

- (1) பக்கங்களின் எண்ணிக்கை 8
 (2) புதுக்கித் திருப்பிய நாள் செப்டம்பர் 10
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/9

தமிழ்நாடு ஆவணக் காப்பகம்.

(51)

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	<u>357</u>	அச்சகம் பலவகை
நாள் :	<u>7 - 2 - 1891</u>	<u>198</u>

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

6/8

4. sheets

ஆவண, கா-1-18,008-15-8-87.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following paper :—

G.O., dated 22nd November 1890, No. 856, Financial.

Read—the following letter from E. C. JOHNSON, Esq., Agent to the Governor in Ganjam, to the Chief Secretary to Government, dated Chatrapur, 7th August 1890, No. 474.

Adverting to paragraph 3 of G.O., dated 25th September 1888, No. 743, Financial, directing the Agent in Ganjam to submit a special report on the subject of the Agency lines of communication, I have the honor to append a list of the important roads in the Agency tracts of the Ganjam district. The numbers given correspond with those on the accompanying map :—

No. 1. *Kalipano Road*, 51 miles (maintenance grant, Rs. 50 a mile), from *Kalingia* at the top of the ghât to *Balliguda* via *Raikia*.—This is reported to be the chief road in the Maliahs, is masonry bridged throughout with the exception of the Mahasingi river, the bridge over which has been washed away (an estimate for a new bridge has lately been returned countersigned to the Superintending Engineer), and of four timber bridges which are being converted. The road is passable by carts.

No. 2. *Sarangodo Road*, 38 miles (maintenance grant, Rs. 40 a mile), from *Udayagiri* through *Sarangodo* to *Mahasingi*.—This road joins the Kalipano road (No. 1) at Mahasingi. It is timber bridged throughout. Two arms of a stream near Sarangodo require to be bridged. There is only one steep ghât on it east of Kusudandi. This is short and carts easily accomplish it. In order to go to Balliguda from Udayagiri, either by the Kalipano or Sarangodo road, the river at Mahasingi must be crossed.

No. 3. *The Linepada Road*, 10 miles (maintenance grant, Rs. 30 a mile), from *Chokkapad Road* near *Tentiliguda* to *Linepada* near the *Boad Frontier*.—Is timber bridged and small streams are crossed by road dams. A considerable ghât occurs about halfway. The road is passable by carts.

No. 4. *The Chokkapad Road*, 20 miles (maintenance grant, Rs. 25 a mile), from *Tickaballi* to *Ghatiguda* through *Tentaligodo* and *Possera*.—This road (which is passable by carts) is also timber bridged. The Possera ghât is the only one on it. From Ghatiguda a road was constructed, as a famine work, as far as the Agency boundary near Boddangi, with a view to connect the line eventually with the Russellkonda road. It appears from the Special Assistant Agent's tour report for 1889-90, that the cyclone of November last destroyed the whole work. I agree with Mr. Horne, who does not recommend any further expenditure on this work—vide my side note against para. 7 (c) of the Special Assistant Agent's tour report for 1889-90.

No. 5. *The Tickaballi Road*, 6 miles (maintenance grant, Rs. 15 a mile), from *Sarangodo Road* near *Girisingia* to *Tickaballi*.—This road goes over no ghâts and is passable for carts.

No. 6. *Boad Road*, 26 miles (maintenance grant, Rs. 70 a mile), from *Kalingia* through *Kavalgam* and *Sankarkol* to the *Boad Frontier*.—From the frontier, the road extends on the Bengal side to *Bispara*, the head-quarters of the Boad taluk, and

communicates with Sambalpur. It is masonry bridged and there are no ghâts. A considerable traffic is carried on this road, and it is the only cart route at present connecting this district with the Central Provinces. There is one unbridged stream near the frontier.

No. 7. *Raikia-Digi Road from Raikia to Budahangia*.—There are no ghâts on this road. It is intended to connect this road with the military road near Simanbadi. Rs. 200 have been provided for this work in the current year's budget.

No. 8. *Mohangiri Ghât Road*.—The portion completed is practicable for carts; and it is intended to be so to the frontier at the foot of the ghât, so that through cart traffic will be possible from Russellkonda and the coast to any place in the Central Provinces. This route will be shorter to places westward than the Boud road (No. 6). The timber bridges on this road will have to be replaced by masonry ones eventually. Rs. 4,000 have been provided for this work in the current year's budget.

No. 9. *Main Military Road*.—This road runs from Balliguda on the north to Luhasingi in the south at the frontier of the Parlákimedi Maliahs. The line is connected with Serangho and Gumma and thence with the plains. It is timber bridged; there are no considerable rivers to cross; ghâts are steep and frequent and the road is impassable for through cart traffic, but carts are used in sections of it, near Mohana and Chendragiri. Traffic on it is mostly confined to foot-passengers and occasional pack-bullocks.

No. 10. *Taptapani Ghât Road*.—As regards this road I beg to refer Government to paragraph 36 of the hill tour report for 1889-90.

No. 11. *Road from Lohorasingi to Chompa Ghât, about 7 miles, and from Jogorapalli to Dhobala Ghât, about 3 miles*.—These are the only roads passable by carts in the Senior Assistant Agent's division.

No. 12. *Road from Munisingi to Gumma, about 5 miles*.—Only this portion of the Parlákimedi-Gumma road is practicable for carts. The so-called roads in the Principal Assistant Agent's division are mostly mere foot-paths.

