

C/ Public Works (1897) Department.

G.O., No. 11715.

DATED 6th May 1897

[Despatch Abstract.]

Extension of Maliah roads, Gangjam Dist
Encl. by the S. & I circle govt: letter from the
Executive Engineer, Gangjam Division, reporting
on the inadvisability of the —, communicated
to the Financial Dept.

R 3/5

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	2132	W. P. W.	8-8-91

G.O.	No.	Department.	Date.

No. 64
6.4.97

From W.C. DeMorgan Esq. M.J.C.
Esq. Eng. Banjan D.
To The Supg Engineer
First Circle

Sir,

With reference to your No. 108960
10.2.97
I have the honour to inform you that the
extension to Kojiripad may be very
roughly estimated to cost Rs 1700 per mile
and that to Goddapur Rs 2000 per mile.

(2) As regards the Road from Lohagudi
to Goddapur, it is reported fairly level
except from Dusapargu to Baninigan
where it is very steep and a new trace
would have to be made. There is one
river to be bridged. Any extension at
present of the Maliah roads would
in my opinion be waste of money.
Though Communication from Behanpur
to Lohagudi will not be established
for some time to come and even when
the road to Lohagudi is open for carts
the traffic will be but small

I have etc

(Sd) W.C. DeMorgan
Esq. Eng.

P.T.O.

No. 55 G.N. dated 15th April 1897

Copy submitted to the Chief Engineer.
P.H.D. with reference to para 5 of G.O.
No. 2132W dated 8th August 1891
(para 11 G.O. no. 579 Financials dated
10th July 1891).

2. It is much to be regretted that there has been considerable delay in replying to the reference owing to non-receipt of satisfactory reports from the Executive Engineers in Charge of the Ganjam Division

J. C. Garrison
 Subtg Expenses
 16/4 18/6
 15/4

PUBLIC WORKS DEPARTMENT.

No 2132 w 28 aug 91

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Proceedings of Government, Financial Dept.,
No. 579, dated 10th July 1891.

Communicated to
the Suply Engineer & Civil,
and the Examiner of P.
W. Accounts.

The sum of Rs 23,000
provided in the P.W. Budget
for Agency works in the
Ganjam District, was
allotted to the Financial
Dept in G.O. No 1895 W,
dated 10th July 1891.

3. The grant of
Rs 50,000 transferred
from the Local Fund
Board will be treated
as an addition to the
current year's P.W. grant
under Provincial Civil
works.

4. With reference
to para 11 of the Proceedings
above

The above recorded, the
 allotment of Rs 35,000
 provided in the current
 P.W. budget for
 the Takkali-Anantagiri
 and Kalikob-Boirani
 roads will be withdrawn,
 and the distribution of
 the grants proposed
 in para 12 of the P.W.
 proceedings will be adopted.
 The Supty Engineer will
 report whether any
 further redistribution
 is necessary.

Road from Berhampur
 to Govindapur. Rs 50,000
 Road from Govindapur
 to Lohagudi 10,000
 Road from Ichapur
 to Sarade 18,000
 Road from Heramandalan
 to Battili 8,000
 further extensions in
 the Malahs 14,000

5. The report called
 for in para 11 of the
 Proceedings should be
 submitted as early as
 practicable.

6. Arrangements
 should be made to utilize
 fully the current year's
 grants for roads in the
 Ganjam district.

10/3
 5-8-91
 L.S.

L. E. I. Circular
 Exam. P.W. Accts.

12/8/91
 10/43 min
 11/5 min
 12/6 min
 SECRETARY
 16 JAN 92
 DEPARTMENT OF PUBLIC WORKS

10TH JULY 1891, No. 579, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—again the following papers:—

G.O., dated 25th September 1888,	No. 743,	Financial.
" " 5th March 1889	" 151,	Revenue.
" " 19th September 1890	" 666,	Financial.
" " 30th October "	" 887,	Revenue.
" " "	" 1684,	Judicial.
" " 22nd November "	" 856,	Financial.
" " 9th December "	" 3188	L., Local and Municipal.
" " 12th "	" 946,	Financial.
" " 20th "	" 3362	L., Local and Municipal.
" " 5th January 1891	" 9	W., Public Works.
" " 3rd February "	" 94,	Financial.
" " 26th March "	" 722	L., Local and Municipal.
" " 30th "	" 724	L., " "
" " 23rd April "	" 987	L., " "
" " 30th "	" 1203	W., Public Works.
" " 6th May "	" 1255	W., " "

READ—also the following papers:—

From A. M. HAYES, Esq., Executive Engineer, Ganjam Division, to the Collector of Ganjam, dated Berhampur, 7th April 1891, No. 52.

