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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PUBLIC WORKS DEPARTMENT

G.O. No. / ~~B.P. No.~~	2294 2295 W 2296	~~Press.~~ / ~~Mis.~~
Dated	16.9.1881	~~197~~.

Not to be folded or roughly handled

Coonoor,
1st September 1881.

My dear Colonel Sankey,

In reply to yours of the 27th ult. I beg to say that I would gladly undertake the preliminary reconnaissance from Vizagapatam and Raipore, both by the Polavaram Ghauts, Horsapet &c, and through Rayapudah, in view to the selection of the best route for a Railway if provided the following stipulations

stipulations, below noted, receive due consideration at the hands of Government.

In saying this, I am well aware that I have no right to make any conditions; and if I am ordered to do the Work, I have to do it. But; as I know much of the country to be travelled through, and know the difficulties to be encountered; and as I believe that I may freely speak my mind to you in matters connected with Work, I would just take the liberty

2/2944

to point out a few things which I consider right and proper, and to a certain extent indispensable for carrying out the proposed Exploration satisfactorily and with despatch.

In the first place, having only arrived here a few days ago, very ill, and being still considerably below my normal physical strength, I require the whole of my leave to recoup my vital powers, and should not feel disposed to leave this before the 1st October

Proposes to leave Coonoor on the 1st of October

1st October — just a month hence — : that would carry the Exploring work well into the healthiest season, both in Jeypore and the Central Provinces ; so that by the end of this Calendar year my mission there should have been fulfilled.

Next, I would ask that the Expenses of my journey from Coonoor to Vizagapatam, when I proceed to join my Work, be paid by Government. Unless this is specially ordered, the Examiner

Expenses of journey from Coonoor to Vizagapatam

Examiner will raise objections and say that, returning from leave, I am not entitled to have my travelling Expenses to my Station paid, &c.

Further I request that Government will supply me, for this Expedition, with two complete sets of Tents for myself, servants and Coolies ; as there are no Bungalows on the road, and I shall have to shift Camp nearly every day, and always have one set of Tents a days march ahead.

two sets of Tents for Expedition

This

Proposes to leave Coconada on the 1st of October

Provision for Tent Lascars required

This requires also provision for a sufficient establishment of tent lascars.

Then I must ask that the Government will arrange (by issuing the requisite orders to the Political Agent in Jeypore, i.e.) the Collector of Vizagapatam, and giving due notice to the Commissioner of the Central Provinces) for the Carriage of my Tents — by Elephants or coolies, or otherwise — and of other Camp equipage; as well as for the supply of necessaries by the

Carriage of tents and other camp equipage; and orders for supply of necessaries

Expense of Coconada Vizagapt

A 94

by the Villagers en route. I find it necessary to stipulate for this; for I know by dire experience that, if I have while to hunt daily for baggage coolies and fore supplies, as I had to do when travelling on former occasions in Jeypore, without " i.e. hukums from the Civil authorities, half travel my energy is wasted before my proper my work can be attended to. I am willing the to pay for all carriage (and for supplies, ne of course); I only ask that it may cessary be provided for me, so that I shall have no trouble or delay from this cause.

I also

Proposal
Leave
on the
October

Medical
Subordinate
with medi-
cines &c to be
attached to
the Camp

I also request that a Medical Subordinate (an Assist. Apothecary or a 1st class Hospital Assistant), with a small store of the most useful medicines, be detailed to accompany my Expedition; and that I may be supplied with the Atlas sheets of the country to be travelled over.

Atlas sheets

Expenses
personal
Comp
Trip

I calculate that the expenses of the trip will be considerable; and I shall have to keep up a separate establishment for my family somewhere.

Hence

Enhanced
Expences
during the
Expedition

Hence I am afraid that, with my present pay and allowances, I should be the loser, in a pecuniary sense, while the Expedition lasts. I would therefore ask that, for this trip, something equivalent to the old "Upcountry allowance", i.e. 50 per cent extra on salary and travelling allowance, be sanctioned for myself as well as for the Dept Sarcars, the Medical Subordinate and any other public Servants it may be found necessary to attach to my camp.

Finally I would beg of you not to leave

lose sight of me, when next promotions are made from the 2nd to the 1st grade of Executive Engineers. I was an Executive Engineer since 1870; and in the eleven years that have elapsed since then I have received but two steps of promotion. How progress entitled! Though always selected for difficult and special Work, I have been repeatedly superseded (by Captains Rawlinson, Smith and others); through no fault of mine — I have no hesitation in saying —, but simply because those Officers had "friends-in-Council", or interest which I lacked.

I was (as good as) promised an extra step for my Work in Seppore from 1872 to 1875; but for some reasons I failed to obtain it. The then Chief Engineer, General Walker, though otherwise a good friend of mine, and having fully approved of my work, seems afterwards to have been misled by the (professionally ignorant) Civil authorities, on whose representations (I presume) an Order was actually passed, after I had left

left India on furlough in 1876, to the effect that my work on the Grant had been too slowly carried out, and that adequate progress had not been made, considering the time I was employed on the Work. This order was never communicated to me until last year, when I accidentally heard of it and applied for a copy. I have been too busy hitherto to reply to it.

This unfair order of Government in the O.P.W., passed on a Memorandum by the Chief Engineer based upon insufficient information

Unfair Criticism on the Bibliography Grant Work 1872 to 1875

information, did not great harm, and produced such a wrong impression on the minds of some Members of the Government, that Mr. Carmichael last year at Bellary, in the presence of his Grace the Duke, said to me something to this effect:-

"It is satisfactory you did not finish the Grant before leaving India, I think there was time enough to do it; you were there for three years, had you finished the Grant, we should have called it after your name;" &c. &c. - This was

ignoring the fact that I had not been

Misrepresentation

exclusively employed on the Ghaut Work
for three years; but had been on other
special duty within that time, and
besides had been District Engineer of
Vizagapatam, and Range Officer of Vi-
zianagram, off and on. This was
also ignoring the fact that I had
not been allowed, for the three years,
to spend more than some forty thousand
Rupees on all on the Ghaut (which will
cost several lakhs to finish); that I had
repeatedly applied for more funds, but
could not get them; and that my time and

and energy were not properly utilized
by Government, so long as the Ghaut
Work was being starved for funds;
while at the same time, the longer the
Work was protracted, the more valuable
lives were lost; for every working
season cost several lives on the Ghauts,
from fever, dysentery, cholera, &c.

