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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 235 Press Mis-

171-172
Dated 18 — 2 — 1870.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 18th February 1870.

No. 171. Read the following Proceedings of the Board of Revenue, dated 8th November 1869, No. 8,245 :—

Read the following papers :—

From the Collector of Vizagapatam, to the Acting Secretary to the Board of Revenue, dated 31st August 1869, No. 524.

With reference to the Proceedings of Government, dated 14th July 1869, No. 2,031, referring to the Board* of Revenue for report the proposals of the Superintending Engineer for the construction of branch roads from Lakavarapu Cotta to Gajepattinagaram, and from Ramabadrapuram to the great northern road, I have the honour to forward a Map† of the district, on which the existing and proposed lines of road have been sketched, to enable the Board to consider the whole bearings of the scheme under discussion.

* Board's Proceedings, No. 51,260, of the 17th July 1869.

† Sent by bungby.

2. In the Government Order, No. 2,831, of the 11th November 1868, the following lines of road in the Vizagapatam District were classed as Imperial, and are coloured red on the Map now forwarded.

I.—The great northern trunk road from Tuny to Chicacole, with a branch from Ankapilly to Vizagapatam.

II.—Vizagapatam to the Jeypore country, *via* Bimlipatam, Vizianagaram, and Kasipur.

III.—The Petta Ghaut and roads in the Jeypore country.

IV.—Chicacole to Palconda and Parvatipur, of which a portion runs through the Ganjam District.

And in addition to the above, there have been sanctioned two salt-roads leading from Penukotta to Tuny, and Kuppali to Chilkapalem, both connecting salt-stations with the great northern trunk road.

3. In my report on the administration of Jeypore for 1868, I pointed out that a good road was now almost completed between Jeypore and the Pachipenta Ghaut; that the ghaut was itself too steep for bandy-traffic, and I recommended strongly the construction of a first-class road for that ghaut, and that a slight change should be made in the classification of imperial lines; the piece of road from Vizianagaram to Kasipuram being transferred to the Local Budget, while the lines to connect Pachipenta with Vizianagaram on the south and Parvatipur on the north should be classed as imperial.

4. Since making the above recommendation, a new project has been brought forward for constructing a new line of road direct from Ramabadrapuram by Sarvaswaram to the northern trunk road at Chilkapalem, which is sketched in the accompanying Map in yellow. The line is most favourably situated, running along high land on the water-shed between the Goostanadi and Chicacole rivers, and consequently not costly in construction or liable to injury by floods. It is also the most direct line between the Pachipenta Ghaut and the coast, and is the natural line of communication between Jeypore and the sea. The salt-line now under construction from Chilkapalem will connect it with the Kuppali salt-

plans, and on its completion a great increase in the salt-sales at Kuppali can be confidently anticipated.

5. I would now propose, therefore, the following re-classification of Imperial lines:—Vizagapatam to the Jeypore country, *via* Bimlipatam, Vizianagarum, Ramabadrapuram, and Pachipenta, to take the place of the road entered as V. in the main lines of communications in the Proceedings of Government, dated 11th November 1868, and from Ramabadrapuram to Kuppali, to take the place of Salt-road No. 5, as entered in the above Proceedings, as far as the Vizagapatam District is concerned.

6. The line of road from Vizianagaram to Kasipur, *via* Bowdara, and from Parvatipur to Chicacole so far as this district is concerned, would, in place of the above, be transferred to the District Local Fund.

7. The Board will remark that the Superintending Engineer, for reasons given in paragraph 3 of his letter of the 28th May 1869, No. 846, recommended that work on the line from Vizianagaram to Kasipur should be put a stop to, and the balance of funds be made available for the survey expenses of the Pachipenta Ghaut. This proposal the Government declined to comply with, so large a proportion of the estimate having been expended, that it was considered inexpedient to divert the balance from the completion of the road.

8. I beg to submit that the transfer of this piece of road to the Local Fund Budget will in no way prevent, or probably even retard its completion, for which provision would be made in future Local Fund Budgets, as soon as the transfer is sanctioned. I regret to say that its refusal leaves the Superintending Engineer without any funds for preliminary surveys of the Pachipenta Ghaut, and thus a measure, which I may venture to say is essential to the welfare of the Jeypore country, and which has received the approval of the Government, must, for want of the necessary means, be indefinitely postponed.