In our conversation the other day on the best means of utilising the grant for the present year of Rs. 23,000 which has been allotted for Agency communications we came to the conclusion that it would be better that the whole grant for ordinary repairs should be transferred to the Revenue Department, and that the works should be carried out and paid for by the Revenue officials as has been done up till now. I gather from your remarks that, even if Mr. Wilson had direct control over the money, it would be impossible for him to make the payments himself, and that he would have to do so through your subordinates, besides which he would also have to trust to them for the execution of the repairs; this being so, I think that the above arrangement will be the best possible, and that in the case of ordinary repairs, Mr. Wilson should act merely as an advising officer. In the case of special works for which regular estimates and professional supervision are required, the grants might be put at the disposal of the Public Works Department and the works carried out and paid for by Mr. Wilson. For the present, however, the ordinary repair grant only need be considered, and with regard to that I would suggest that you should address Government with a view to having the Rs. 23,000 provided for this year handed over to your department for utilisation.

No. 142—A.G.

Forwarded to the Chief Secretary, through the Superintending Engineer, I Circle.

2. The whole allotment of Rs. 23,000 with the exception of Rs. 600 for a masonry bridge is for repairs to unmetalled roads and for building and repairing mud and thatch bungalows or schools. Supposing Mr. Wilson's head-quarters to be at Balliguda or Russellkonda, it would be obviously impossible for him to supervise or pay for work done in the Parlákimedi or in the southern part of the Pedda Kimedi Maliahs. Even in the Chinna Kimedi Maliahs, which would be within his reach, I think, considering that the road repairs are executed by the villagers on payment of lump sum to their head men, that the enforcement of work and payment for the same must remain, as before, the duty of the local Sub-Magistrate. Mr. Wilson should, as proposed by the Executive Engineer, have immediate charge of all works for which regular estimates have been framed, and should, in regard of other Agency works, act as an advising officer, examining the existing lines and suggesting improvements, supervising when any special work is being carried on, estimating for any important work which may be proposed, and carrying it out when sanctioned. He should, for instance, be shortly employed to prepare an estimate for making pukka the already roughly-made Govindapur-Lohagudi (Taptapani) ghât, now that Government is taking up the road from Berhampore to the foot of the ghât.

3. Under these circumstances, I consider that the grant of Rs. 23,000 should be transferred to the Agency department.

CHATRAPUR,
8th April 1891.

(Signed) E. C. JOHNSON,
Agent to the Governor in Ganjam.

Endorsement, dated 24th April 1891.

Transferred to the Financial Department.

(Signed) A. BUTTERWORTH,
Ag. Under Secy. to Govt.

From E. C. JOHNSON, Esq., Agent to the Governor in Ganjam, to the Chief Secretary to Government, Judicial Department, dated Chatrapur, 18th February 1891, No. 18 Ag.

In paragraph 6 of G.O., dated 30th October 1890, No. 1684, I was requested to address Government separately on the subject of a cart road to the Maliahs by the Taptapani ghât, and to report the estimated cost of constructing the section between Govindapur and Pudamari I have the honour to submit the following information on this subject.

2. There is at present but one road practicable for carts from the low country of Ganjam to the country above ghâts—the Kalingya ghât road, leading from Russellkonda via Udayagiri to Balliguda. By this route, Udayagiri is 76, and Balliguda about 120, miles from Berhampore, the nearest point on the East Coast Railway. This road can only serve the northern portion of the Chinna Kimedi Maliahs; as between either Udayagiri (Goomsur Maliahs) or Balliguda and the southern part of the Chinna Kimedi Maliahs, there lies a tract about the head waters of the Rushikulya river, across which no practicable cart road is possible, besides which the distances from the line of rail would be prohibitive.

3. To serve the central part of the Maliahs (Pedda Kimedi and Bodagada Maliahs and the southern part of the Chinna Kimedi Maliahs) another cart road up the ghats is clearly desirable. Beyond comparison, the best possible line is that from Berhampore via Digupudi, Pudamari, Govindapur and the Taptapani ghât to Lohagudi. Digupudi is the seat of the Pedda Kimedi zemindar, Pudamari of the Chinna Kimedi zemindar; a fair road connects Digupudi with Aska on the one side and Ichapur on the other. From Berhampore to Digupudi a road is under construction by the Local Fund Board, but scantiness of funds prevents rapid progress being made. By the end of 1891-92, I hope that 7 miles out of a total distance of 16 will have been completed.

