(1) பக்கங்களின் எண்ணிக்கை 44
(2) புதுக்கித் திருப்பிய நாள் 3-11-88
(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2908	அச்சகம் பலவகை
நாள் :	21-11-1884.	~~198~~ .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

22

கே.த

ஆவண, கா-1—18,006—15-6-87.

60

21st November 1884, No. 2908 W., Public Works.

2908/1

No. Exchge

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following letter from Lieutenant-Colonel P. MONTGOMERIE, R.E., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 9th November 1884, No. 254 V.Z. :—

With reference to G.O., No. 2500 W., dated the 9th October 1884, I have the honor to state that the Vizagapatam division officer reports that there are no funds available to put the road therein referred to into thorough repair, as the sum of Rs. 12,500 allotted for that division under "Provincial, Communications, Repairs" is on account of the works noted in the margin, and that nothing can be spared from it. He therefore requests that an additional sum of Rs. 2,000 may be allotted under the above head to put the work in question in hand, and I trust you will be able to have this sum allotted as early as practicable.

	RS.
Maintenance of Potinghy ghat road.	10,500
Do. of Pachipenta and Turner's ghat road	2,000

Order—dated 21st November 1884, No. 2908 W., Public Works.

An additional allotment of Rs. 2,000 from the Provincial Reserve is made to the Vizagapatam division, under "Communications, Repairs," to meet the cost of placing the main road in the town of Vizagapatam in a state of thorough repair, prior to its being taken over by the municipality.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Financial Department.

Exd. A. Grubert.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1884) Madras.
PUBLIC WORKS.

Dated November, 21st.

Recd. *Encl.*

G.O., 21st Nov. 1884, No. 2908 W.

NOVEMBER.

Main Road in Vizagapatam

Funds allotted for repair of — prior to its transfer to the municipality.

2908
2

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

5th August 1880, No. 1,857 W.

Buildings and Roads.
Civil Works.

Read the following papers :—

No. 8. Endorsement of the Superintending Engineer, First Circle, dated Waltair, 12th July 1880.

From T. D. HARRIS, Esq., Executive Engineer, Vizagapatam Division, to the Superintending Engineer, First Circle, dated Waltair, 12th June 1880, No. 715.

In reference to your No. 276, dated the 27th April 1880, I have the honor to inform you that I have been over the new Potinghy Ghât, and beg to submit the following report on the gradients :—

0—*1st Mile.*—Gradient 1 in 16½.
1st—2nd Mile.—Gradient 1 in 17.
2nd—3rd Mile.—Gradient 1 in 16 nearly.
3rd—4th Mile.—Gradient 1 in 17.
4th—5th Mile.—The hill (as it appears in the section) will be cut away and the gradient (as shown by a pencil line in the section) 1 in 37 for 1 furlong 150 feet, thence almost level.
5th—6th Mile.—Level for half a mile, then fall of 1 in 81 for half a mile.
6th—7th Mile.—A digression has been made at the end of this mile which is quite misleading ; it will be seen that the commencement of mile 7—8 coincides with the point marked 7 M in 6—7 mile, and the section which follows this point is a digression at an angle of about 80° from the ghât line and should have been isolated, as it is not really a portion of the longitudinal section of the ghât line. For first 3 furlongs rise of 1 in 36, remaining 5 furlongs nearly level.
7th—8th Mile.—Nearly level.
8th—9th Mile.—Level of commencement of this mile may be continued by bridging stream to 2 furlongs, remainder a gradient of 1 in 16.
9th—10th Mile.—There will be a regular gradient of 1 in 16 in this mile ; the section of "Sunki rock" is not intelligible as the road will be partially blasted out of the rock face and partially built up ; it will not be carried over the rock as the section appears to show.
10th—11th Mile.—Almost level.
11th—12th Mile.—For 3 furlongs a rise of 1 in 18 there level for 5 furlongs.
12th—13th Mile.—Almost level for 3½ furlongs there rise of 1 in 17 nearly.
13th—14th Mile.—Up to 2 furlongs gradient will be 1 in 19½ as shown in section next 2 furlongs 1 in 19, remainder level.
14th—15th Mile.—Roadway may be carried over stream by bridging at level 2,415·56 of section.
15th—16th Mile.—Rise for 3 furlongs of 1 in 20, then fall for 1½ furlongs of 1 in 20, almost level for remainder.
16th—17th Mile.—For 7 furlongs level, then rise of 1 in 20.
17th—18th Mile.—Rise of 1 in 19.
18th—19th Mile.—Fall of 1 in 21.
19th—19-5¾th Mile.—Fall of 1 in 19.

5

2. You will thus observe that no such gradient as 1 in 7 exists. The gradients cannot be very much altered, but by good management improvements can be done. There is some very heavy rock blasting particularly at Sunki, but this cannot be avoided and so much money has been expended on the work, and I doubt if a better trace can be found; the work should be pushed on with vigour to the end; there is no use in doing a bit now and then, which results in great waste of money and little to show for it. I found all sheds on the line destroyed, not a place of shelter to be found, and the tools here and there on the ground. I ordered all this to be remedied and work to be commenced at once; there must be no stoppage if the ghât is to be ever opened.

