M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 205 Press Mis.

114-15 Dated 14-2-1870 N.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 14th February 1870.

No. 114. Read the following Proceedings of the Board of Revenue, dated 3rd September 1869, No. 6,605:—

Read the following letter from the Acting Collector of Ganjam, to the Acting Secretary to the Board of Revenue, dated Chetterpore, 22nd June 1869, No. 541.

With reference to paragraph 4 of the Board's Proceedings, dated the 3rd May last, No. 2,969, received 2nd instant, stating that the information required in their Proceedings of the 14th November 1867, No. 7,428, had not been furnished from this district, I have the honour to refer the Board to my predecessor's letter of the 5th October 1868, No. 1,075, and its enclosure, in which the desired particulars are fully given. However, I now beg to submit a scheme, compiled from Mr. Carmichael's letter and other papers in the Office, of proposed lines of road to be constructed from Local Funds, with an estimate of the probable expenditure on each road, together with its approximate mileage.

(*a.*) The first on the list is the road from Alikam to Hiramundalum. The length of this road will be 25½ miles, and the cost about 63,200 rupees.

(*b.*) The next is the road from a point near Aska to the Itchapore Salt-pans *via* Cheegutty and Deegooputty. This road will be 34 miles long, and the cost about 73,870 rupees.

These two roads have received the sanction of Government, and are now under construction, but will take some time before they are completed.

(*c.*) This road, from Kontiapilly on the Aska and Russelcondah line to Soorada, was recommended to be taken in hand at once, in case there arose any necessity to find employment for the poor. It is estimated to cost Rupees 15,000, and its length will be about 15 miles.

(*d.*) The road from Russelcondah to Kolluda will be 5 miles in length, and its cost has been estimated to be Rupees 5,000. It has been already surveyed.

(*e.*) The road from Bellogunta to Jagganadprasad has been surveyed. It will be about 13 miles in length, and will cost about Rupees 10,000. These two roads (*d.* and *e.*) are recommended by the Range Officer.

(*f.*) The road from Kurchioly to the Bengal frontier will be about 9 miles in length, and its cost about Rupees 10,000. This is one of the famine-works on the Government List. Captain Beakley, as the Board have recently been informed, is of opinion that it is hardly worthwhile to touch this road till the Bengal Government are willing to take up the work on their side.

(*g.*) This road from Calingapatam to join the grand trunk road at Gopalpoorum, where there is a Travellers' Bungalow, is recommended for construction by Mr. Hope, the Acting Principal Assistant. The estimated cost is Rupees 35,170, and its length will be about 16 miles.

(*h.*) Continuation of the Chetterpore causeway to the Port of Gopalpore. This road would have probably been completed during the late famine, but the work was interrupted by floods carrying away large masses of the made work. Meanwhile, the condition of the people had improved, and the prosecution of this work, in common with others, was suspended. This is the road referred to at the end of paragraph 10 of Colonel F. Cotton's printed report of his tour in Ganjam

in March and April 1856. The length of the road will be 7 miles, and the cost Rupees 20,000.

(*h*.) A road from Injelly to join the local road to Gopaulpore from Purshottapore, *viâ* Jagganadpore, was proposed by the Assistant Engineer, and supported by the Superintending Engineer. This road will, it is said, relieve the Berhampore line of much traffic going down to Gopaulpore for exportation. The cost is roughly estimated at Rupees 20,000; its length will be about 13 miles.

(*i*.) The construction of the road from Berhampore to Deegooputty, on the second line of road on this list is strongly recommended by the Assistant Engineer and the Senior Assistant Collector. It will open communication with the Cheegutty and Pedda Kimedy Zemindaries. Its cost will be about 20,000 Rupees, and its length about 16 miles.

(*k*.) This short road of *about* 2½ miles from the Port of Bavanapadu to join the trunk road near Chulyapetta is estimated to cost Rupees 14,500.

(*l*.) The last road on this list, about 2 miles long, will be from the Port of Poondy to Kottur on the trunk road; its cost is estimated at Rupees 3,075.

Estimates for the construction of these two roads were prepared by the Range Officer under the special orders of Mr. Carmichael, who personally inspected the places during his last tour to the south of the district.

The Board will not fail to note that the estimate for the second last road appears enormous. The Range Officer explained, to a reference made by Mr. Carmichael, that this road will have to be carried across a swamp on an embankment three feet high, and that the metal and gravel will have to be brought from a distance of *about* 7 miles.

2. I should inform the Board that many of the roads proposed to be constructed have not been surveyed yet; and the cost and mileage of several of them have been very roughly estimated.