I submit therefore that, if my
Work did not make as rapid progress
as the Government would have wished to
see, it was not my fault, but the fault
of those who failed to provide the necessary

proceeds to push the Work to Early completion. For, once the trace was laid down and approved of, all that was wanted to finish the Grant — the Engineer being ready there —, was Money.

I must ask you to pardon the above apparent digression; but, so far as I am personally concerned, the matter is closely connected with the Work in hand.

As regards the Route for the proposed Railway, I wish to mention (which you may perhaps not be aware of) that

that the Madras Government have once already (in an order dated about 1875 or 1876) pronounced on the General route of the Railway from Vizagapatam to Raipore. This was at the time when the late Maharajah of Vizianagram had offered to construct the Railway through his Zemindary. The Collector, then, on behalf of the Maharajah, advocated the route via Rayagudda, the "Ondradole Gap", Doucekot, &c.; while I proposed the line via Salúr, partly along Grant, then via Koraput, &c

Previous orders of the Madras Government as to the general line for the proposed Railway

(all in Madras Territory) is being
40 miles shorter than the other. The
Madras Government, in reviewing the
project, laid down that, in case the
Railway should ever be made, the ground
line indicated by me should be adopted;
not the one advocated by the Maharajah's
party. Both lines are compared, and
described in some details, in my
printed Memorandum dated June 1875
of which I sent you a copy in May
last year, from Coonoor. I regret I
have not another copy by me.

In case

10/2/14

In case you should wish to have
some verbal communication with me
on the whole subject, let Coly. please
let me know on what day it will
be convenient for you to see me.

It has been raining pretty stea-
dily here since I came up, — the
last two days have been somewhat
clearer.

I see from the last Gazette
that Mr. Hannan goes home on fur-
lough. May I ask to be posted to

the

the Coimbatore Division, without prejudice
to my special duty (if I am appointed
as it) in connexion with the Viza-
gapatam to Peripore Railway?

Believe me
Yours truly
K.J. Nordmann

Chief Engineer
Lyd. No. 2296
2296
16-9-81

GOVERNMENT OF MADRAS.

Public Works Department,
Stonehouse, Goldsmund,
188

19 April

My dear Turner

Before taking action on this file, relating to the proposed Extension of the Pottanpey Branch road to Kovalpatti (& Peyanore?) Mr. Hudleston thinks that as you know so much about that part of the country, and will so soon be directly interested in this and other works in those parts, it would be undesirable that you should have an opportunity

of stating your views formally in an unofficial way for the information of Government

The R. should the Government give observe says considerable stress on political value of the proposed communication, in addition to which it is generally understood that the line would be of the greatest use in the case of famine occurring on the coast, and that in this sense the Govt. of India might be asked to class it as a "Protective" work, the duty of constructing which at an early date has been strongly urged by the Famine Commissioners

If you could therefore submit a note in which you could bring forward facts & arguments illustrating these two aspects of the case there can be little doubt that the Govt. could do so in a position to address India on the subject with a view to obtaining a Special grant

Of course I can only indicate very generally what is required & you will yourself be better able to judge as to what is possible

Memorandum.

In G.O. 5th August 1880 No 1857 W., the Collector Vizag was requested to report on the line of road between Potingby and Jeypore. The papers sent up from Vizagapatam deal with the road only as far as Koraput, which is 14 miles short of Jeypore.

It will be remembered that the main and ancient line of the military or the Polchingi ghat is to run a road into the plain opening into Jeypore, Bastar, & the Bhumlers Taluq of Raepore (C.P.). It must therefore be clearly kept in view that the road cannot stop short at Koraput. For further information on this point I would suggest reference to the papers compiled (I believe) by Colonel Haswell, where the necessity for extending the road beyond Koraput towards the C.P. is insisted on at length.

Please inform me if I can consider it desirable. Before I proceed

H. A. Stanley

No 54-81 x

The length of the roads beyond Koraput to the Frontiers of Bastar (to the west) & to Ghumsur (on the north) to complete the system aimed at, would speaking roughly, be about 100 miles. To make this line from the Coast, up Polkingi ghat across to Koraput of full use, Govt must be prepared for an expenditure of perhaps 60 lakhs besides the 2½ lakhs estimated for Colonel Lankey.

Mr. Davis explained that if the road from Polkingi to Koraput is made into a bridged fair weather cart road, so dry season traffic could be established between the plains of the Central Provinces & the plains of Vizagapatam This is urgent to the case, because on the West of, and close to Koraput, there is the descent to the plains the encumbered

To make dry weather cart traffic practicable, a cart ghat must be constructed between Koraput and the Jeypore plains - This ghat would not pass down to Jeypore town but come a gorge to the north of the Jeypore ghat. I constructed about roads down both ghats in 1870, when I made the existing road from Koraput to Polkingi & the Tandevalasa ghat - but though good enough for pack cattle, neither could hold nothing under heavy cart traffic.

I note incidentally that there is no use in keeping up the Tandevalasa or Tumers ghat, when the cart ghat & Salon is finished. There is an error current through the papers that the Tandevalasa ghat has been all along used by pack bullocks taking between Jeypore & the coast. This is not the case, No pack bullock ever went up or down that line until I opened it out -

But until the cart-road is finished the maintenance of Tumers ghat is a necessity both to provide for traffic & to keep it away from it interfering with the progress of the big work.

The object of these remarks is to show that it would be only a small part of the scheme that is ahead of us, if Government were to confine their proposals to the extension to Koraput, and their demands to 2½ lacs.

The undertaking is one of very great scope. Practically we propose to do in the course of four years what has been

left undone by all the races that have hitherto occupied India. We all to create a new artery of commerce across natural obstacles that have hitherto shut out and arrested the spread of agricultural extensions for ages. Besides the arguments in favour of this much measure that can be derived from Political considerations, illustrated, as they may be, by reference to the Burlton & Peyton Emeutes during the last few years, and besides those that can be brought forward in great strength to show how necessary it is to be able to cart the surplus grain of the Central Provinces to the East Coast, some special stress may perhaps be laid on the possibilities of new land being brought under the plough by opening this road. Sir Arthur E. Baring seems often very solicitous about this Question just now.