3. In order to facilitate the work of rock blasting, I recommend the use of dynamite, but I don't know yet how to get it. I believe the coast steamers refuse to carry it. I am quite prepared to use it without fear of failure, and if you can only get me a supply it will greatly facilitate the work. There will be a very great saving in the number of bore holes if dynamite be used.

4. At present the rate for boring 2 inches diameter holes is 8 annas per foot, so that to remove about 1 cubic yard of rock a bore hole 3 feet deep costs Rs. 1-8-0 for boring alone. This charge is enormous, and nothing less than Rs. 2-8-0 will be sufficient to cover all charges for removing 1 cubic yard rock; at least such is my estimate from these data. The use of dynamite will render many of these costly holes unnecessary and thus save a lot of money.

5. I have also seen the Panchipenta and Turner's Ghât, and have no hesitation in saying that it would be almost impossible to render them available to wheel traffic at any cost.

6. In conclusion, I beg to inform you that I have also been over a survey line of road from Salur to Itikavalasa and found it correct. There is no use of opening the ghât if this line of road is not done speedily. As it is a local road, I have sent the plans and estimate to the Collector and have requested him to get the work done.

7. I return the ghât sections, so that you may compare the gradients; please return again as soon as convenient. Trusting the information may be found satisfactory.

Transferred to the Chief Engineer, Public Works Department, for disposal.

(Signed) H. L. PRENDERGAST, Lt.-Col., R.E.,
Superintending Engineer, First Circle.

No. 9.

Inspection Note by the Chief Engineer.

On the 8th July I inspected the new Potinghy Ghât in company with the Superintending and Executive Engineers. Up to Salur the road from Vizianagram is complete for wheeled traffic, and the Local Fund Board have lately agreed to continue the line at an outlay of Rs. 14,000 to the foot of the new ghât at Itikavalasa, a distance of about 5 miles.

2. From this point to the present end of the ghât trace, $1\frac{1}{4}$ miles south of the village of Potinghy, is 21 miles, which thus embraces the whole of the work to be executed from Provincial Funds.

3. The general direction is much the same as the old native ghât for pack bullocks, known as the Panchipenta, which particularly in the upper portions is frequently crossed by the new line, the latter in its half-opened condition being already much used by the traffic.

4. From the foot at Itikavalasa to Rodavalasa saddle, 4 miles, there is a steady ascent at the average gradients ranging from 1 in 16 to 1 in 17, and as these are admittedly severe for wheeled traffic it became a special object of my inquiry to ascertain if a better and easier line could not be secured without having to sacrifice too much of the work already executed.

2908/B

5. It is quite impossible to take any other termini for this portion of the work than those selected by Mr. Nordmann, and at 2 miles 7 furlongs from the bottom a rock precipice (known as the "Goomali boulder") is crossed which also in great measure rules the position of the line, and it would have led to unnecessary expense to have crossed the bluff twice. It may possibly be open to question whether a short zigzag could not have been arranged for in the first mile from the foot, and again another in the last or fourth mile, which would thus have allowed of the general grade being flattened; but on looking closely into the work as it stands, I think it is not only too late to adopt this expedient, but that by close and accurate work on the existing trace the grade throughout may be sufficiently flattened (to say 1 in $17\frac{1}{2}$) to ensure with good future maintenance very nearly as good and easy an ascent as we have on the new Coonoor Ghât.

6. I pointed out on the ground the means in detail by which this result can be secured, and will merely here observe that, as a rule, all the rocky noses at the several salient points, instead of being blasted off, must be most carefully preserved, and at the same time the re-entering angles of the ghât line cut into as far as possible, thus by the double operation insuring that the length of the line shall be increased, or, in other words, that the grade shall be flattened *pro tanto*.

7. At the Rodavalasa saddle the present project provides for a cutting of some 40 feet in depth, which I am of opinion is unnecessary, as from the fact that the line between this point and the Sunki river at the end of the 8th mile is quite level, it is feasible to recover the small difference of level by an easy counter gradient of not over 800 or 1,000 feet in length. This portion should, therefore, certainly be retraced, and the expense of the proposed cutting at Rodavalasa saddle avoided. The counter grade here should not be worse than 1 in 22, and need not be better than 1 in 60.

8. In the ascent from the Sunki river throughout the 9th and 10th miles the rather severe gradients have been resorted to of 1 in 16 and 1 in $15\frac{1}{2}$, with a view to surmount the last of the difficulties on the line, consisting of several precipitous bluffs of rock. This steep portion is, it is true, short, and would not under a careful system of maintenance prove a serious obstruction to traffic; the line up to the foot, as before observed, being level, and from the saddle above extremely easy.

9. Still it would be as well to try and work out a better gradient, avoiding if possible the large quantity of blasting necessitated by adhering to the present line, which having been moreover little more than commenced the loss of rejecting it will be trifling.

10. So far as I could judge by a cursory examination of the ground, it would seem possible by working back from a tie point on the top of the high rock precipice at 9 miles 4 furlongs at a grade of about 1 in 22, and again by tracing from the lower tie point at the Sunki river upwards at the same grade, that the introduction of one zigzag of probably not more than three-fourths of a mile in length will insure a very much improved line here.

11. There is a very favorable lay of ground for the lower turn of the zigzag near the village and camping ground at Sunki, close to which in all cases the road should be taken. Altogether this modification of the trace should be carefully worked out, as it promises to yield successful results.

