M.R.O. 1—77,000-3-4-47.

(1) Number of pages 12

(2) Date of repair 28.6.1964

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public (Confidential) DEPARTMENT.

G.O. No. 3090 Press / Mis.

415/16

Dated 19.12. 1820.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 19th December 1870.

No. 415. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 25th November 1870, No. 2,868 :—

In continuation of this Office No. 2,557, dated 31st October 1870, I have the honour to forward copy of a letter from the Assistant Engineer in charge No. 2 Range, Ganjam, reporting the damages done by heavy rains to the trunk road, etc., and to inform you that the lines of communication have already been restored without an additional cost to Government.

From the Officer in charge of No. 2 Range, Ganjam, to the Superintending Engineer, 1st Division, dated Berhampore, 6th November 1870, No. 144.

I beg to inform you that on the 31st ultimo and on the 1st, 2nd, and 3rd instant, I inspected the trunk road and bridges from Berhampore to the 34th mile at Mahandra river bridge, and found the damaged portions perfectly restored ; my coach on springs was driven over it at the rate of four miles an hour. The road I can assure you was in very good order. The principal damage was in the 2nd mile, between the 5th and 6th and the bridge of the 12-feet span over the Punchama Nulla, and in the 17th, 18th, 19th, and 20th miles, in proximity with north and south of the Dundugedda. The repairs were, however, completed, so as to render the road perfectly free and easy to traffic. On my return on the morning of the 4th instant a fresh breeze set in from north north east at 4 o'clock A.M., with drifting rain at 12 o'clock noon of that day. A moderate gale was blowing, with rain by times, at 6 P. M. A strong gusty gale set in with heavy torrents of rain and continued till the morning of the 5th. It is impossible for me to say exactly how much rain fell in the locality where I was situated, but at times, during the night, the wind and rain were truly terrible. I proceeded from the 27th mile to inspect the road to Berhampore. Up to this time the reports reached me of the road from all sides were favourable, but that heavy floods were coming. On arriving at the 20th mile, south of the Dundugedda, I found the road submerged for 300 yards, and enormous bodies of water flowing from all directions, with branches of trees and debris floating down the main line of the Dundugedda. The road south of the bridge was submerged for a distance of 350 yards, over which I had difficulty in making my way. On the north side again the road was submerged for 350 yards about, and the flood was not yet up to the summit level. At this time, about 9 o'clock, the day cleared, and a strong sunshine continued throughout the day. The whole country around me at this place was under water. At 10 o'clock I left ; the flood was at the highest, the road north and south of the Dundugedda bridge was 3 feet 6 inches or 4 feet, greatest depth submerged. I had at command any amount of labour ; but nothing could be done. I left men to watch with instructions to ward off the breach in the line of the old gedda as the water subsides. This is the most serious damage that can occur, and will be faithfully watched. The bridge is safe. My coach was taken over all. The 17th mile was submerged, not seriously, about 350 yards, and a portion of the 16th slightly. A heavy flood down the Itchapore river, but bridge safe ; only river approaches on south side heavily scoured ; earth falling in, but nothing serious can happen ; flood at summit level ; from this to 12th mile no water on the road ; at the 12th mile 100 Rg. yards of gravel scoured off. Most extraordinary flood at this place near the village of Beersola ; a mile north the Dundugedda came down in extraordinary flood and with terrific force, but for a short period only, as it had fallen nearly 8 feet ; up to this time, 3 o'clock P.M., a heavy breach was scoured through the road on the south of bridge, and one on the north. The flood was of extraordinary violence at this place, and it is really astonishing how these breaches, or rather I should say two large holes, were scooped out of the centre of the road about 12 feet in diameter and 5 feet to 7 feet deep. The bridge I found perfectly safe ; water fast subsiding, but it was still high, and was over the surface of the Sunapore or Beersola road to the Port, in the 1st mile of the Port road, where the Dundugedda passes through. The Punchama Nulla at site of the broken bridge was again breached, and here again the flood was of extraordinary violence and height. The village of

Proceedings of the Madras Government, Public Works Department,
19th December 1870.