9. With regard to the suggestion of Captain Fischer to connect Gajepattinagarum with Lakavarapu Cotta, the most feasible way of doing this is sketched in the Map in yellow. A direct road appears unnecessary, and as the Goostanadi River is bridged at Gopalpilly, the line, as sketched in, will take advantage of that work, and connect sufficiently the line of road from Vizagapatam to Kasipur with the line leading to the Pachipenta Ghaut. The construction of this branch must, of course, be undertaken out of Local Funds, and it is not of sufficient importance to be taken in hand until the completion of the lines now in progress.

10. With a view to make this report on the district roads complete, I have, in communication with the Range Officers, endeavoured to have the Map drawn up in accordance with the instructions contained in the Board's Proceedings, dated 14th November 1867, No. 7,428, which has not yet been replied to for this district. To close my review of the imperial lines, I will now refer to the roads in Jeypore, which are constructed out of Imperial Funds by the Assistant Agents, Mr. Turner and Captain Smith. The lines at present in existence are three:—

Jeypore lines.

I.—From Jeypore by Petta Ghaut to Galekonda, above Kasipur, about 70 miles.

II.—From Jeypore to Turner's Ghaut to above Pachipenta, 56 miles, of which 14 are under construction.

III.—From Korraput by the Saptam Ghaut to Kottapad, about 45 miles, under construction.

11. Road I. is completed from Jeypore to the foot of the ghaut at Kottu, and is practicable, though not for bandies, to the summit of the ghaut at Petta. From this point to Galekonda it is merely a bullock-track, but the bridges are still serviceable, and the track will be maintained in its present condition.

12. Road II. is, with the exception of 14 miles, now under construction between Chikkapad and Turner's Ghaut, and which will be completed this season, open for bandy-traffic between Jeypore and the top of the Pachipenta Ghaut. This ghaut is also completed and kept in repair, but owing to its steepness, is not fitted for bandy-traffic. It is merely a good bullock-track. Turner's Ghaut, leading into Jeypore, would be quite practicable for carts, if the Pachipenta Ghaut were opened for their traffic.

13. Road III. is a new road devised and commenced this year by Mr. Turner. It will connect Kottapad with the above road No. II., and will make the direct line of communication between Bustar in the Central Provinces, Jeypore, and our own district on the coast. This line is already largely used by Brinjarries, and when completed will doubtless divert them in greater numbers from the difficult route, *via* Naraimpoor to Parvatipur, to the easy line that will then be opened for them through the Jeypore territory to Pachipenta.

14. I proceed now to the district roads which I will take in order and number from the south.

District Roads.

I.—From Narsipatam to Tallapalem.
II.—Polavaram to Yandapilly in road I.
III.—Narsipatam to Kistnadevipet.
IV.—Narsipatam to Kondasanta.
V.—From Poodimadaka by Ankapilly and Chodavaram to Yaddady.
VI.—From Chodavaram road to Soobavaram.
VII.—From Vizagapatam by Kottavalsa, Lakavarapu Cotta, and Srungavarapu Cotta to Bowdara, 40 miles.
VIII.—From Vizianagaram by Gajepattinagaram, Ramabadrapuram to Pachipenta, 35 miles.
IX.—From Ramabadrapuram to Parvatipur, 20 miles.
X.—From Vizianagaram to Palconda.

15. The first and last of the above roads are the only ones on which much progress has been effected. The first is completed with the exception of two bridges and a few tunnels; the tenth is gravelled and bridged from Vizianagaram to Sarvaswaram, with the exception of one large river; the remaining half of the road as far as Palconda is gravelled, but is not bridged. An estimate, amounting to Rupees 1,34,662, has just been prepared for completing this line.

16. Roads II., III., IV., and VII., are constructed in portions, and roads V., VI., VIII., and IX., have been commenced this year, and the greater portion of the earth-works completed. Of these roads No. VIII. is the one recommended

to be transferred to imperial, on which Rupees 6,517-6-3 have been expended in the current year.

17. The Road Fund receipts of the district are not large, amounting to little over 1,00,000 rupees, and with such extensive works under construction, it will be some time before funds can be available for undertaking new lines, especially as a maintenance allowance of Rupees 100 a-mile must be granted for all the completed portions. I have, however, entered in the Map such proposed new lines as I would recommend for construction as funds become available, and I will now number these projects according to the order of their importance.

Proposed new lines.

I.—From Ramabadrapuram to Chilkapalem.

II.—From Ankapilly to Yaddady, with a continuation to Madgole.

III.—From Palconda to the Kimedy frontier.

IV.—From Vizianagaram to Konada.

V.—From Gajepattinagaram to Gopalpilly.