12. From the saddle immediately in advance at the 10th mile, where for the first time the new road meets the old native pack bullock track known as the Panchipenta Ghât (and by which it is subsequently crossed at nearly every mile), the trace is all that can be desired, running round the several spurs frequently at a level, or at gradients generally so easy and well-placed as to promise very favorable results for wheeled traffic. The maximum gradient in one short portion here is 1 in 18, but as a rule where slopes occur, the grade is either 1 in 19 or 1 in 20.

13. Altogether I have been very favorably impressed with the line which has been selected, and after an examination of the Thadavalasa, or, as it is called, Turner's

Ghât, am satisfied that there can be no possible comparison between the two (see remarks paragraphs 35 to 45).

14. By careful attention to the few points I have noted, and to others of more strictly professional executive character which I have pointed out to the Superintending Engineer, I have little fear that the ghât will not be as easy for cart traffic as any other in the Presidency; but as there are a few important points regarding which the orders of Government are necessary, I will now advert to these.

15. First, as to the estimate for the work, nothing of a sufficiently reliable character at present exists. Mr. Nordmann's estimate, Rs. 2,47,290, for opening the ghât to 20 feet wide throughout was modified very materially by General Walker (see G.O., of 18th July 1876, No. 1,803), who cut the cost down to Rs. 1,30,400, only providing for a width of 13 feet over all, omitting all items for bridging, tunnelling, catch drains, and parapets.

16. Practically an estimate of this character only covers what may be called the widening of the trace so as to admit of pack bullock traffic, but makes no real provision for carts.

17. I have myself had a good deal of experience as to the difficulties entailed by first opening ghât roads in this imperfect manner, and would strongly deprecate any such action in the present case. The gradients being in the first instance traced for wheeled traffic, it is quite impossible to keep carts off the line, once it has been thrown open to the public. With carts and pack bullocks mixed, and using the line in increasing numbers, it soon becomes clear that widening must be provided for, as also the construction of drains and parapets.

18. Work of this character soon, in fact, becomes inevitable, and what is of the greatest concern to the Engineer, the whole of the operations have to be carried on in the face of difficulties which no one who is not conversant with this class of work can readily estimate. Most of the widening must of necessity consist of blasting rock, and this has to be carried on while streams of pack bullocks, carts, &c., are endeavouring to force their way up or down the road, and which often, even with the very best arrangements, overwhelm the labor, and for certainly several hours throughout the day render all work impossible.

19. The loss of time, increase of rates, useless worry to establishment, &c., are in fact such that I trust the Government will not allow this work to be executed piecemeal, excepting in so far as may be provided for by opening certain definite portions that may be thoroughly completed, as I shall immediately show to be feasible. In this view it is essential to decide at once regarding the ultimate cross-section to be given to the roadway.

20. To provide in any adequate way for cart traffic, the road should have a clear metalled width of not less than 15 feet, 2½ feet should be allowed for parapet, and 2 feet for side drain, or in all 19½ feet. It is well to have even a trifle more, and I am therefore clearly of opinion that the total width originally provided for by Mr. Nordmann of 20 feet should be adhered to.

21. His original estimate will necessarily be a good deal altered, first by the modifications in trace that I have recommended, and second in consequence of the much better way in which the nature of the work is now disclosed in the present state of the roadway.

22. Acting on the principle that the road should as far as practicable be a finished work before being thrown open to the public, a decision is needed regarding the extent to which drainage should be provided for. As yet no rainfall registers are procurable for the ghât; but, judging from those of the plain country to the east, the amount on the ghât may very easily to all appearances reach as a maximum 100 inches per annum; it is in any case quite heavy enough to show that at least on those portions of the ghât where the grades are steep, special arrangements are called for.

23. Mr. Nordmann only provided for paved road-dams throughout, but I think that, however these may answer on all the level portions of the line, properly constructed side and delivering tunnels at, say, the rate of 50 to each mile must be

estimated for. These tunnels should in fact be built on the 1st, 2nd, 3rd, 4th, 9th, 10th, part of the 11th, 12th, and 13th miles; also on the 16th, 17th, 18th and 19th miles, say 600 in all.

24. An upper catch drain and well-constructed parapet will also be needed in these portions and at intervals, if not indeed entirely throughout the rest of the line; this latter is, however, a matter of secondary detail.

25. For the Sunki river (which may eventually require to be spanned by a 50 or 60 feet iron girder) and the Foodapad nullah at 14 miles 3 furlongs, well-constructed rough stone causeways, with their approaches at easy gradients, should answer every present purpose. They are torrents which can only remain for a very short time in flood.

26. So soon as the suggested modifications have been worked out satisfactorily, no time should be lost in framing the detailed estimate, as above laid down, for the information and sanction of Government.

27. About 500 laborers are now on the ghât, and within two months a much larger number may be expected both from the *maidan* and hill taluks, as the crops will all by that time have been got in.

28. I have authorised the mass of the labor being put on all the level portions, so as to widen them from their present width (varying from 8 to 18 feet) to 20 feet throughout, as no possible error can here occur, and by the time larger accession of labor comes in, the modifications of the trace will have been finally decided on.