And it would be perhaps wise to adopt his own arguments while pressing for this grant. In his recent financial statement he says that the pressure of population upon the soil presents an economic difficulty of the first magnitude. Now if this be taken up and if it can be shown that by opening this road one truly means farmers to the vast tracks of fertile land, he could hardly put aside the question as one of secondary importance - he might accompany the proposal with a definite plan! Unless indeed this were done, the mere suggestion of extended cultivation would be of little effect. If however it were said that we have seen this thing in his Financial Statement, and we have now before him a definite proposal whereby his first class economic difficulty may, in some measure, be met, he could hardly draw back & say that this is not the time for enterprises of this descrip-tion -

The definite scheme I have been working up to is this; —
To take up the three Northern Gahns, or talugs of Jaffna viz Puraguter, Vemerkot & Raigaler, — which comprise an area of several hundred Square miles — and to bring their immense extent of waste but fertile Lands under the plough by a system of colonization by the best available materials.
The Main Road of Jaffna would be ready, I should say, to hand these talugs over to the Government for a term of years for the rents he now gets from them — which amount to an inconsiderable sum —
he have here a definite reason — and a reason after the Financier Minister heart — for asking for a grant to push on the Pooneryn - Kraipat road — viz to introduce our colonists & begin to bring produce and we shall create in the very

and as an unoccupied 7 miles, an agricultural community which has plenty of room to push out all around its circumference — A crude suggestion of this sort could hardly find place in a State paper, and it would not be worth while working the proposal up into form unless there were some previous assurance of acquiescing consideration.
I proposed a scheme of this nature three last years ago with reference to Mullaitivu, but it was not con- sidered opportune. You, however, that the Govt of India have made public their fears about overpopulation, it would seem less out of place to bring forward a suggestion that would tend to relieve their apprehen- -sion of calamity — With regard to the facts and arguments that I am asked for in support of the Political and Protective aspects of this case, I would draw attention under the first head

the movements of troops in the
Bastar & Jeypore outbreaks; to
the distance between Bastar &
the military stations in Nagpore
under the Administration of
the Central Provinces; to the
latent turbulence of the Hill tribes;
to the desirability of affording
the Maharaja of Jeypore an
opportunity for contributing to
the development of his vast
estates;
under this second head of
Protection, attention can be invi-
-ted to the granaries of Kotepad,
to the recorded statistics of bullock
traffic along this line; to our Salt
sales, to the comparative prices of
grain, as it published in the Gazette
of India, in Chattisgurh and
Vizagapatam.
It might also be stated prominently
that unless the road is prolonged East
to Potangy, the money expended on
the unfortunate object is so much
money inadequately expended-
It will be like a road leading from
nowhere to nowhere. This also
if incomplete is to cost Rs 2½ lacs
to complete the road to Kotepad: To make

(This with reference to Messrs
Caird & Sullivan's memo of 21st Inst
put with the Report of the Famine
Commission — 1

it a first class artery and to invest it with
the importance its merits, its position
& its claims to consideration
to local & general Government give
but this is a portion only of a
great Trunk road between
the Central Provinces & Vizagapatam
H. Turner

Memo by Mr Goodrich
dated 23/7/81

Mr Turner's memorandum embodies nearly all
that I should have said. Colonisation in
Jeypore is the only chance of securing to any
one any profit on the outlay upon the
Potangi Ghat.
Jeypore is divided into four tracts.
(1) Malacanpheri (To the South) a swampy forest
soil rich, irrigation practicable; may one
day support a rich population. Now very
unhealthy & population extremely small.
(2) Kotepad Jeypore Nararanpur and
Raighar. The upper valley of the Indrawati,
soil good, capable of supporting a very
large agricultural population at this
day.
(3) The upper Plateau. Nandapur
Lakshmipur. Koraput. and the country
towards the Machkund & Nowl patna.
Soil very poor and climate unfavourable
though there are fine valleys. This
tract has once been clothed with forest
which has been destroyed for kumri

and iron smelting. Cattle would thrive far better here if extensive planting could be carried out: but expenditure on forest if profitably undertaken, anywhere in Jeypore will be undertaken in the fourth tract.

2 Gumsur and Rayagada. These valleys lead to the only gap in the Eastern Ghats. The Tal at Bondesar is about 900 ft. (I think) above the sea, and about twelve miles beyond Ombadola the water between it and the Vamshadhara is crossed at an elevation of about 1400 the level of Tollarpeth Railway Station.

To this point the export trade of the Chhatisgarh Division now converges but is insignificant in comparison of its possibilities. During the extreme severity of the scarcity of 1877-78 the rice was selling at 8 seers ℔ Vizagapm wheat was at 48 seers in the valley of the Mahanadi. [See Govt of India Gazette.]

A in the sketch map is the line a light

Railway should take from the pass to Raipur if Raipore be the terminus ought, but a point* between Sumbulpore and Raipore is, in my belief, the best point to aim at if the Nagpore-Raipore line is in course of extension in the immediate future.

[If the Raipore line is to be carried N. towards the Soane valley further discussion is needed.]

Oilseeds, wheat, silk and lac would be the staple exports; and salt and metals and cotton cloths the main articles of import.

*There is limestone to the East of line A: see V. Ball's map.

The present quantities but fair indicate the amounts of a railway could find offer for carriage.

From the pass down the Sumpur valley to the sea at Kalingapatam would be the shortest line, and would fall nearest to Naupada the salt pans most capable of supplying the salt to be carried inland. Rayagada - Parvatipur - Vizianagram however but little longer and Bimlipatam

is probably the most convenient port
a screw pile pier on the reef of rocks in
front of the flagstaff would greatly assist
the shippers and would probably be made of
a railway made the port its terminus.