4. The lengths of the different sections of the proposed lines are given in the margin. Part of the second section has been executed from famine funds. The whole of the fourth has been executed similarly, but though a practicable cart road has been made, a good deal more would have to be expended to make it into a really good one, fit for heavy traffic.

	MILES.
1. Berhampore-Digupudi	16
2. Digupudi-Pudamari	7½
3. Pudamari-Govindapur	6½
4. Govindapur-Lohagudi (ghât)	8
Total	38

The line is a good and easy one; its culminating point only about 1,600 feet above sea level; and it reaches the plateau at a point where there is a fine stretch of fairly open and level country, presenting no difficulty to the construction of a good cart road either south via Udayagiri (Pedda Kimedi) to Kojiripoda (about 42 miles), or west via Mohana and Banimigam to Goddapur (about 40 miles). The existing roads to these points only require slight improvement and the construction of masonry bridges to make them good and easy cart-roads. The southern line would run to Kojiripoda almost at a level, the western one would have a slight, but steady, downward gradient. The benefit likely to accrue to this fine tract of country by opening it up to cart traffic is inestimable.

5. I enclose a statement showing the approximate estimated cost of completing the road from Berhampore to Lohagudi. I am not satisfied with the estimate for the third section; it seems to me very probable that a better alignment can be obtained and the cost of bridging thereby materially reduced. I propose visiting the spot myself next month, if I can arrange to do so, and inspecting the line. No estimate has ever been framed for a pukka road up the ghât; but as it is reported that no large masonry works are necessary on it, I have no doubt that the expenditure of another 10,000 rupees on it is as much as would be required. As soon as the Engineer, promised in G.O., Financial, No. 856, dated 22nd November 1890, joins his appointment, I shall, if Government approves, get a regular estimate for completing this work framed by him.

6. I cannot too strongly recommend that the incomplete portions of this road be completed at an early date, and that allotment be made from Provincial funds for the purpose. I have already arranged to allot to it Rs. 25,000 out of the Rs. 50,000 promised in G.O., dated 20th December 1890, No. 3362.

ORDER—dated 10th July 1891, No. 579, Financial.

In paragraph 3 of G.O., dated 25th September 1888, No. 743, Financial, the Agent to the Governor in Ganjam was desired to submit a special report on the Agency lines of communication in his district. In his reply recorded in G.O., dated 22nd November 1890, No. 856, Financial, the Agent furnished particulars regarding certain roads, and Government considered it expedient to transfer the control of the works to professional agency, in order to improve existing communications and open up the country by new lines. The grant of Rs. 23,000 * for Agency works in 1891-92 was accordingly transferred to the Public Works Department, and it was promised that such additional sums as might be required would be sanctioned during the course of the year.

	New Works.	Repairs.	Total.
	RS.	RS.	RS.
* Buildings ..	2,350	3,000	5,350
Roads ..	650	17,000	17,650
Total ..	3,000	20,000	23,000

2. Statement I appended to these Proceedings furnishes a list of these Agency roads, and shows how the above grants have been distributed.

3. The Executive Engineer in charge of the division and the Agent to the Governor now represent that the bulk of this expenditure is devoted to petty works of construction and chiefly to repairs requiring no professional skill of any kind, and agree

that it would not be feasible for the Public Works staff to supervise such works and control such expenditure from a great distance. It is therefore recommended that the local Sub-Magistrates should perform these duties in regard to all minor works as heretofore, and that the Assistant Engineer should be employed in executing the more important works for which complete estimates have been framed, in preparing fresh plans and estimates, and in advising generally on all questions connected with Agency roads and buildings.

4. The Government approves of the adoption of this course, and sanctions the retransfer of the grant of Rs. 23,000 from the Public Works budget to the Agency department.

5. Statement II shows the estimated cost of certain other roads in the district—arranged in the order of their importance—on which Provincial funds have already been expended. As stated by the Agent, the road from Berhampore to Govindapur (30 miles) is the best fitted for opening up the Maliah country, and in the opinion of Government, it should be thoroughly constructed with masonry bridges; the Assistant Engineer's attention should be devoted entirely to this line. Under G.O., dated 6th May 1891, No. 1255 W., the construction of the unfinished portion of this road has already been undertaken by the Public Works Department, an additional upper subordinate having been deputed for the purpose, and it was expected that an expenditure of Rs. 50,000 could be incurred on it before the 31st March next. The aggregate amounts required for completing the three sections with masonry works according to the present estimates will be Rs. 1,50,384.

