizianagram
to Cocanada towards
Ellore —

Despe 13/5/71 with 3 Copies
of Govt 1303 of 1871.

17A

C/1871

Act of 1871 Works.

PUBLIC WORKS.

The Secretary to the Chief Commissioner of the Central Provinces

G 12 May 1871, No 1303-1304

Nos. 211-212 1213