Bimlipatam is a poor salt manufactory
but Balcheruvu near Vizagapatam is good
and capable of extension. However if the
Rail were made a coast canal from
Naupada would be almost a necessity.
at present Palkonda Kimedi and Chicacole
export a great proportion of their rice
from Kalingapatam: Bimlipatam get
most of the forest produce and oilseeds
whilst Vizagapatam's staple export is
sugar. Wherever the line strikes the
coast the favoured port must have a
canal to collect the salt at the Railway

Terminus:

The present population of the plateau of
Jeypore will not suffice {to provide much earth
{for rapid extension
{of Railway, so} this road is not an
protective work. In 77-78 Jeypore helped us very

Sir W Cornwallis
Note

Cir 27/7
P.C. 24/7

For orders

Now that proposals have been submitted by the S of I to form a Division of Officers and Subordinates to examine the country between Vizagapatam and the Central Provinces with a view to framing Estimates for the most essential and roads suitable for such type the work to be carried out after sanction of the Estimates from the (Imperial) "Protective Works" fund, I should be glad to be placed in possession to issue definite instructions for guidance of the Officers who are to undertake the duty.

From item (b) of the Appendix D submitted to the S of I (vide G.O. 91, No 1697 W) it will be seen that whereas a length of 10½ Lakhs has been fixed

the Central Provinces.

Opposite the work as probable Estimate the whole subject has been treated very vaguely – and unfortunately so

Messrs Turner & Goodrich have obligingly answered any request given me viz (verbally) which taken into the Secretaries late report of that part of the country should allow of a definite opinion being formed as to the most essential future Railroad roads

I do understood it was the ascertaining subject for Government to bring about the construction of a line of (metre ? gauge) Railway from Bimlipatam via Vizianagaram, Parvatipur, Rayguda, Umbadola to extend Raipore or Jeypore, and from each of these, then it seems to me the first trunk road fit for Cart traffic should run in a somewhat parallel direction i.e. from Potiapilli via Konspatti to Potapal which appears to be a very central mart for all that part of the country, and directly connected with the Central Provinces

The next might be the line of Railroad road from Konspatti via Lakshmipur to Rayguda to serve as a connecting link and a valuable Railway feeder

These two lines to start either would probably lead drained all others to be done with by the Agent and as funds as can be spared by the Jeypore State

I am not sufficiently acquainted with the ground to say whether it would be essential to provide a thoroughly bridged and metalled roadway through if traffic is to go on in the monsoon possibly bridging throughout may be needed and certainly metal

I have marked the note in the Sketch the Central Provinces

protective work. In 77-78 Jeypore helped us

as he will no doubt
wish to record his opinion
A. and d. [illegible]

Capt

26/7/78

GOVERNMENT OF MADR

Public Works Depart.
Stonehouse, Ootacamund.

13 Aug

My dear Mr Cameron

Kindly look at
portion marked with
two red crosses on
note of yesterday (Nee
Gun place No IV on
our [illegible] 2d & 4th in a
of inverted [illegible] 2 in
two pos tions must

protective work. R. 17-78 Olyphe reports on

some mistake ?

// I cannot also see how there is such a difference as some 60 miles of length between routes (1) and (2) as even think it quite possible that to overcome the great ascent of the Pacific ports & such descent to Jesspore the (1) mile there not to be the longer by the two — Another point of the

two lines be equal or nearly so as regards length would the Report of Engineers and the Commissioners not-there money as readily into (1) as into (2) route ?

It is as you will see a long ride to explore some 700 miles of broken country for a Railway, and I confess I should like if possible to see the decision based on general grounds in favour of one or other route, as obtain I fear much time will be lost, and while the Railway

Roads to Central Provinces.

I believe the railroad from Bombay is now carried on from Nagpore for 180 miles east to Raipur, the capital of the Chattesgurh Division or Commissionership of the C. P.

Abstr. 23 & 24 G.O. - Irrd. No 1307 B. of 2d July mistr -

I have shown that Raipur is only 115 miles - by the important road of Dhamteri - from Sandhi Raighar (7 Jeypore) the extreme north west frontier place of the Vizag Dt; and that the whole distance from Raipur to the Port of Bimlipatam is 317 miles -

This 115 miles from Raipur to our frontier, the C. P. authorities have often promised to maintain in good order - while we, on our part, do not leave from the frontier to the coast; the road lying through Nagarapur, Jeypore: then up a ghât of 600 feet to Koraput; then 42 miles flat country to Potangi; then down a 20 mile ghât into a descent of 2500 ft. to Vachipenta in the plain country of Vizag - hence 75 miles to Bimlipatam.

This Road, therefore, is rightly taken as one of those which are to be our principal communications with the Central Provinces -

Question remains: Shall our road scheme await remain in abeyance

Yours truly
C. B. Lawley

dear Lawley -
For notices of the
Junta on back of the letter.
(1) Shall attend to [illegible]
at the last only which
(2) If you write Elwin, say I
propose to take II for
and II; have hung on
to Railway, but [illegible]
[illegible]

II. There is another line, however - by which - instead of turning to the west to Bachipenta - you go as straight as possible from Bimli, north -
Traversing this for 170 miles - you come to Ambadola, which is close to our northernmost frontier of the Vizg district - whence it is about 200 miles to Raipur -
Of this 200 miles, however, we have no correct tracks - there is a "Mussa" ghat on the way, but on the whole this land to be an easy route.
It will certainly be explored by a competent officer. It is undoubtedly a great Bungarry Salt route.

III. 3dly - Raipur is reached from the coast by a route marked in the Road book - Nos 44 & 46 you go from Chicacola in north by Boro Varla Khimidi - to Gumsur, 63 miles - pass through further 60 miles of jungle territory - then Boro Baliguda to Jumagunda, 50 miles - then (quitting No 46 route for No 45) to Arang, 135 miles; and Arang is 20 miles east of Raipur. Total from Raipur to Chicacola is therefore 330 miles.
This too is a great S.

route; the difference between II and III being that in II, the Bungarry is generally halted at Parlakimedy, where he Chetties store up salt for them; while in III the Bungarries generally go straight down to the pans at Gumsur & Ganjam.

IV - Now - about 160 to 170 miles East of Raipur lie the important marts of Sambalpur & Sonpur. Sambalpur being 50 miles north of Sonpur - and Sonpur being the same distance north of the Ganjam frontier, which frontier again is some 50 miles north of Russell Konda, 60 miles from the sea.
To this frontier, the Agency road will be completed next year - see page 21 of Ind. Regs. 15th July last No 1380 which I put up - Our Sappers 30 years ago made the road between the Ganjam frontier & Sonpur a good one - We don't know how it stands now - It will be kept up, undoubtedly.