29. Sub-Engineer Milne has also been sent for, with 1,000 lbs. of dynamite, so as to introduce a proper system in using this material on the work, after which (in a month probably) he will be sent back to his division. I have, however, no hesitation in saying that, looking at the magnitude of the work, it should be at once made the charge of an Assistant Engineer.

30. If the promises now made by the Executive Engineer are adhered to, the Rs. 50,000 assigned in the budget of the current year should be spent; and for 1881-82 at least Rs. 75,000, if not 1 lakh, should be given for the work, which by all with whom I have come in contact is looked upon as one of the very first importance to carry out in the district.

31. As above observed (paragraph 20) certain sections of the ghât could as completed be thrown open to the public, *e. g.*, if the first portion up to the Sunki river could be finished off satisfactorily at an early date, it would unquestionably be a very great convenience to allow the traffic to use it, as also would be the opening of one or two separate portions in advance of this, where the traffic would have otherwise to follow the old native line. But it is premature to lay down any distinct programme on this subject, and all that need now be said is that the Executive Officer should be fully empowered in all cases to defer the opening of any portion till he is himself thoroughly satisfied that the work on it has been completed.

32. I was unable to see the condition of the road from Potinghy onwards to Koraput and Jeypore, but by all accounts there is no very serious obstacle even now to traffic during dry weather, the line some 40 miles in length being generally easy, and only some bridges being needed to make it a good fair-weather road. As regards all this, I can of course offer no reliable opinion; but, looking to the advanced state of the ghât work from Salur to Potinghy, it is clearly a matter of the greatest moment that no time should now be lost in dealing with the extension up to Jeypore.

33. It is out of my province to say how or from what funds this portion of the work should be executed, but no time should be lost in organizing such arrangements as may insure its being opened for cart traffic at the same time as our new ghât, say 2½ or 3 years hence.

34. In immediate connection with this subject, I visited the Thadavalasa or Turner's Ghât, a general impression prevailing that this would have been the true direction for a cart line between Salur and Potinghy.

35. The ghât is I believe one that has all along been used by pack bullocks in trading between Jeypore and the coast. It has been very greatly improved with this

object, the portion, for instance, leading up from the Thadavalasa river, which formerly must have been so steep as to be well nigh insurmountable by laden cattle, being now worked out into zigzags which ease the traffic immensely. In fact, taken as a whole, this line is one of the best pack bullock lines I have seen in the country, the gradients being everywhere most suitable for this kind of traffic, and water, grazing, &c., abounding along the line.

36. Starting from the village of Potinghy the general line is all easy till the real head of the ghât is reached in the 5th mile, though even in these parts retracing would be needed to suit it to cart traffic, there being great irregularities of grade.

37. At the 5th mile the line hugging the Rayagudda river along its right bank is far too steep for carts, and unfortunately is hemmed on the south by such precipitous ground as to prohibit the possibility of improvement. The gorge is, in fact, far too narrow, with precipitous sides, to admit of any other line than the present one being followed, and that, as observed, is far too steep for any wheeled traffic.

38. The same difficulty, but only of a more pronounced character, is observed in the 7th and 8th miles. The valley all along is a vast chasm with tremendous precipices admitting of no lateral movement or expansion for zigzagging or otherwise improving the gradients, which are as bad as 1 in 8 and 9 in many places.

39. It would be quite impossible, unless by the expenditure of altogether prohibitory sums of money, to make a road with gradients suitable for cart traffic in these portions.

40. Further down the valley, at about 10 miles from Potinghy, the zigzags leading down to the level of the low country (as before mentioned) commence, and, although a very great improvement on the native line, are and must remain quite too steep for carts.

41. Following the left bank of the river to Marapilly, several rocky spurs are encountered, which in working out a cart line would have to be turned or blasted through.

42. Marapilly, which is the first point quite clear of the hills in the open plain, is 10 miles from Salur, and, adding this distance to the ghât, I estimate that the total length of the line to Potinghy would be at least 5 miles greater than by our new ghât. To flatten the gradients (even were such reasonably possible as regards funds) sufficiently for a cart road could not add less than 5 miles more to the distance.

43. It is therefore hardly necessary to say more on the subject of this line, which though admirable for its present purposes is quite unsuited for adapting to cart traffic.

44. I would advise that a revetment which has fallen at a very dangerous spot 10 miles from Potinghy should be carefully rebuilt. Much of it has fallen, leaving only 3 or 4 feet available width overhanging the cliff and river. At the end of the 5th mile, there is another almost equally dangerous place, just past the upper waterfall. Money could be well laid out on really good work at both places, but no patching or revetments built of small loose stone like the existing work will answer. The line in places is much encumbered with masses of loose stone, which it would no doubt be a great relief to the bullocks to have thrown on one side; otherwise the line is first rate and needs little or no alteration.

12th July 1880.

(Signed) R. H. SANKEY, Col., R.E.,
Chief Engineer, P.W.D.

No. 10.

ORDER THEREON, 5th August 1880, No. 1,857 W.

THE Government approve the several conclusions arrived at by the Chief Engineer in regard to the Potinghy ghât, and direct that no time be lost in submitting a fully detailed estimate for the work with plans and sections based on his remarks.