18. The first line, the construction of which I have urged should be at once undertaken with Imperial Funds, has been already described fully in this report. The second line would connect Madgole, a place of some importance, at present not included in our scheme of communications with Narsipatam, the head-quarters of the division, and the coast direct. The third line would connect Palconda by the Sitampet Ghaut with the roads in Kimedy, through which a constructed road leads already to Kimedy, the head-quarters of a large talook in Jeypore below the ghauts. The fourth line would connect Vizianagaram and Konada, a place of some importance on the coast. The fifth line would connect the country on the direct road from Vizagapatam to Kasipur, with the road leading to the Pachipenta Ghaut.

19. A Statement is prepared to accompany this report, giving the information concerning the district roads which was called for in paragraph 9 of the Board's Proceedings, No. 7,478, of the 14th November 1867. Though I regret that those Proceedings have been so long unanswered, I could not have answered it in a satisfactory manner before I had become personally acquainted with the state of the existing roads, and the wants of this very extensive district.

Enclosure No. 1.—Map.

Enclosure No. 2.—Statement.

From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, Madras, dated Dowlaishweram, 21st July 1869, No. 1,570.

Adverting to paragraph 4 of Government Order, No. 2,146, of the 2nd instant, I have the honour to forward, for the consideration of Government, copy of a letter* from the Collector of Vizagapatam, relative to the proposed road from Ramabadrapuram to Chilkapalem *via* Madgolam.

* Copy of letter, No. 423, dated 15th June 1869.

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2. It will be observed from Mr. Minchin's letter that if the above line of road be properly constructed, he has no doubt but that it will form the natural line of communication between the coast and the Central Provinces, and, on completion, will materially affect the traffic on the line from Parvatipur, which is represented to be very great; but as the Local Funds of the district are small, compared with the area to be provided with means of communications, it will be advisable to maintain both lines as imperial works.

3. Provision has been made in this year's Budget for the repairs to the road from Parvatipur to Palconda to the extent of Rupees 2,950 for 29½ miles of road, but as the road has never been properly made or metalled, this money can only keep it passable in fair weather.

Enclosure No. 3.

From the Collector of Vizagapatam, to the Superintending Engineer, 1st Division, dated Dowlaishweram, 15th June 1869, No. 423.

I have the honour to return the explanation of the Range Officer concerning the line of road from Parvatipur to Palconda, which accompanied your letter of the 8th July 1869, No. 1,388.

2. Parvatipur is at present the sole emporium in the district through which trade is carried on with the wild country lying between the ghauts and the Central Provinces. Salt is there stored by the local merchants and exchanged for the produce brought from the interior, and the amount of traffic between this place and the coast is therefore very great, and the line of road was deservedly constituted imperial.

3. In my report on Public Works for the last year, I commented on the utter state of neglect into which this important road had fallen, and from your present statement it appears that, although called an imperial line, no funds have been, or can be, allotted for this work. It would appear, therefore, that its transfer to Local Funds would not, on this score, be objectionable as, if it retains the nominal honour of being considered an imperial line, it will shortly cease to exist.

4. With regard to the proposed line of road from Ramabadrapuram to Chilkapalem to connect the Pachipenta Ghaut with the coast to the north of the district, I have no doubt that if this ghaut and road be properly constructed, it will form the natural line of communication between the coast and the Central Provinces, and on completion, will materially affect the traffic on the line from Parvatipur. The latter line could not, however, be abandoned under any circumstances, and if not continued as imperial, must be transferred to the Local Fund.

5. I am bound to point out that the resources of the Local Fund in this district are very limited as compared with the vast extent of territory for which roads have to be provided, and the transfer of the line from Parvatipur to Palconda, is not the transfer of a made-road, but of one which must be constructed at a large outlay.

6. It would tend greatly to the welfare of the district if Government would accept both lines as imperial, and allot proper funds for their completion with the least possible delay.

Referred to the Revenue Department, with reference to paragraph 4 of Government Order, No. 2,146, dated 2nd July 1869.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

30th July 1869.

RECEIVED to the Board of Revenue, in continuation of the Order, dated 14th July 1869, No. 2,031.

FORT SAINT GEORGE, *9th August* 1869. (Signed) R. A. DALYELL, *Acting Secretary to Government.*

In the first letter above recorded, Mr. Minchin reports generally on the imperial and district roads of the districts of Vizagapatam and Jeypore.