V. Lastly - here is a route which has been explored properly, Commencing Baliguda our head station in the Chenna Kemidi Muliahs with Raipur. To Baliguda we have made a good cart road from the coast. The chiefs just beyond our frontier have opened markets there having this road opened up

H.D.C. 20/5-61.

I am not sure that I quite understand what action the H. Co. recommends be adopted by this Govt. in this note of the 30th ultimo

Two alternative lines are given for the proposed Railway from Perak & Province (1) viâ Salak Patinglai Seberang Nova-Province & Alumentai — 317 miles — (2) viâ Parmatjan Kubudrola, Musa Strait ... — 370 miles

Does the Govt. wish to have both of these routes thoroughly explored and reported on before a decision regarding the Railway is come to ———— ?

The next question is what practical work is to be carried out for the A Project division in addition to the Serayan - Bandjermasin tidal Canal ?

In regard to this the first question is whether

in case No 1 line above
be accepted finally by the
Rail we can nevertheless
to push on a cart road
to Jeypore and Kotpad
as a "protective" work, and
be next whether under the
same description a cart-road
is to be pushed on from
Parvatipur thro' Raigudda
to Umbadola & the Sunga
Pass — or would it be better
to take in hand the Chicacole
Kashipur Jeypore line —
or again the Russell Konda
Jeypore line?

If No 2 line is accepted
for the Railway — what are
the principles for cart roads
to be taken up in order
of their importance?

The lengths of road and ex-
tent of country to be examined
in so doing, and the time and
labor needed for framing reliable
projects must be large. I am not
answering to these preliminaries
settled in a sufficiently definite
manner — & I can instruct
the Inventing Pair of A Division
clearly as to doing the 100 miles of
the most essential line first &
to take up the cart traffic if needed
I think before

11/8/58

27

Ex 0 Track Chart for the
D the line from Vizianagram
by Umbadola pass to the
Jeypore Plateau. Station & Lights
a/c - Correspondence -
Jeypore. Vizianagram. &
Ellore Cuttack
Raipur. & roads
from Raipur to the
Sea. the Waltair & Cuttack line &
the Cart-line &
Lake a/c.

And also the Cart
line by Cuda & Russell
Konda.

Three Dist. Engrs & Divisl
Pay Country Surveys. &
Civ 15/8
Oct 8. 3417

For orders &
Communications between
the Vizagapatam Division
and Central Provinces

From the notes annexed
hereto it will be observed
that the following enclosures
have been received at by
the Hon'ble Commissioner
as regards railways and
Cart-roads

(1) Railways

If possible the two following
routes are to be thoroughly
explored & reported on
before a decision is arrived
at

(a) the route leading from
Vizianagram by Vizianagram
Parvatipur, Raigudda
Umbadola, Sunga Pass
to Raipur, assumed to
be 370 miles in length

(b) the route from same
terminus by Vizianagram
Potinglee Pass Kompakka

Jeypore, Nowrangpore and Dhumetari to Raipore. about 317 miles

If however a decision has to be arrived at before both routes can be thoroughly examined the route (a) above is alone to be examined

(2) Roads suitable for Cart traffic

As each of the routes above serve a different country two are likely may be rejected in a Railway should be taken up as necessary for Cart traffic

In case route (a) is finally decided on for the Railway then the order of importance in which the several lines for future cart-roads should be taken up is traced and estimated for would stand as

Jollivs

1st The route (a) as above up the Potingbi Ghaut, Jeypore Nowrangpore line

2nd The route from Aska by Russellkonda towards Dhurpore

3rd The route from Chikakole through Parla Kimedi, Gunapur, Bodpur and Jumapurlo.

4th The route from the East through Berhipada towards Raipore

The programme it will be seen is a very large one and as the choice of lines for Cart traffic in which of course the department is mostly interested cannot be satisfactorily made till a decision has been arrived at in regard to the Railway it will be best if a final choice also such made

also on two points
where I could make
arrangements for having
the several routes examined
& taken up by the A Project
division in the order of
their importance as
above noted

Much time and careful
work will be needed before
reliable traces can be
made and the Estimates
framed, but now that
the division is about to
be formed a clear
decision as to the work
before the Queen to be
detached is essential

Attd
15 Sept

Secretary Rly
Dept Works

Hon D Carmichael
&c &c &c

Sir

I am directed by the Governor General to transmit herewith for your information a copy of a letter from the Chief Engineer of Railways dated 18th August 1871 reporting the examination of the Railway between Riviere du Loup & Rimouski

Attached draft (A) is the proposed reply from the Railway Branch

As regards this I have no observations to offer, but I would refer to the remarks contained in letter from the Hon D. Carmichael to the Secretary of State for the Provinces dated 31st August 1871 & have to request that it might be laid before the Council for the purpose of their

Cir 13/9
Off 13/9

of the Usual Sportsman Harbours [See linked file marked (C)]

It will be observed that the Claims of these Harbours received the fullest personal consideration on the part of the Master Attendant and myself — and that the conclusion arrived at as to the impossibility (i.e. without enormously large outlay) of securing either an inner or outer harbour was concurred in by this Office the Duke of Buckingham and the Hon W Huddleston (See S.O. 13 August 1880 No 1939 (W))

Personally speaking I should probably of my own motion have sent the file at the

time to the Harbour Commissioners but it inadvertently escaped me, and the latter decision was communicated to the S of S based upon what was believed to be the final decision of this Government

Personally do not see objection to reopen the question if considered desirable I should be very glad to do so, if there were any hope of a different conclusion being arrived at — I could in fact the only too glad to find that both Asst. Taylor and I had been entirely mistaken

The Attached draft (B) is the disposal in the General Branch of the Office

As regards this I have only to remark that all the requisite

I think like McVickers to keep — initiate the papers in his hand, including Hodmans Memo. K.

of the Establishment, Camps
and Police were entirely
done away by me with
him personally and he
is satisfied that nothing
material has been omitted

Although entering the
heading be an Establishment
in the Estimate I have
put nothing about the
boat in the draft as it
occurred to me that perhaps
Col Ross the H. Bn. might
wish rather to ask
for this assistance demi-
officially. Two Elephants
could be better than
one

In communicating the
S.O. to the Agent it is
necessary to decide more as
to the need for assigning the
Nordeman with Pandies,
Lascobies to his Camp &
Cookies if necessary &
and should a similar
request be preferred in
sending the proceedings
to the Central Province
Admin.?