2. The Collector and Agent, Vizagapatam, will be requested to furnish an early report as to the actual condition of the line of road between Potinghy and Jeypore, and to submit proposals regarding such local means as in his opinion may and should be available for meeting the outlay required to open this portion of the road for cart traffic at all seasons.

2908/85

3. He will further be asked to state whether the work now required for the Thadavalasa pack-bullock ghât and its future maintenance cannot be met from the Local Fund Budget.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.
" Collector of Vizagapatam.
" Financial Department.
" Revenue Department.
" Board of Revenue.
To Mr. Nordmann, for information, through Superintending Engineer, First Circle.

Exd. E. C. Shunker.
Spare Copies

~~96~~

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1880} Madras.

PUBLIC WORKS.

1258W. 20/2/81 -

To

THE SUPERINTENDING ENGINEER,
FIRST CIRCLE,
&c., &c., &c.

Dated August, 5th.

Issued

Recd. *Encl.*

G. O., 5th August 1880, *No.* 1,857 W.

AUGUST.

Nos. 8-10.

New Potinghy Ghât.—Directing the submission of a detailed estimate for the — and the Collector and Agent, Vizagapatam, requested to report on the road between Potinghy and Jeypore.

2908/96

22ND NOVEMBER 1883, No. 3329 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Military Works.

READ—the following letter from Major D. J. S. McLEOD, Officiating Deputy Quartermaster-General, to the Secretary to Government, Military Department, dated Fort St. George, 17th November 1883, No. 8103:—

With reference to O.G., No. 4130, dated 27th July 1883, sanctioning the abandonment of Vizagapatam as a station for native troops, I have the honor, by order, to report, for the approval of Government, that orders have been issued for the public buildings and lines occupied by the 29th Regiment, Native Infantry, being transferred to the local Public Works Department on the departure of that regiment from Vizagapatam, and to request that the necessary orders may be issued for the Public Works Department to take over charge accordingly.

2. It is suggested that the lines may be sold by the Public Works Department for the benefit of Government under the provisions of paragraph 2308—2319, Madras Army Regulations.

No. 6270, Military.

Approved and transferred to the Public Works Department for final orders.

(By Order.)

FORT ST. GEORGE,
19th November 1883.

(Signed) E. L. HANKIN, Colonel,
Secretary to Government.

ORDER—dated 22nd November 1883, No. 3329 W., Public Works.

Communicated to the Superintending Engineer, First Circle, who will take charge of the buildings referred to on the departure of the 29th Regiment, Native Infantry, from Vizagapatam.

2. The sepoy lines will be sold to the best advantage by auction or otherwise, and the Superintending Engineer will, in communication with the local civil authorities, submit proposals for disposing of the regimental public buildings.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.
" Examiner, Public Works Accounts.
" Military Department.

Exd. J. W. Fischer.
Sprae Copies

BUILDINGS AND ROADS.
MILITARY WORKS.

Govt. of {1883} Madras.
PUBLIC WORKS.

Dated November, 22nd.

Recd. *Encl.*

G.O., 22nd Nov. 1883, No. 3329 W.

NOVEMBER.

Native Infantry Lines

Regarding the disposal of the — and buildings at Vizagapatam about to be vacated by the 29th Regiment.

7TH DECEMBER 1883, No. 2803, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

From E. C. JOHNSON, Esq., Acting Agent to the Governor, Vizagapatam, to the Chief Secretary to Government, dated Vizagapatam, 23rd November 1883, No. 918.

	RS.	A.	P.
Tadivalsa (Turner's) ghât ..	4,156	12	7
Minamalur ghât	329	4	6
	4,486	1	1

During the year 1882-83, a sum of Rs. 4,486-1-1, was under orders of the late Acting Agent, Mr. Turner, expended from local funds on the marginally-noted Agency works. Repayment of this amount is now demanded by the Local Fund board, and, in reviewing the audit of Local Fund accounts, the Accountant-General also calls attention to its non-adjustment.

2. In the current year's budget, Rs. 3,000 were allotted for repairs of the Tadivalsa (Turner's) ghât; the whole of it has been expended. This expenditure was incurred under Mr. Turner's instructions, mainly on a new trace intended to improve the ghât. Meanwhile necessary repairs to the existing trace were not made, so that, when I visited it last month, I found it necessary to transfer Rs. 870 from other works to prevent the ghât from becoming impassable.

3. The total allotment for roads in the Special Assistant's division during the current year was Rs. 11,950, of which Rs. 7,950 was for necessary repairs of existing roads, and Rs. 3,000 for the Tadivalsa ghât, which, as above stated, has been spent in full. Of the remaining 1,000 rupees, I have had to transfer, as above stated, Rs. 870 for emergent repairs on the Tadivalsa ghât, which leaves only Rs. 130 for new works. The allotments for repairs are absolutely necessary, and have for the most part been already spent.

4. Under these circumstances, I have no funds from which to adjust the amount of Rs. 4,486-1-1 due to the Local Fund board, and have the honor to request that, if funds be available from any other source at the disposal of Government, a fresh grant for the purpose may be made.