6. A special grant of one lakh was provided in the sanctioned estimates of the current year for roads in Ganjam; of this, one-half was appropriated in the Public Works budget, and the remainder credited as contributions to Local funds as shown below:—

Famine Roads in Ganjam.				Appropriation in the Public Works budget.	Proposed distribution in G.O., No. 3362 L., dated 20th Dec. 1890.
				RS.	RS.
Digupudi-Padumari road	..	..	..	..	6,083
Ichapur-Jarada road	..	..	..	10,000	17,800
Heramandalam-Battili road	..	..	..	5,000	7,450
Tekkali-Anantagiri road	..	..	..	10,000	19,800
Kallikot-Boirani road	..	..	..	25,000	..
Total ..				50,000	51,133

As it is proposed to utilise the grants on the same roads, the contribution to Local funds will no longer be required, and the amount will accordingly be transferred to the Public Works Department and devoted exclusively to the purpose of completing the unfinished sections of the road between Berhampore and Govindapur. The Agent reports that a further sum of Rs. 10,000 can be usefully employed on the extension from Govindapur *via* the Taptapani ghât up to Lohagudi (8 miles). This can be provided for by reappropriation from the Public Works grant for famine roads, now raised to one lakh, as ordered above.

7. In G.O., dated 26th March 1891, No. 722 L., the Public Works Department was requested to take in hand at once the Ichapur-Jarada road, and it was promised that, should the expenditure exceed the budget allotment (Rs. 10,000), an additional grant would be made.

8. The estimate for the Heramandalam-Battili road having been raised to Rs. 11,520 in G.O., dated 30th July 1890, No. 2070 W., the amount still required to complete it is Rs. 7,990, and expenditure may be incurred on it to this extent in the current year.

9. In paragraph 3 of his letter recorded in G.O., dated 23rd April 1891, No. 987 L., the President, District Board, stated that he would not recommend any further expenditure on the Tekkali-Anantagiri road.

10. In G.O., dated 5th March 1889, No. 151, Revenue, it was directed that the road from Kallikot to Boirani *via* Atagada should be the first to be taken up as a relief work, and a sum of Rs. 10,000 was allotted for the purpose; but very little work was done, and in paragraph 15 of the report recorded in G.O., dated 30th October 1889, No. 887, Revenue, Mr. Horsfall considered that this road was less important than the others, and that its further completion might be postponed to a future date.

11. The Government agrees that the amounts provided for the last two roads (Rs. 35,000) may be more profitably utilised in opening up the Maliahs. The cost of the proposed extensions to Kojiripoda in the south (42 miles) and to Goddapur in the west (40 miles) should be reported in due course.

12. The redistribution of the grants in the light of the above remarks will be considered in the Public Works Department.

	RS.
Berhampore to Govindapur	50,000
Govindapur to Lohagudi	10,000
Ichapur to Jarada	18,000
Heramandalam to Battili	8,000
Total	86,000

Government considers that they will be of no use as cart roads unless they are so completed.

* Page 3 of G.O., dated 30th October 1889, No. 887, Revenue.
(1) Boppayapuram-gedda.
(2) Palasa.

(3) Babanda-Pattapur.
(4) Korcholi.

13. The roads named in the margin,* begun as famine-relief works, would appear to have been completed and their maintenance charges should fall on Local funds.

(True Extract.)

To the Judicial Department.
" Local and Municipal Department.
" Public Works Department.
" Agent to the Governor, Ganjam.
" Accountant-General.

[Appendix.]

Exd. A. Raitt.

APPENDIX.

I.—Statement showing the Agency lines of communication in Ganjam and the cost of maintaining them.