12.5.91

Have added 2 peons' tents for the Revenue subordinates, & his attendant. H.

Sent to Mr. Ross; he will find 5 cent whatever is wanted, I feel sure H.

enough is said. I thanks- Timmins will be sure to help in any way. H.

certainly. HH

C Abb

2794

Distance of
time as nearly
as possible
attending to the last
Dr Carmichael's
remarks — No
need to enter any
Jeans regarding
Mr. Parker as that
will be dealt with
separately.

Attended to.

R.S. Abb

14.9.91

Col S.S has already
returned the Survey
Add the 2 peons
to the Return

Noted C.S. 14.9.

K 1 22/30

Vizagapatam Governor's Agent's Office,
13th January 1881.
Camp Korapoot.

No. 16
Encl 1

From

J. H. Garstin Esquire C.S.I.
THE AGENT TO THE GOVERNOR,
VIZAGAPATAM.

To

R. H. Sankey Esq. R.E. C.I.E.
Secretary to Government M.W.D.
Madras.

Sir,

Referring to G.O. of 5th August last No 1857 W I have the honor to state that owing to the Special Asst Agent having been detained by work connected with the late future in the Mathangiri Taluq and to his ill health, which has necessitated his going on leave, he was unable to submit the report called for in Para 2 of the last G.O. In consequence the Executive Engineer was coming up here I asked him if he would kindly report on the state of the road and he obligingly did so and I have now the honor to enclose a Copy of his report

I have asked him for the Estimate for putting the road into thorough repair but it has not yet reached me. Meanwhile I submit the report and as I have traversed the road myself since it was written I am able to state that in my opinion it would not be a difficult or expensive matter to gravel it throughout so as to make it passable for carts at all seasons if once well bridged.

2 As to the local means which may be made available to meet the necessary expenditure I cannot suggest any better than the calling on the Maharajah of Jeypore to pay a lump sum down towards meeting it and an Annual Subsidy afterwards, reserving himself by a toll at one or two points on the road.

I do not think the Local Fund Act could be at all suitably extended to Jeypore. The imposition by the Zemindar of an addition of ½ one anna per rupee to all his rents, in order to recoup his payment of 1 anna in the rupee on his rent-roll, would probably lead to disturbances.

3 Nor do I think that the Vizagapatam Local Fund Board could legally or fairly be asked to contribute to the Cost of repairing the Jadiwalsa ghat, much less to keeping it in repair, the more so that if the new ghat from Potinghi via Sunki to Ithamnera is completed the Jadiwalsa ghat is almost certain to be abandoned even by Brinjaras.

I have the honor to be
Sir
Your most obedt servt
J. H. Garstin
Agent to the Governor

1881.

JUDICIAL DEPARTMENT.

From R. D.
The Agent to the Governor,
24 JAN 81 Vizagapatam.

To
The Chief Secretary
to Govt. Fort St. George.

Dated 13th January 1881.
Recd 17th January 1881.

No. 16

Enclosure. 1

Subject.

Submitting the report called for in G.O. no. 1857 W dated 5th August 1880 on the road between Polinghy and Jeypore.

G.O. No. 1857 W, 5.8.80.

about sixty feet wide: six bridges of thirty feet span, two of forty feet, four of twenty four feet and 3 three of twelve feet will also be sufficient in addition to the one of sixty feet to bridge the road throughout. culverts will of course be necessary along the line; the banks of the nullahs are very high and bridges are absolutely necessary, the present structures are of a very temporary description and will not stand the passage of heavy wheeled traffic.

3. The lime stone is not found along the whole length of road it is necessary to convey it up from the plains at present it thus costs about one rupee per Madras parah and will render the construction of masonry works very costly

4. The description of solid iron screw pile bridge built by Lt. Godfello R.E. on the Bellary Kadwar Road in Bombay from 1871 to 1873 or the warren Girder will suit this locality admirably where labor and materials are so dear, when permanent structures are made for the present

C 27-1

present we can get on with the wooden Bridges, Tunnels and Road Dams. [illegible]

5. The gradients of the several inclines are easy and quite practicable for carts; some little deviations will only be necessary at the approaches to bridges.

6. The soil along the first ten miles is a sandy clay, which makes a good hard surface for the road, along the remaining twenty miles the soil is more gravelly and abundance of laterite is procurable in the immediate vicinity which will form an excellent surface covering and render the use of metal un-necessary. Embankments will not be necessary in any portion of the line

7. Altogether the road may be easily and cheaply constructed on the present route from which no deviation is necessary and I strongly recommend its speedy completion in every detail while the Ghat work is in progress and while the Special Assistant Agent can have the professional advice and guidance of the Executive Engineer of the Division, there will be little use opening the Ghat

[illegible] encamped

That if the five miles at the foot are not opened at once to wheel traffic and the portion over the plateau above Bridged and made easy to traffic all the year round. Of course you are aware that all India over the plains is a Road in the dry season, at least to the native wheel traffic, and it will be a great point gained in this District when the Ghat is completed as I hope it will be speedily should you desire an Estimate prepared for the completion of the Road above, I shall have it done for you in the best form possible, I strongly recommend this subject to your able consideration on all grounds, as You will have an opportunity of seeing the locality shortly. A list of all villages on the line enclosed. I will say no more at present trusting the information may be found satisfactory

Sketch to be
sent
from not attached

D Reid

Executive Engineer
Vizagapatam Division

C. 27. 1.

Villages on Road from Salingha to Koraput.

Salingha
Sepoypatti
Malipatti
Kundilli
Sangara
Dolemba
Chintalagada
Sallapagada
Kontagada
Gairguda
Chemalagadi
Kakki
Maligudda
Dumbliguda
Sunnabeda
Shikapura
Jatuguda
Dimiri putta
Podempura
Kilamaguda
Darnguda
Koraput

Vizagapatam Dy Office
Camp Salingha
December 1880

D Reid

Executive Engineer
Vizagapatam Division

Voucher to unpaid

1 Pocket Compass

Abstract A.