5. A sum of Rs. 2,000 is annually provided in the Department of Public Works budget apart from the Agency grants, for the up-keep of the Pachipenta and Tadivalsa ghâts, Rs. 1,000 for each. The whole of the grant for the current year for both ghâts has already been expended under orders of my predecessor upon the Tadivalsa ghât. When I visited the Pachipenta ghât last month, I found that it had been completely neglected, and was in a terrible state of disrepair. The Executive Engineer informs me that he was aware that the whole grant for the two ghâts was being expended on the Tadivalsa route, but adds, "I am of opinion that the former ghât trace should not have been altogether neglected."

Govt. of (1883) Madras.

FINANCIAL.

Not comd. to P.W.D.

3574

Issued

Recd. *Encl.*

G.O., 7th December 1883, No. 2903.

DECEMBER.

Budget Estimates.

Sanctioning an additional allotment of Rs. 5,456 on account of repairs to ghât roads, in Vizagapatam.

2908
~~12~~
9

16th September 1884, No. 2211, Financial.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper:—

From H. G. TURNER, Esq., President, Municipal Commission, Vizagapatam, to the Chief Secretary to Government, dated Vizagapatam, 29th July 1884, No. 469.

The main road in the town of Vizagapatam has been hitherto maintained by the Public Works department, as a cantonment road, from imperial funds. On the 10th May last, the Executive Engineer in charge of the Vizagapatam division wrote to me to say that, as Vizagapatam has been abandoned as a military station, he had no funds for the maintenance of the road and that he would therefore hand it over to the municipality of Vizagapatam. On receipt of this letter, I requested that officer to quote the order of Government under which he proposed to transfer the road. At the same time, I called his attention to the very bad state of repair in which the road is, and told him that, should it be determined by Government to hand over the road to the municipality, it should be put in thorough repair before so handing it over. With his reply, dated 21st May last, No. 318, the Executive Engineer forwarded to me copy of G.O., dated 22nd November 1883, No. 3329 W., Public Works department. In this I find no mention whatever about the road. It simply deals with the disposal of the military buildings and the sepoy lines. The Executive Engineer admits that he is aware that the road is in urgent need of repairs, but says that he is unable to repair it for want of funds.

2. On the 17th May last, the Superintending Engineer also wrote to me as President of the Vizagapatam municipality to ascertain if I would approve of the cantonment road being transferred to the municipality. This letter was laid before a meeting of the Commissioners held on the 19th June 1884, and they expressed their willingness to take it over provided the annual cost of maintaining it is paid to them by Government. The road having been all along in charge of the Public Works department, it is for them to keep it in good order until it is formally handed over to other agency. The present state of the road, especially of that portion which lies within the town, is one of great disrepair. It suffered much damage during the heavy rains of October last, and no thorough repair has been granted to it since. The result is the road is now full of pits and holes. It is the most important and most extensively used road in the town. There is heavy traffic upon it. It runs through the whole length of the town, and it is the main thoroughfare for every description of vehicle.

3. The length of the road is about six miles. I understand that the Public Works department allotment until last year was Rs. 1,800 per annum. The road being the most important one in the town, anything less than Rs. 300 a year per mile will not suffice to keep it in good order.

4. The municipality has already twenty-four miles of road to maintain, and it has at present to spend a large sum of money for the construction of an iron pontoon bridge across the backwater, the financial arrangement for this work having been made with

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no thought that such a large item as the upkeep of the main road would have to be provided for in the event of the removal of the native regiment. It will, therefore, be altogether beyond its means to maintain in proper order this additional length of six miles of a first-class road.

5. The income to the municipality from tolls at present is Rs. 18,000, of which it cannot afford to spend more than Rs. 12,000 on roads and bridges without starving other works. Deducting, from this Rs. 12,000, Rs. 6,500 to Rs. 5,250 a year on account of the annual instalments towards the repayment of the pontoon bridge loan with interest, there will be only Rs. 5,500 to Rs. 6,750 for expenditure on roads, which is hardly sufficient to maintain even the existing twenty-four miles of road, the greater portion of which is metalled. The sanitation, drainage and water-supply of the town require great improvement, and this cannot be done without sufficient money.

6. Under the foregoing circumstances, I have the honor to request that you will be good enough to obtain the sanction of Government for the maintenance of the road from provincial or imperial funds as heretofore.

7. Should, however, the Government determine on its transfer to the municipality, I shall feel obliged if you will obtain for the municipality a contribution of at least a moiety of the cost of its maintenance, from either of the above sources.

8. The recent transfer of the middle class and primary education has already encroached on the resources of the municipality, and it will be difficult to meet this fresh charge, for which it is entirely unprepared, at a short notice. I would, therefore, suggest that, should the transfer be determined on, it may not come into force till the beginning of the next official year, and then only on condition of Government paying a moiety of the cost from provincial or imperial funds, the Public Works department being directed meanwhile to put the road into a thorough state of repair without loss of time.

No. 527-E.

The Public Works department are of opinion that the proposal of the President of the Municipal Commission, Vizagapatam, to have the road put into proper order, before it is handed over to the municipality, is reasonable. The cost of the work may, it is thought, be charged to provincial funds. It is not likely that the Government of India will sanction the diversion of military funds to a road which is no longer required for military purposes.

2. Having once put the road in order, the Public Works department should hand it over to the municipality for future maintenance.

3. Whether the municipality should subsequently be aided by grants of provincial funds on account of the road seems a matter for consideration in the Financial department.

OOTACAMUND,
22*nd August* 1884.