3. The subjoined Statement will show at a glance the particulars of the proposed works:—

No.	From	To	Number of miles in length.	Cost.	Remarks.
				Rs.	
1	Aska	Hiramundalum	23½	63,200	
2	Aska	Ichapore	24	76,870	
3	Konisapilly	Sooruda	15	15,000	
4	Russelconda	Ballada	5	5,000	
5	Kullegunta	Deggaduvasad	13	10,400	
6	Koorlam	Bengal Gunjam	9	10,000	
7	Chinna Indam	Gopalpooram	16	35,179	
8	Chatterpore	Gopalpore	7	20,000	
9	Injelly	To a point between Purshottapore and Gopaulpore	13	20,000	
10	Berhampore	Deegooputty	16	20,000	
11	Bavanapadu	Chulyapetta	2½	14,500	
12	Poondy	Kottur	2	3,075	
			156	2,89,824	

4. The approximate mileage of all these roads will be 156 miles, and the cost of construction about Rupees 2,89,824. Now the annual income of the District Road Fund may be estimated at Rupees 85,000. If the allowance for annual repairs be set down at Rupees 20,000, there will remain Rupees 65,000 a-year to be expended on these new roads. At this rate it will take nearly four and-a-half years before all the works enumerated above can be completed.

5. With regard to the annual allowance for the maintenance of local roads, I agree in opinion with my predecessor in fixing a uniform rate of 100 rupees the mile. If any roads require new gravelling wholly or in part, or receive an extensive damage from floods, etc., a special grant may be given; and, further, on no account should a maintenance grant be allowed till a road has been declared to be finished and open to public traffic. I should here state that the Acting Superintending Engineer does not quite coincide in opinion in considering it desirable to allow a uniform rate of maintenance, as the cost of annual repairs will vary with the amount of traffic on a road, and depend also on the proximity of good gravel, etc.

6. I beg to forward a Map of the district showing in violet the projected roads. I have to inform the Board that the spare copies of the skeleton Map for the entire Presidency promised to be sent in paragraph 11 of Government Order, Revenue Department, 11th November 1868, No. 2,831, communicated by the Board, have not yet been received in this Office.

Enclosure No. 1.—Map.

Submitted for the orders of Government.

2. Mr. Ellis's scheme of proposed lines of road to be constructed from Local Funds is furnished in compliance with Board's Proceedings, dated 14th November 1867, No. 7,428, and with reference to the concluding portion of paragraph 4 of Government Order, dated 16th March 1869. His predecessor's letter of the 5th October 1868, No. 1,075, to which allusion is made in the commencement of the present communication, was recorded* with reference to Government Order, dated 11th November 1868, No. 2,831, reviewing the Board's proposals, and issuing further instructions regarding the future classification as imperial and local of the roads throughout the districts.

* In Board's Proceedings, dated 18th December 1868, No. 8,852.

3. The Board proceed to notice the Acting Collector's proposals: it has appeared to them that, on further acquaintance with the district, Mr. Ellis may probably see reason to modify some of his present recommendations. Of the twelve roads entered in the list in paragraph 3, the following promise comparatively little utility, and have the Board think, less claim on the District Road Fund than some other lines not as yet noticed, viz.:—

(*a*.) From Konisapilly on the Aska and Russelconda lines to Sooruda. A fair road thence already exists, and as a good road from Sooruda to join the main line at Aska is already nearly finished, it is not necessary to do more at present.

No. 3, miles 15, cost Rupees 15,000.

The proposed road would chiefly have been of importance as affording work during the late famine. A direct cart-road between Soorada and Russelcondah may be undertaken at a future day, should the Collector desire to bring forward the proposal.

(*d.*) From Russelcondah to Kollada. This is an old carriage drive, made when the former station was a Cantonment. It is still, the Board believe, bridged, and may be driven upon for two miles, and it is used by carts as far as Kollada. The bridged portion of it should be kept up for the sake of the European residents, but the proposed work need not be retained on the list in its present form as a line terminating at Kollada. The Board suggest that the Collector should consider the expediency of continuing the line through the valley in which the Kookoolcobah Sal forests lie, and on to the frontier of the district where it joins Duspulli, this might perhaps be carried out in conjunction with the Forest Department.

No. 4, miles 6, cost Rupees 5,000

(*f.*) This road from Kurcholy to the Bengal frontier is one of the famine-works on the Government List, and may be postponed as Captain Beckley suggests.