Appendix

Tents

2 double fly Sholdaries weighing with tent pegs about 160 lbs each
2 Bell Tents - do - do
} for the Executive Engineer and the Upper Subordinate

2 double fly "Paul" weighing 80 lbs each all told; for the Hospital Assistant and the writer.
2 double fly "Paul" for Servants
4 double fly "Paul" for Cavalry or 1 "Paul" for 8 or 10 men
2 Small "Depay" Tents "" for Cooking in bad weather.
2 - do - do. for the Revenue Subordinate (Para 14) and his servants
2 "Necessary" tents.

All the above with pegs, mallets, gunny bags &c complete.

Instruments and Drawing Material

2 Perambulators (Madras Pattern).
3 - 50 feet tapes.
1 Prismatic Compass & Stand
1 Pocket Compass.

1881

No 1.

from the

sent to the Surveyor

agreeable to the Chief

Secretary to Government

dated 13 January

1881

Reporting on the

Nilgiri Botanical

Telephone.

C 27.1.

1 Battery of 3 Aneroid Barometers in a box, at Vizagapatam.
1 . do - for the Camp.
3 Aneroids to be Carried about for observation of altitudes.
2 Thermometers, in Cases, for the Camp.
1 - do. to be used with the battery at Vizagapatam.
1 Case of Drawing Instruments, 1st Class
1 Color Box - - - - - do.
1 Parallel Ruler on Rollers.
1 Set of Marquois scales.
1 small T square.
2 sheets of Drawing paper Imperial
1 paper "Crow quill" drawing pens.
6 black lead pencils medium hardness.
2 Surveying field books.
6 yards wax cloth.
6 yards binding cloth.

Stationery

6 quires white foolscap papers.
6 quires blue " "
2 quires demi official note paper, quarto size
2 " " " " octavo.
100 Envelopes for the above
20 sheets of blotting paper
2 quires Cartridge papers

50 goose quills
2 dozen steel pens.
4 pen holders.
1 pen knife.
1 pair of scissors
2 office ink stands.
6 packets black ink powder.
2 " red " "
2 packets needles
2 skeins of yellow thread.
1/2 lb twine.
2 rolls of white tape.
1 stick sealing wax red.
1 " " " black.
1/2 lb gum arabic.
1 round ruler.
2 blue pencils.
2 red do.
2 ink and pencil erasers
6 memo books Octavo size
6 " " Quarto "
4 Army's patent pocket books.
3 leather bound books foolscap size
6 black lead pencils medium hardness
6 Forms of Salary Bills
6 " " Travelling Allowance Bills
12 " of Journal of occupations & Articles
4 official note books, Examination Forms.

Office Furniture & Miscellaneous Articles

2 Record boxes for office books & stationery &c

2 pairs of folding camp stools for officers
4 Camp stools or folding chairs.
1 small medicine chest } for the use of the medical subordinates
1 case of surgical instruments }
4 tin Cases of sizes for holding maps and plans
1 "Snider" or "Henri Martini" "carbine regulation pattern.
100 rounds of ammunition for above
1 Gunners Quadrant with stand & Cross staff.
4. P.W.D. belts and badges for peons.

Abstract B. 13 37

Approximate Estimate of cost of reconnoissance of country for a line of Railway between Raipore and the littoral of Vizagapatam.

	Rs	a	p.
Pay of Mr Nordmann Ex: Engr 2nd Grade + Travelling allowance for 6 months with 50 per Cent added = (1200 + 225) x 6	8550	"	"
Pay of Mr Cormac, Sub. Engr 3rd Grade - do - do = (375 + 135) x 6	3060	"	"
Petty Establishment at Rs 150 per mensem for 6 months	900	"	"
for Nordmann's Travelling Expenses - Coty to Metta- - polliam at 8a. per mile - 34 miles	17	"	"
do - do - Mettapolliam to Madras @ 3 annas per mile	62	"	"
Madras to Vizagapatam by steamer - Passages for Mr Nordmann & 2 Cons	150	"	"
Camp Equipage.			
2. Sholdari Tents @ 200/"	400	"	"
2. Bell Tents " @ 200/"	400	"	"
8. Paul Tents @ 100/"	800	"	"
2. Small Serpoy Tents for Cooking @ Rs 50	100	"	"
2. do do for Sergeants Subordinates (Peons) & Servants	100	"	"
2. Necessary Tents @ 50/"	100	"	"
Cost of feeding Elephants @ 50/" per mensem	300	"	"
Total Rs.	14939	"	"

R.S. 12-2

No 2294 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 16th Septr 81

Read the following :—

Letter from the Agent to the Governor Vizagapatam No 16 dated 13th Jany 1881.

Note by the Chief Engineer P. W. D. dated 26th January 1881.

Minute by the Honorable D. F. Carmichael, dated 3d April 1881.

Rd Register G. O. No 588-9 R, dated 14th Septr 81 in the Railway Branch on letter from the Govt of India, No 619 R. C. dated 18th August 1881.

Enc/A

No. 2294-W

Public Works Department.

~~PROCEEDINGS OF THE MADRAS GOVERNMENT.~~

~~Under date the~~

~~Read the following:-~~

~~Letter from the Railway Branch and Letter~~

From ~~the Govt. of India~~

~~Government of India~~ (H.C. No. 6196 C.

~~dy 18th August 1881~~)

916

To insure an early preliminary examination of the country as called for by the Govt of India in view to the selection of the best line for a railway between the littoral of ~~on~~ Vizagapatam and Raipore in the Chattisgarh District of the Central Provinces the Honorable the Governor in Council is pleased

to

to him and also to Lieut Conductor Cornac: Mr Nordmann will further be supplied with a free passage for himself, servants and suite of the establishment as he proposes to take with him from Madras to Vizagapatam

5- The general scope of the enquiry having already been indicated in the Govt. of India letter read in the heading, it is here sufficient to add the following observations as a guide to the special objects in view, viz: to ascertain the best of the alternative routes, (1) that starting from (Rayagada) and passing Parvatipore

via Rayagada

passing through either Bundoor or Dadpur east of the Sawagarh hills to Raipore, or (2) that starting from Salur and passing through Sawagarh west of the above hills to Raipore, which is that more especially to be the object of the Govt. of India.

6. So far as can be ascertained by an examination of the maps, the reconnaissance for the purposes of Mr Nordmann's report may be conveniently divided into the

following sections viz:

(1) The route from Rajpipla, through Bicemkatta & Ambadola towards Dadpur.