(Signed) J. SHAW-STEWART, Col., R.E.,
Secy. to Govt., P.W.D.

To the Financial department, with papers in original.

ORDER—dated 16th September 1884, No. 2211, Financial.

The Public Works department will issue the necessary orders for having the road put into a state of thorough repair during the current year, the charge being met from provincial funds. The maintenance of the road will, from the commencement of the next financial year be undertaken by the municipality. No further aid can be given from provincial funds as it is observed the municipal funds can well afford to bear the charge. According to the Commissioners' showing, in their application for a loan for constructing the pontoon bridge, they will have an annual balance of Rs. 7,400

from which to pay the debt instalment with interest. After paying this demand there will be a surplus as shown in the margin. It is true the surpluses in the first four years fall short of the amount (Rs. 1,800) required to maintain the road in question. But in the current year's budget, a provision of Rs. 7,500 is made for repayment of debt, which will not be utilized for that purpose as it is proposed to raise the loan only after the local fund contribution of Rs. 33,500 and Rs. 3,500 from municipal funds have been spent. The latter sum deducted from Rs. 7,500 leaves Rs. 4,000, which will be more than sufficient to cover the difference in the cost of maintenance for the four years referred to above. This calculation, it must be remembered, is irrespective of the fact that the toll revenue is expected to be hereafter Rs. 2,000 more than the average taken into account by the Commissioners in their loan application. The cost of middle class and primary education is not in excess of the sum heretofore charged to the municipality for *police* and consequently involves no encroachment on municipal funds.

	RS.
1st year	900
2nd „	1,150
3rd „	1,400
4th „	1,650
5th „	1,900
6th „	2,150

	RS.
Regular estimate, 1883-84	18,230
Budget estimate, 1884-85	18,000

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the President, Municipal Commission, Vizagapatam.
„ Public Works department.

Exd. C. Vencatasubbaiyar.

N° 2500 W, 9th Octr 1884

Communicated to the Suptg: Engineer I Circle, who will have the road put into thorough repair from the Provincial repair grant to the Vizagapatam Division.

(Signed) J.S.

S. E. I Circle

P. W. D.

Gobt. of (1884) Madras.

FINANCIAL.

Issued

Recd. Encl.

G.O., 16th September 1884, No. 2211.

N° 2500 W, 9th Octr 1884

SEPTEMBER.

4 P.W.

Main Road in the Vizagapatam Town.

Requesting the Public Works department to issue the necessary orders for having the — put into a state of thorough repair from provincial funds during the current year, and directing the municipality to undertake the maintenance of the road from the commencement of the next financial year.

With order

Proceedings of the Local Fund Board of the Vizagapatam Circle at a Meeting held at Vizagapatam on Monday the 14th February 1881.

2908 / W

Present

J. N. Atkinson Esquire, Assistant Collector	Presiding Member
Charles Seton Esquire, L. F. Engineer. P. Venkata Kristnamma Naidu Esquire. Barrister-at-Law.	Members.

× × × ×

2. (a) Read again Board's Proceedings Mis: No 9083 dated 19th August 1880, calling for a report whether the work now required for the Thadavalasa pack bullock Ghât and its future maintenance cannot be met from the Local Fund Budget.

(b) Read also Resolution No 7 passed by the Local Fund Board at their Meeting of 30th September last.

14

last.

(c) Read also argi from the Deputy Tahsildar of Salur No 149 dated 25th October 1880, stating that of the whole Thadavalasa Ghāt path, the portion between Thadavalasa and Salur, with the exception of the path running through the lands of Panasavalasa, is in the ordinary tracts; while the rest is in the Agency tracts of the Patchepenta Zemindari.

(d) Read also letter from the Executive Engineer, Vizagapatam Division No 3176 dated 21st ultimo, forwarding a Sketch Map of the Thadivalasa Ghāt and strongly recommending its up-keep as it is one of the best pack-bullock ghāts in India.

(e) Read also para 3 of the Governor's Agent's letter No 16 dated 13th January 1881 to the Chief Secretary to Government, Madras, stating

that

that the Local Fund Board Vizagapatam Circle could not legally be called upon to contribute to the cost of repairing the Thadavalasa Ghāt; much less to keeping it in repair; and that if the road to Patinghi be completed the Thadavalasa Ghat is almost certain to be abandoned. 2908/15

The Local Fund Board decline to contribute anything towards the repair or up-keep of the Thadavalasa Pack bullock Ghāt, as the greater portion of the Ghat is outside the limits of the Circle.

(True Extract).

For President L F Bd.

KK

1881

Department

Enclosure in a letter
from the President of the
Local Fund Board of
Vizagapatam Circle
No: 113 dated 14 February
1881.

—

Extract from the
Proceedings of the Local
Fund Board, dated
14 February 1881

Ind. G.M.L 1159/81

Revenue Department

Mis: No. 2988

2908/16

13

Proceedings of the Board of Revenue
dated 21st March 1881

Read the following

No. 113

From,
J. H. Garstin Esqre. C.S.I.
President Local Fund Board
Vizagapatam Circle

To,
C. A. Galton Esquire
Secretary to the Board of Revenue,
Madras

Sir,

In reply to Board's Proceedings No. 9083, dated 19th August 1880, communicating G. O. No. 1857 W. dated 5th idem, inquiring whether the work now required for the Thadivalasa Pack Bullock Ghât and its future maintenance cannot be met from the Local Fund Budget, I have the honor to forward herewith an extract from the Proceedings of the meeting of the Local Fund Board held on the 14th instant, 16

declining

declining to meet the charge from the Local Funds.