Goluntra at this place, which was safe in the former floods, was destroyed by this, and I regret to have to state that lives were lost in it. Between the 5th and 6th mile I found the road submerged for 500 yards and breached. In the centre of the submerged portion the 2nd mile was submerged 500 yards, and the damaged portion just repaired, caused by the former floods, is again undone. Beyond this no damage occurred. I reached Berhampore at about half past 6 o'clock P. M. and learned that the storm was very strong here also; but the rainfall register was only 1·45 inches, and north of Berhampore no flooding took place. The road from Berhampore to Aska is repaired and in perfect order. The trunk road from Berhampore to frontier *via* Ganjam is repaired and in perfect order, and there is hardly a trace of the flood left north of Berhampore on any road or work of importance, except the Korakary bridge, and there is a perfect ferry established and bandy traffic restored over whole line of road. The only damage that remains is on the trunk line from Berhampore to Mahandra and the branch lines in that direction. It is impossible for me to restore this road without a special grant, though I hope it will not be large what I shall have to ask. Meantime, I will restore communication in anticipation of your approval, though my maintenance grant on this line is already exhausted. I beg your instructions by telegraph. I enclose three papers for perusal, which I beg you will return when no longer required. You may rely on the economy that will accompany my operations in restoring communication.

No. 416. ORDER THEREON, 19th December 1870, No. 3,090.

CIVIL WORKS, No. 34. ORDERED to be recorded.

(True Extract.)

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

Exd. E. C. Shunker.

No 144

No 2 Range Office
Berhampore
6th November 1870

From

The Officer Incharge of No II Range
Ganjam

To

The Superintending Engineer
1st Division

Sir,

I beg to inform you that on the 31st Ultimo on the 1st 2nd and 3rd Instant I inspected the Trunk road and Bridges from Berhampore to the 34th Mile at Mahandra River Bridge and found the damaged portions perfectly restored my Coach on Springs was driven over it at the rate of 4 Miles an hour. the road I can assure you was in very good order, the principal damage was in the 2nd Mile, between the 5th and 6 and the Bridge of the 12' Span over the Panchama Nulla and in the 17th 18th 19th & 20th Miles in proximity with North & South of the Dundu gedda the repairs were however Completed so as to render the road perfectly free and easy to traffic. on my return on the morning of the 4th Instant a fresh breeze set in from North Nor East at 4 O'C A. M. with

with drifting rain at 12 A.C. Noon of that day a Moderate gale was blowing with rain by times at 6 P.M. a strong gusty gale set in with heavy torrents of rain and Continued till the Morning of the 5th it is impossible for me to say Exactly how Much rain fell in the locality where I was situated but at times during the night the wind and rain was tremendous.

I proceeded from the 27th Mile to inspect the road to Berhampore upto this time the reports reached me of the road from all sides were favourable but that heavy floods were coming on arriving at the 20th Mile South of the Dundu Gedda I found the road Submerged for 300 Yards & enormous bodies of water flowing from all directions with branches of trees and debris floating down the Main line of the Dundu Geddah the road South of the Bridge was submerged for a distance of 350 yds over which I had difficulty in making my way. On the North side again the road was submerged for 350 Yards, about, and the flood was not yet upto the Summit Level at this time about 9 A.C. the day Cleared and a strong Sun Shine Continued throughout the day. the whole Country around me at this place was under water at 10 A.C. I left the flood was at the highest the road North and South of the Dundageddah Bridge was 3' 6" or 4' greatest depth submerged.

9

I had at Command any amount of labour but Nothing could be done. I left men to watch with instructions to ward off the breach in the line of the old Gedda as the water subsides this is the most serious damage that can occur and will be faithfully watched the Bridge is safe my Coach was taken over all the 17th Mile was submerged not seriously about 350 yards and a portion of the 16th slightly a heavy flood down the Itchapore River but Bridge safe only River approaches on South side heavily Scoured Earth falling in but Nothing serious can happen, flood at Summit Level from this to 12th Mile no water on the road, at the 12th Mile 100 Rg yds of gravel Scoured off most Extraordinary flood at this place near the Village of Beersola. a mile North the Dungalageddah came down in Extraordinary flood and with terrific force but for a short period only as it had fallen nearly 8' up to this time 3 A.C. P.M. a heavy breach was Scoured through the road on the South of Bridge and one on the North: the flood was of Extraordinary violence at this place and it is really astonishing how these breaches or rather I should say two large holes were scooped out of the centre of the road about 12" in diameter & 5 to 7' deep the Bridge I found perfectly safe. water fast subsiding but it was still high and was over

the

the surface of the Soonapore or Bursola road to the Port, in the 1st Mile of the Port Road where the Dungalageddah passes through.