(2) The alternative route from Rajpipla through Sengapur, to Bandivar and Dadpur.

(3) The best route from Dadpur, east of the Nawagarh hills, to Aring and Raipore.

(4) The best route from Raipore, through Dhamtari if possible, west of the Nawagarh hills, to Nasarangpur

(5) The route from Nasarangpur to Jeypore and Kurapatu.

(6) Do - by the eastern

(7) The best route from Kurapatu to Salur.

2. Only obligatory towns have purposely been named on both the alternative lines as above selected for enquiry, it being very desirable that in all other respects Mr. Stoddmann should be perfectly free to select the easiest line for the location of a railway.

3. Maps on the largest published scale will be supplied in duplicate to Mr. Stoddmann, and on these he will lay down as carefully

as circumstances admit not only the line which seems to him to be the best, but such others as may show themselves to be feasible alterna- tives, and which he may have examined distinguishing of course the one he prefers.

9- Longitudinal sec- tions should be given of the latter, with the heights determined by the aneroid.

Horizontal scale 1 inch to the mile
Vertical do - 1 inch = 200 feet

The sections should as far as possible show where rock, hard,

medium, or boggy soil prevails, also if flat- or side- lying.

10- The general character of the country passed should be noted, and as far as possible cross sections given of all streams requiring to be crossed by bridges of 30 feet span and upwards, giving also the character of the banks and bed.

11- For the rest of the drainage it will suffice to allow an approxi- mate number of running feet per mile.

12- Observations should

further be recorded under the following heads-

(1) Building material procurable.

(2) Characters and amount of labor available.

(3) Rates of skilled and unskilled labour

(4) Camping grounds, drinking water, fuel-

(5) Climate and weathers seasons-

(6) Cultivation and manufactures-

(7) Trade and Trade routes-

(8) Population, and land available for immigrants.

To K. F. Nordmeyer Esq:
E. E. 1st Circle
E. E. Vizagapatam
C. & F. No. 3
The Surveyor Genl: with forwd
Madras

Public Dept
Rev: Dept
The Agent to the Govr. at Vizagapatam
Esq: Chief Secy to Govt Madras
" Examiner P. W. Accts

12. The Superintending Engineer 1st Circle, should warn Sub Conductor Carmine to hold himself in readiness for the special duty assigned to him.

13. The instruments required will be supplied by the P. W. Stores on Indents - and the Stationery by the Superintendent of Stationery - The Deputy Chief Engineer will see that the requirements in these respects are fully met and duly despatched to Vizagapatam.

14. Copy of these Proceedings will be also be furnished to the

Note.

The Honorable D. F. Carmichael will probably arrange d/o with the Maharajah of Vizianagram for the provision of Elephants for carriage.

F. 2nd D.

Sent to the Governor of Vizagapatam, with a request that he will arrange for such aid being given to Mr. Cortmann as may be needful as regards elephants &c. along the route. and that he will arrange to attach to the party some intelligent person conversant with the vernacular of the tracts to be passed through.

15. The Chief Commissioner of the Central Provinces and the Government of India will also be furnished with copies of these Proceedings

—

Copy

H.E. No. 123 & 46

H.E. No. 2295 - A & 16 Sept 1781

To,

The Chief Commissioner
Central Provinces

Sir,

I am forwarding herewith copy of Proceedings on the subject of the recommended survey for a line of Railway between Vizagapatam and the littoral of Vizagapatam - I am directed to request that you will be so good as to issue instructions for assisting Mr. Cortmann with such guides, camp equipage, &c. &c. as may be needed while he is travelling within your jurisdiction -

Copy of the above forwarded to the Chief Commissioner Central Provinces

H.E. No. 2296 A & 16 Sept 81

Copy of the above forwarded to the Government of India

L.C. 13th Augt/80 - 1939 R.
" 11th Jany/76 - No 33 Patna
" 26th July/76 - 562 S.R.C.
" 6th July/76 - 1417 - Civil
" 13th Augt/80 - 1939 R
" 24th Sept/ " 2239 & 2241 R
" 15th July/81 Rec 149 R
150 R & 151 R.
" 28th June/81 Rec 1102 R.
" 22d July/81 - 1307 B - Jud Dept
" 22d Augt/ " 1899 - 1900 R.
" 9th March/71 - No 57 S.R.C.
" 16th June/ " - " 1617 - "
" 24th July " - " 1773 - "
" 12th June/72 " 1347 - "
" 26th Nov/72 " 2776 - "
" 15th Dec/ " " 3083 - "
" 21st July/73 " 580 - "
" 18th June " " 1597 - "
" 24th April/74 " 1087 - "
" 5th Nov/ " " 3141 - "
" 13th Jany/75 " 106 - "
" 26th July " " 562 - "
" 17th Sept " " 2678 - "
" 24th Jany/76 - 193 - "
" 5th Augt/80 - 1957 R.
Appendix D. to Govt of India
Letter No 481 & 5th Aug/81.
L.C. 15th July/81 - 1288 Jud Dept
" 13th June/73 - 1587 - S.R.C.
" 6th Oct/ " - 2449 - "
" 24th " " - 2689 - "
" 1st Jany/74 " 1762 - "
" 11th Oct/75 - 2701 - "
" 27th " " " 3089 & 74 - "
" 5th July/76 - 3116-17 - "
" 22d June " - 1548 - "
" 8th Nov/80 - 2561 & - "
" 24th April/81 - 1150 R.

P.C. 1619.

27-1-31 B 114

Govt. of {1881} Madras.

PUBLIC WORKS.

To

Dated

Issued

Read. 2294-95-96 Encl. 2294

G. O., 16 Sept. 1881, No. 2295

2296

Nos. 1945 to 1947

Recommissance of Country for a line of railway between Raipore and the littoral of Vizagapatam. Orde instructions issued to Lieut. K. J. Hardmann on the subject of the —

Chlonic C. P.

Request to issue instructions for assisting Lieut. Hardmann in his work of reconnoitring the country for a line of railway between Raipore & the littoral of Vizagapatam

Byl

Orders issued on the subject of the recommissance of country for a line of railway between Raipore & the littoral of Vizagapatam