2. He points out that, having recommended that the Jeypore main road should take the Pachipenta Ghaut line, instead of that *via* Kasipuram, a re-distribution of the imperial lines (below the ghauts) which connects Jeypore with the coast is required. Mr. Minchin proposes that the lines from Vizianagaram to Pachipenta (*via* Ramabadrapuram) on the south, and from Parvatipur to Ramabadrapuram on the north should be placed on the Imperial List, while that section of the imperial line from Vizagapatam to Kasipuram which lies between Vizianagaram and Kasipuram should be placed on the Local Fund List as a set-off against the section between Vizianagaram and Pachipenta. The Board resolve to support this proposal, and recommend that the line from Vizianagaram to Pachipenta be at once declared imperial.

3. The Collector does not propose any set-off for the Ramabadrapuram and Parvatipur section, now a local road, which he proposes should be made imperial, and without this the transfer of this long section of a road of a local character to the Imperial Budget cannot be urged.

4. In the same letter Mr. Minchin demonstrates the desirability of making the line from Ramabadrapuram to the junction of the Kuppali Salt-road with the great northern trunk road at Chilkapalem. He proposes that this should be constructed from Imperial Funds as a salt-road, taking the place of No. 5 Salt-road in the Imperial List, given in Government Order, No. 2,332, dated 11th November 1868, so far as it lies within the Vizagapatam District. The roads appear to be of about the same length. The estimate of the outlay is given, but Mr. Minchin thinks the Ramabadrapuram road will be cheaply made. In the letter to the Superintending Engineer, which is one of the papers referred to the Board by Government, Mr. Minchin points out that the resources of the Road Fund of his district are very limited, and that it would be a great thing for the people if Government would undertake both these roads.

5. The proposed new road is obviously important and very direct; and it will prove a very useful salt-road in connecting the factories at Kuppali (where the best salt of the district is made) with the new Jeypore Ghaut.

The Board are of opinion that it should be constructed from Imperial Funds, but they leave it to Government to decide whether the salt-road from Palconda to Parvatipur must be transferred to the Local Fund List.

6. The Board beg the Government to re-consider their decision on the matter referred to in paragraphs 7 and 8 of the Collector's letter of the 31st August. The survey of the Pachipenta Ghaut is of the first importance.

7. The Board do not think it necessary to open a communication between Gajepattinagaram and the Goostanadi bridge on the line to Lakavarapu Cotta.

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8. The review of the lines in Jeypore shows that they are well selected. But the road *via* Petta Ghaut to Kasipur runs through the most important part of the country, and should be kept in an efficient state for cattle-traffic.

9. The Board approve of all the other lines proposed by Mr. Minchin for construction.

No. 172. ORDER THEREON, 18th February 1870, No. 235.

Local Funds, No. 13.
Civil Works.

THE Government observe that there is no prospect of funds being available from the Imperial Budget for the completion of the roads recommended by the Collector for some time to come, and they are therefore indisposed at present to sanction the re-classification of roads recommended, which would be tantamount to an indefinite postponement of the construction of some very important lines.

2. The Government concur with the Board in their commendation of the Collector's selection of the lines of road to be undertaken both in Jeypore and on the east of the ghauts, and they also agree with them in deeming it unnecessary to open a line between Gajepattinagaram and the Goostanadi bridge.

3. It will be considered in the Public Works Department whether funds for the survey of the Pachipenta Ghaut can by any means be made available.

(True Extract.)

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

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

Ed. F. R. Bantleman

Revenue Department.

No. 235.

PROCEEDINGS** of the **MADRAS GOVERNMENT.

Under date the 18th July — 1870.

Read the following Proceedings of the Board of Revenue.

Tuticorin Collector's report on improved and Cheriot lands in Tinnevelly from Salt and the steps to be used to encourage that trade from Tuticorin to Pachiapetta to be classed as Inland Imperial.

R. to 4th Nov 1869 No 2265.

The Government observe that there is no prospect of funds being available from the Imperial Budget for the completion of the Roads recommended by the Collector for Lonie

some time to come, and they are, therefore, inclined, at present, to postpone the reclassification of roads recommended, which would be tantamount to an indefinite postponement of the construction of some very important lines.

2. The Board concur with the Board in their recommendation of the classification of the lines of road to be made Eastern both in Joydore and on the East of the Hooghly and they also agree with

with them in deeming it unnecessary to open a line between Gajipattinagaram and the Goorlanadi bridge.

3. It will be considered in the P.W. Dept. whether funds for the survey of the Panchipanta Shaut can by any means be made available.

No. Letter Bd's Remarks & Enclosures Date of Reply
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