No. 6, miles 9, cost Rupees 10,000

(*g.*) This road is proposed in order to connect Calingapatam with the grand trunk road at Gopalpoorum. It does not commend itself to the Board as a line likely to be much used, nor has it any peculiar claim on the District Road Fund as far as they are aware. Mr. Ellis is requested to state in detail the advantages of this line.

No. 7, miles 16, cost Rupees 35,170.

(*h.*) Continuation of the Chetterpore causeway to the Port of Gopaulpore. This may be omitted from the present list. It is one of the works the prosecution of which was suspended on the improvement of the condition of the people after the late famine; it would be imperfect without a bridge at Gopaulpore. At present the causeway is practicable for carts for two miles, after which they go through Cocoanut topes on a dry sandy track; the carriage road is but three miles further round.

No. 8, miles 6, cost Rupees 20,000.

(*i.*) A road from Injelly to a point on the local road between Purshottapore and Gopaulpore.

No. 11, miles 2½, cost Rupees 14,500.

(*k.*) From the Port of Bavanapadu to join the trunk road near Chulyapetta.

No. 12, miles 2, cost Rupees 3,075.

(*l.*) This is the last road on the list. It is to run from the Port of Poondy to Kottur on the trunk road. As Poondy is already connected with the trunk road, the necessity for the new line is not apparent.

The three roads last mentioned (*i.*, *k.*, and *l.*) are of secondary importance, but the Board propose retaining (*i.*) for the reasons mentioned by the Acting Collector. The other two may be omitted.

Proceedings of the Madras Government, Revenue Department,
14th February 1870.

4. Striking out the above-mentioned seven roads (*c.*, *d.*, *f.*, *g.*, *h.*, *k.*, and *l.*), there remain the following five, namely, (*a.*), the first on the list. It is from Alikam to Hiramundalum, and is a sanctioned road; its length is 23½ miles, and estimated cost Rupees 63,200.

(*b.*) or No. 2 on the list. From a point near Aska to the Itchapore Salt-pans, *via* Cheegutty and Deegooputty. It has received the sanction of Government, and is now under construction. These works appear as Items Nos. 1 and 2 of the current year's Road Fund Budget, with allotments of Rupees 18,560 and 13,000, respectively.

Length 34 miles, cost Rupees 73,870.

(*e.*) or No. 5. From Belloogunta to Jagganadprasad. This road has been surveyed, and is recommended by the Range Officer.

Length 13 miles, cost Rupees 10,000.

(*i.*) or No. 9. Has been noticed above already.

Length 13 miles, cost Rupees 20,000.

(*j.*) or 10. From Berhampore to Deegoopoody. It is recommended by the Assistant Engineer and the Senior Assistant Collector as opening a communication with the Cheegutty and Pedda Kimedy Zemindaries.

Length 16 miles, cost Rupees 20,000.

5. Of these five roads proposed to be retained on the list, the Board consider the road from Aska to the Itchapore Salt-pans (*b.* or No. 2) and that from Berhampore to Deegoopoody (*j.* or No. 10), to be the most important. These together with the line from Alikam to Hiramundalum which is in progress, and that from Belloogunta to Jagganadprasad (*e.* or No. 5) should be proceeded with as rapidly as possible, leaving the road from Injelly to a point on the local road between Purshottapore, and Gopaulpore, *via* Jagganadpore (*i.* or No. 9), to be taken up later.

The Map referred to in paragraph 6 has not yet been prepared.

No. 115. ORDER THEREON, 14th February 1870, No. 205.

Local Funds, No. 6.
Civil Works.

THE Government concur in the remarks of the Board of Revenue.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.

Exd. F. R. Bartleman.

1869.

Board of Revenue,

MADRAS.

PROCEEDINGS, 3RD SEPTEMBER 1869, No. 6,605.

Received 2nd Sept 1869

SEPTEMBER

No. 6,605.

Roads—to be constructed in Ganjam District, from Local Funds.—Collector's scheme of, submitted for orders of Government, with remarks.

To the Acting Secretary to Government, Revenue Department, with Map.

Copy to the Acting Collector of Ganjam.

" to the Superintending Engineer, 1st Division.

Ind. G. A. Turton.

Acting Secretary.

Revenue Department

No. 205.

Proceedings of the Madras Government
Under date the 14th February 1870.

Read the following
Proceedings of the Board
of Revenue.—

Submitting for orders
of Govt. Gungoim Collector's
Scheme for constructing certain
Roads from Local Funds
in that District.

(R. Dis. 3rd Sept. 69 No. 1603)

The Government
concur in the remarks
of the Board of Revenue.

14 Folio Boards with Manuscript Depts 16
21 ——— Do Depts