Agency roads in Ganjam.	From	To	Length.	Annual maintenance charges per mile.	Sanctioned grant for 1891-92.
			MILES.	RS.	RS.
1. Kalipano road	Kalingia	Balliguda	51	50	2,550
2. Sarangodo road	Udayagiri	Mahasingi	33	40	1,520
3. Linepada road	Tentiliguda	Linepada	10	30	300
4. Sarangodo-Boad frontier	Sarangodo	Boad frontier ..	3	..	50
5. Chokkapad road	Tickaballi	Ghatiguda	20	25	500
6. Tickaballi	Girisingia	Tickaballi	9	20	180
7. Boad	Kalingia	Boad frontier ..	26	70	1,820
8. Raikia Digi	Raikia	Budahangia	6	15	90
9. Mohangiri ghât road ..	Mohangiri	Pokiribund	16	40	640
10. " " " "	Pokiribund	The deserted village ..	..	..	50
11. Main Military " " ..	Balliguda	Luhasingi	93	20	1,860
12. Military road " " ..	Loborasingi	Parlakimedi	28	..	900
13. Kotghur " " " " ..			37	20	740
14. Road	Chelligodo	Jogarapalli	14	100	1,120
15. " " " "		Ramagiri	8	15	120
16. " " " "	Ramagiri	Bengasai	11	20	220
17. " " " "	Nuvagada	Keradanga	8	50	400
18. " " " "	Porimolo	Udayagiri	8	25	400
19. Roads in the Parlâ- kimedi Maliahs			..	..	3,000
20. Road	Loborasingi	Chompa ghât	7	..	..
21. " " " "	Jogorapalli	Dhobala ghât	3	..	..
22. " " " "	Munisingi	Gumma	5	..	..
23. " " " "	Rayagada fort ..	Uppalada	..	..	..
24. Taptapani ghât	Ghât	Lohagudi	8	..	300
25. " " " "	Lohagudi	Chandiput	10	20	200
					16,960

II.—Statement showing the cost of the famine roads in Ganjam still to be completed,—arranged in the order of their importance.

Famine roads.	Amount of estimate for completing line.	Amount of estimate for completing line without masonry works.	Special grant assigned from Provincial funds during the famine in 1889-90.	Value of work done during famine operations.	Amount required for completing line as per estimate now in hand.	Amount provided for in the Public Works budget of 1891-92.
1	2	3	4	5	6	7
	RS.	RS.	RS.	RS.	RS.	RS.
1 (a) Berhampore to Digupudi (8th to 16th mile) 9 miles *	50,000	16,067	..	1,000	† 49,000	..
1 (b) Digupudi to Pudemari (7½ miles)	36,000	14,163	{ 5,000 }	3,120	‡ 32,880	..
1 (c) Pudemari to Govindapur (6½ miles)	70,000	..	..	† 1,496	§ 68,504	..
1 (d) Govindapur to Lohagudi (8 miles) via Taptapani ghât	..	10,000	5,000	7,839	2,161	..
2. Ichâpur-Jarada road	..	22,700	..	5,510	17,190	10,000
3. Heramandalam-Battili road (8th to 18th mile) 10 miles	11,520	..	10,980	3,530	7,450	5,000
4. Tekkali-Anantagiri road	..	23,500	4,000	9,970	13,530	10,000
5. Kallikot to Boirani via Atagada	38,800	..	10,000	7,005	..	25,000

- * The first 7 miles have been completed from Local funds.
- † Rs. 15,067 without masonry work.
- ‡ The estimate originally sanctioned was for about 3 miles and for Rs. 7,018 without masonry works, and the expenditure incurred was against the smaller one.
- § Rs. 11,043 without masonry works.

8039

Gobt. of {1891} Madras.
FINANCIAL.



1050

Issued

Recd. 29-7-91
30-7-91

Encl.

G.O., 10th July 1891, No. 579.

JULY.

Ganjam Agency Roads.

Sanctioning the retransfer of the grant for the Agency works for 1891-92 from the Public Works budget to the Agency Department, and passing orders on the question of the improvement of existing communications and of opening up the country by new lines.

PO

0/3/8

11.8.91

to. A no 457 J 16.5.88
" " 798 J 16.7.88
Memo no 580 C 36.2.89
to. B no 64 J 11.2.89
Memo no 611 C 2.2.89
to. B no 74 J 15.2.89
" " 4607 W 31-3.89
Memo no 1344 C 315.3.89
to. A no 704 W 29.3.89
to. B no 147 J 19.3.89
" A 172 J 27.3.89
Memo no 138 D 6.5.89
" " 205 D 20.5.89
to. B no 265 J 3.6.89
Memo no 542 D 19.7.89
" " 541 D 19.7.89
to. B no 3113 W 2.11.89
" " 3169 W 7.11.89
" " 3309 W 21.11.89
" A 2070 W 30.7.90
" " 9 W 5.1.91
" B 897 W 30.3.91
" A 1255 W 6.5.91
" " 1896 W 10.7.91
" " 3221 W 13.11.89

No 2132 W 8.8.91