2. A road has lately been made from the Rayagada fort to connect it with a Parlákimedi estate road, which runs northward from Uppalada. Rayagada being situated below the ghâts, carts go there every week from Parlákimedi and other places for the Rayagada market. The road from Uppalada is reported to be in a very unsatisfactory condition—*vide* paragraph 9 of the Principal Assistant Agent's hill tour report for 1889-90 regarding road from "Uppalada to Rayagada."

3. The Zemindar of Parlákimedi gives notice that he will withdraw the sum of Rs. 2,000, hitherto annually spent out of his estate funds for the maintenance of the Maliah roads in his estate, but he will be prepared to contribute some part of the expense. I shall shortly submit a report on this subject, with recommendations as to what roads, bungalows, and school buildings it will be necessary to make provision for.

4. A sketch map showing the lines of communication, &c., in the Agency tracts, is enclosed.

Reference, dated 18th October 1890, No. 172.

[Office note to the Public Works Department, dated 21st September 1888.
Office note from " " " 24th " " No. 722-D.
From the Agent to the Governor in Ganjam, " 7th August 1890, No. 471.]

The undersigned has the honor to request that the Chief Engineer will, after perusing the office notes read above, kindly state whether in his opinion the arrangements suggested in September 1888 are desirable, and, if so, whether they are at present feasible.

(Signed) J. F. PRICE,
Chief Secretary.

No. 4345-C.

MEMORANDUM.

[Office note from the Financial Department, dated 18th October 1890, No. 172.]

In returning the enclosures of office note from the Financial Department, dated 18th October 1890, No. 172, the undersigned has the honor to state that the services of an Assistant Engineer can be made available for special work in Ganjam before the end of the current official year.

CHEPÁK,
24th October 1890.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government, P.W.D.

Order—dated 22nd November 1890, No. 856, Financial.

The Government has been desirous for some time of placing a professional Engineer in charge of the chief Civil works in the Ganjam Agency, in order to improve the existing communications and to open up the country by new lines, but the difficulty of sparing an officer from the Public Works Department has hitherto stood in the way of any such arrangement.

2. In the endorsement read above, Colonel Pennycuick states that the services of an Assistant Engineer can be made available from the beginning of next official year.

3. The Government hopes that the Chief Engineer will be able to depute an European officer for this important duty.

4. The grant for Civil Agency works (Rs. 23,000) in 1891-92 will be placed at the disposal of the Public Works Department on application, and whatever additional grants are required by the Assistant Engineer, and recommended by the Chief Engineer, will be sanctioned during the course of that year.

5. Mr. Johnson, who is well acquainted with the district of Ganjam and its needs, will be requested to afford every assistance to the special officer on his first arrival and to furnish copies or originals of such past reports on the Agency as will be of service to him.

(True Extract.)
(Signed) J. F. PRICE,
Chief Secretary.

ORDER—dated 5th January 1891, No. 9 W., Public Works.

Communicated to the Superintending Engineer, I Circle.

2. The Civil Agency works referred to in the foregoing Proceedings will, from the 1st April 1891, be formed into a special sub-division under Mr. H. A. Moss, Assistant Engineer, who has been nominated to the charge. The Superintending Engineer, I Circle, will report what establishment is required for the sub-division.

3. The Financial Department will be requested to place the grant for Civil Agency works (Rs. 23,000) in 1891-92 at the disposal of the Public Works Department on the 1st April 1891, and the Superintending Engineer will, after examining into the requirements of the sub-division, report in due course what additional grant is required.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. J. Moses.
Spare Copies

GENERAL
ESTABLISHMENT.

Gobt. of {1891} Madras.
PUBLIC WORKS.

Dated January, 5th.

Recd.

Encl.

G.O., 5th Jan. 1891, No. 9 W.

JANUARY.

Ganjam Agency

Passing orders regarding the formation of the chief Civil works in the — into a special sub-division under Mr. H. A. Moss, Assistant Engineer.

No. 1165 G.M. ³⁵⁷/₃

FROM,

E. D. Wyerum Esq^r

SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

Camp Russellkondah, 25 January 1891.
DOWLAISHWERAM, 25th Jan.

SIR,

With reference to G.O. No. 9 W. dated 5th January 1891, I would beg to suggest that in place of Mr. H. A. Moss, Mr. J. S. Wilson should be nominated to the charge of the Ganjam Malial Sub Division—

2. Mr. J. S. Wilson has qualifications which I consider ^{render} him more suitable for a special Sub Division in the Ganjam Malial—

3. Mr. H. A. Moss, I would propose to put in charge of the Yellamanchilli Sub Dⁿ of the Tiragapatam Division—

4. In connection with the Ganjam Malial Sub Division I would beg to propose that the Assistant Engineer should also have charge of the construction of the Mahasinghi bridge, as well as the construction of the Post offices at Daayagiri and Balliguda—

I have the honor to be,
Sir,
Your most Obedient^l

J. D. Wilson.
Sup^t Eng^g 1st Circle

25/4

FROM,

G.D. Wybranek
SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DATED 25th
DESPATCHED 27th January 1891.
RECEIVED

No. 1165 G.W.

5.1.91-96

ENCLOSURES

SUBJECT.

Gray's actual sub division
Suggesting that in place of
Mr. Cross Mr. J.S. Wilson
should be nominated to the
charge of the —

6-4-12

No. 357 dated 7 Feb 1891

10/

W.D.
6th

The Supt. Engineer

Proposals are accepted.

S
52

S.E.I. case - 9/2/91

(2)

the 5.1.91-96