I have &c

Local Fund Board's Office
Vizagapatam,
Dated 16th February 1881.
(signed) J. N. Atkinson
for President L. F. Board

Submitted for the information of Government with reference to para 3 of G. O. 5th August 1880 No. 1857 W.

(True copy & Extract)

Acting Sub Secretary

To,
The Secretary to Government P. W. D.
with one Enclosure to be returned.

G.O. No. 1857 W. 5-8-80.

1881.

Proceedings of the Board of Revenue.

Dated 21st March 1881

Despatched 21

Received

cw1

Mis. No.

SUBJECT.

Subuitting to Govt. Extract from Pro: of the Local Fund Board Vizagapatam Circle declining to meet the charges of re-opening the Thadiwalasa Pack Bullock Ghât.

C. 24-3.

No. 835 W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th March/81.

Read the following :—

2908/18/15

Pro: of the Board of Revenue } (H.C. No 2988 d/ 21st March/81)

Recorded.

20/3

in question for the Division are in lieu of those provided for in the Provincial Budget (Final Issue) and I therefore request you will be so good as to obtain an allotment of Rs 2,000 under Provincial Repairs communications for the Vizagapatam Division as that amount is absolutely required for the maintenance of Pachipenta & Turner's Ghat Road – and considerable expenditure has already taken place.

I have the honor to be,
Sir,
your most obedient Servt

C. Ewald
Offg Supdg Engr 1st Circle

Compd C.V.

2908
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17

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P.W. Cr. 7472

From

The Supdg Engineer
1st Circle

To

The Chief Engineer
P. W. Department

No 2541 Ways 10-9-83

Dated 21st }
Despd 25 } August/83.
Recd 31 }

No 233 VZ.

Enclosure

Pachipenta & Turner's Ghât Road — Requests to obtain an allotment of Rs2,000 for the maintenance of —

B/

B/

No 2541 W PUBLIC WORKS DEPARTMENT.

2908

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th Sept/83

READ the following

Letter from the Supg Engr First Circle } No 233 VZ of 21st August /83

An appropriation of Rs 2000 is made, for the maintenance of the Pachipenta and Turner's Ghat Road, in the Vizagapatam Division, by transfer from the Provincial Revenue at the disposal of Government.

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ew 11/9

The Supg Engr First Circle
" Examiner P.W. Accounts

4/9

A. 1641 w 12.6.83

No 2541 W a/10-9-83

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1979

G.T.C

Entd in Recpt. Register

NO. 254 V.E.

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIRCLE

2908/19

TO,

THE CHIEF ENGINEER

P.W. Department ~~FOR IRRIGATION~~

DOWLAISHWARAM, 9th November 84

Desp. 10th

SIR,

With reference to G.O. No 2500 W. dated the 9th October 1884 I have the honor to state that the Vizagapatam Division Officer reports that there are no funds available to put the road therein referred to into thorough repair as the sum of Rs 12,500 allotted for that Division under "Provincial Communications repairs" is on account of the works noted in the margin and that nothing can be spared from it. He therefore requests that an additional sum of Rs 2000 may be allotted under the above head to put the work in question in hand & I trust you will be able to have this sum allotted as early as practicable.

Maintenance of Potingly Ghât Road	Rs 10,500
—do— of Pachipenta & Turner's Ghât Road	2,000

Why should these two last named works be maintained by P.W. Dept. funds?

G.O. No 2500 W of 9-10-84 [illegible] 18/11/84

V

I have the honor to be,
Sir,
your most obedient St.
Lt Col. R.E.
Supt. Engr. 1st Circle.

7K

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B

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER D. P.W.
~~FOR IRRIGATION.~~

SECRETARY TO GOVT
18 NOV 84

DATED 9th
DESPATCHED 10th } November 1884.
RECEIVED

No. 254 Vz

ENCLOSURES. —

"Main Road in the Vizagapatam Town."

—

Informs that the Dn. Officer requests that an additional sum of Rs. 2000 may be allotted under "Provl Communications repairs" to put the work — in hand.

No. 2908. W

Public Works Department.

2908 / 21

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 21st November / 84

Read the following

Letter from the Supdg Engineer I Circle. } H. E. No. 254 V.z. dd 9th Novr 84

An additional allotment of Rs 2000/- from the Provincial Reserve is made to the Vizagapatam Division, under "Communications, Repairs," to meet the cost of placing the Main roads in the town of Vizagapatam town in a state of thorough repair, prior to its being taken over by the Municipality

CS.

To
The S. E. I Circle
" Exr. P.W. Accts
" Finl. Dept

R.S.

2908

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Govt. of (1884) Madras.

PUBLIC WORKS.

22

25/4

Dated

Recd.

Encl.

G.O. 21 Nov 1884. No. [illegible]

Main Road in [illegible]

Vizagapatam

Funds allotted for [illegible]

– previously [illegible]

the Municipality

60/4

J 24/11