The Punchama Nulla at site of the broken bridge was again breached and here again the flood was of Extraordinary Violence and Night the Village of Golountra at this place which was safe in the former floods was destroyed by this and I regret to have to state that lives were lost in it; between the 5th & 6th Mile I found the road Submerged for 500 Yards and breached in the Centre of the Submerged portion, the 2d Mile was Submerged 500 Yds and the damaged portion just repaired Caused by the former floods is again undone: beyond this no damage occured. I reached Berhampore at about ½ past 6 A.C.P.M. and learned that the storm was very strong here also but the rain fall registered was only 1.45 Inches and North of Berhampore No flooding took place the road from Berhampore to Ichapore is repaired in perfect order the Trunk Road from Berhampore to Frontier via Ganjam is repaired and in perfect order and there is hardly a trace of the flood left North of Berhampore on any road or work of importance except the Kooakoy Bridge and there is a perfect Ferry Established and Daily traffic restored over whole line of

road

road the only damage that remains is on the Trunk line from Berhampore to Mahendra and the branch lines in that direction it is impossible to me to restore this road without a special grant though I hope it will not be large what I shall have to ask, Mean time I will restore Communication in anticipation of your approval though my Maintenance grant on this line is already Exhausted I beg your instructions by Telegraph. I enclose 3 papers for perusal which I beg you will return when no longer required. You may rely on the Economy that will accompany my operations in restoring Communication.

I have the honour
Sir
Your Most Obedient Servant
(signed) T. W. Harris
Assistant Engineer
Ganjam

(True Copy)

Lieut. Wilson Major R.E.
Ag Supg. Engineer 1st Division

No 1

Superintending Engineer's Office
No 2068 1st Division Dowlaiswaram
25th November 1870

From

Major J. F. Fischer R.E.
Ag Superintending Engr 1st Dn

To

Colonel C. A. Orr R.E.
Secretary to Government P.W.D.
Madras.

Sir

In continuation of this Office
No 2559 dated 31st October 1870, I have the
honor to forward Copy of a letter from
the Assistant Engineer in charge No 2 Range
Ganjam regarding the damages done by
heavy rains to the Trunk Road &c and to
inform you that the lines of communication
have already been restored without any
additional cost to Government.

I have the honor to be
Sir
Your most obdt Servt
Illegible Major R.E.
Ag Superg Engineer 1st Dn

Recd 8/11/70

Executive Engineer
letter No 2868
dated 25th Octr
from the Asst
to Superintendent
Ganjam
Forwarding Copy
of a letter from
the Asst Engr
No 2 Range
Ganjam
Reporting the
damages done
by heavy rains
to the Trunk
Road &c
Copy to Secy
to Govt PWD
Madras.

P.W. 1870 Dept.
No. 2868 1.1.
Inward No. 4858
Sheriff Surveyor
1st Div.

To
The Secretary to Govt
P.W.D. Madras

Dated 25th November
Received 1st December } 1870

Enclosure 2 Cost

Forwards Copy of a letter from the Officer in charge of No 2 Range Ganjam Reporting on the damages done by the late heavy rains to the Trunk Roads &c and informs the Roads have been restored without an additional Cost

No 3999 - 19th Dec 1870
With an order

Ordered No 3999.
Ordered Accordingly

Copy of Govt Order
19th Dec 1870

Copy of Govt Order
63d Dec 1870 Ca. 6a

Govt. of Madras

PUBLIC WORKS.

To

Dated

Recd.

G. O. 19 Dec 1870. No. 3090.

77

Nos. 415 to 416

Trunk Road N. — Letter from the Superintending Engineer submitting a letter from the Asst. Engr. in charge of No. 2 Range Gangaur, in the Ganjam district to the Trunk Road N. his the accent

Heavy rains, recorded.