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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

..... Rev...... DEPARTMENT

G.O. No.	<u>21</u>	Press
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Dated	<u>6.1.1973</u>	196 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th December 1872.*

No. 460. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaiswaram, 19th November 1872, No. 2,971 :—

ON my late visit to Waltair I inquired very fully of Mr. G. J. Turner, the Assistant Engineer lately employed on the Jeypore Ghaut, all about the works, and was surprised to learn from him that the route ordered by Government had been entirely changed, and he was unable to inform me on what authority. I have the honour to forward all the correspondence sent to me on this subject, in original, for consideration and orders, as the Board of Revenue have, in their

1 Letter from Executive Engineer, Vizianagram Range, No. 104, dated 29th October 1872.
 * 1 Mr. Assistant Engineer G. J. Turner's remarks on the Assistant Agent's letter, to the Agent, regarding the Jeypore Ghaut Works.
 * 1 Mr. Surveyor Fletcher's account of his experiences on the Ghaut Works.
 1 Copy of Proceedings of the Board of Revenue, No. 1,572, dated 13th August 1872.
 1 Sketch Map.
 * Despatched in two separate covers.

Proceedings, No. 1,572, dated the 13th August 1872, advocated the work being transferred to this department, and before this is done I beg to place on record a brief history of the matter.

2. In G. O. of the 16th April 1869, No. 1,250, I was called upon to furnish a sketch map and general report on a proposal of Mr. Minchin's to connect the Jeypore District with Vizagapatam by the Pachipenta Ghaut, and in paragraph 2 of G. O. of the 2nd July 1869, No. 2,416, this route was ordered to be adopted. In the sketch map herewith sent, I have marked in red the line of existing road from Ramabaddrapooram *via* Bobbili to Setanagram; in thick dotted black lines the new approaches made, or making, to the ghaut adopted by the Assistant Agent, re-crossing most of the drainages already intersected by the first mentioned road, and which might have been connected with the ghaut directly as shown in yellow; and in burnt siena I have marked the route of the Pachipenta Ghaut, which I had instructed the Surveyor, Mr. Fletcher, to try and adopt, avoiding all the drainages about the foot of the hills by working through the saddle-back of a low-lying range of hills and then working round the head of the Pachipenta valley and so gain the pass leading to Jeypore at Soonkey Cottah, the route proposed by Mr. Minchin.

3. When Mr. Fletcher left this, I ordered him to send me regular surveys of the line as he progressed with it; this was never done, and, until my late visit to Waltair, I was quite ignorant of the change of route; in fact, the work was considered to belong entirely to the Assistant Agent, and I must, therefore, deprecate the Government holding me at all responsible in the matter; for, had I been consulted, I would have at once put a stop to the proceedings until a proper survey or prospecting had been made; for the Ordnance Map, small as the scale is, clearly shows the route adopted should not have been taken unless it was impossible to go in any other direction.

4. Mr. Turner, I regret to say, is unable to return to this duty by ill-health, and Mr. Fletcher has resigned; I have ordered Mr. Brickwell to the survey, but it will be necessary to provide him with a Surveyor, and I beg, therefore, to solicit that Major Beatty be permitted to do so.

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No. 461.

ORDER THEREON, 19th December 1872, No. 3,033.

CIVIL WORKS, No. 22.

His Excellency the Governor in Council is not of opinion that the change of route involved by the Assistant Agent's endeavour to open a Ghaut Road by way of Pottinghy and Tadivalsa, to Salur and Ramabaddrapooram, instead of improving the Pachipenta Ghaut, amounts to such entire and unauthorized change of a route sanctioned by Government, as Lieutenant-Colonel Fischer would apparently impute to him. All that the Government sanction amounted to was approval of the selection of a central route between Jeypore and Vizagapatam, of which the direction was indicated by the Pachipenta Ghaut, in preference either to a northern route by Parvatipoor, or a southern route by Galikonda to Kassipoor. It was open to the person entrusted with the design and execution of the work to make such a selection from amongst several passes tending in the same general direction as the Pachipenta Ghaut, as should be preferable; and the Public Works Department having failed to take up the work, the Assistant Agent was left to the exercise of his own unaided judgment. That Lieutenant-Colonel Fischer was ignorant of the precise direction in which he was working till his own late visit to Waltair, is due to his not making reference to published reports in which Tadivalsa was distinctly mentioned as the junction between the Famine Road in the low country on which Assistant Engineer Turner was working, and the ghaut which his namesake the Assistant Agent was opening from the upper country. It is unsatisfactory that the Superintending Engineer should have remained uninformed for many months of the precise locality in which one of his Executive Officers was working.

2. His Excellency in Council does not, however, consider that it has been satisfactorily shown why the Pachipenta Ghaut line has been abandoned, and another by way of Tadivalsa taken up. No report on the subject by the Assistant Agent is extant; and Assistant Engineer Turner can throw no light on it. The question must evidently be taken up afresh, and on sounder principles. Special agency has been appointed for the work in G. O., No. 2,774 of 26th November; and it will be utilized, in the first instance, to ascertain by aneroid observations the height of all saddles commanding a possible descent into the low country, in the direction required; those at the head of the Pachipenta and Tadivalsa Ghauts being specially included. On the choice of a ghaut head, and its ruling gradient, the rest of its trace depends; the head of a ghaut is the only point about it that can be fixed in the first instance, and all trial traces should proceed downwards from it till the bottom is neared. The District Engineer will accompany his Assistant over the ground in the first instance, and see that he does not make a false start. And as already directed in the G. O. above noted, the Inspecting Engineer will take an early opportunity of visiting the locality, and satisfying himself and the Government that future operations shall henceforth be carried on in the right direction. No large outlay will be undertaken for months; the current season will be well utilized if it results in the opening of a trace of a yard in width, costing at the rate of two to four annas per running yard; for

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execution of which and enabling the Engineer to move about with facility, a small permanent gang of coolies should be entertained with the sum of Rupees 2,500 already allotted.

(True Extract.)

W. S. S. S. Colonel, R.E.,
Secretary to Government.

To Lieutenant-Colonel J. F. Fischer, R.E.,
To the Inspecting Engineer, for Ports and Communications.
District Engineer, Vizagapatam.

Revenue Dept.

Exd. S. T. Austin.

Revenue Dept
Govt. of Madras.

PUBLIC WORKS.

N^o 4094

To

LIEUTENANT-COLONEL J. F. FISCHER R.E.

&c. &c. &c.

Dated December 19th.

Recd.

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Encl.

G. O., 19th December 1872, No. 3,033.

DECEMBER

Nos. 460-461

N^o 21-

Jeypore Ghaut.—Passing orders on
letter from the Acting Superintending
Engineer of the 7th Division relating to
the route for connecting Jeypore with
Vizagapatam.

1 to the Board of Revenue on 8 Jan