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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue

DEPARTMENT

G.O. No.	2043.	Press
B.P. No.		Mis.

Dated 2-10-1875-196

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th September 1875.*

No. 431. Read the following letter from W. A. ARMSTRONG, Esq., Secretary to the Chief Commissioner, Central Provinces, Public Works Department, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Nagpur, 27th August 1875, No. 5,565 :—

Road from Raepur to Madras Presidency, and Coast of Ganjam, &c.

With reference to your letter, No. 1,275, dated 5th May last, bringing to attention the advisability of perfecting the line of communication between Raepur and the coast of Ganjam, I am desired by the Chief Commissioner to enclose copy of a letter, No. 1,511, dated 19th July 1875, from the Deputy Commissioner, Sambulpur, to the address of the Commissioner, Chhattisgarh Division, and in doing so to inquire whether the Government of Fort St. George is prepared to undertake the expense of opening out the difficult ghaut on the frontier between Kalahundi and Chinna Kimeddy, and, if so, when the work will be undertaken and completed. I am to add that, if the Madras Government is prepared to do this, then Mr. Morris will make every endeavor next year to provide funds for the construction of the road on this side as far as Mohangiri.

From the Deputy Commissioner of Sambulpur, to the Commissioner, Chhattisgarh Division, dated 19th July 1875, No. 1,511.

I HAVE the honor in acknowledging the receipt of your No. 2,310, dated the 31st May last, with its annexures, to report that if a good road were opened out through Mohangiri to the coast, it would doubtless prove of very great value to Patna and to this district generally. To a limited extent this route is at present followed by Banjaras going for salt from Patna, Borsambar, Phuljher, Raigarh and Sarangarh, but most of them go to Parbatipur by the ghauts which lie further south in Kalahundi, and I fancy that the Mohangiri route is not very much used at present, because it leads through a very hilly part of Chinna Kimeddy, and is not, as far as I can learn, a much shorter route to the large salt market either at Russelconda or at Parbatipur than those generally used.

2. If, however, the road were made practicable for carts, it is very possible that a great part of the traffic which at present comes up along the bank of the Mahanuddi past Sonapur would be attracted to it, and that the Madras cartmen would be able to make their way with salt across through Patna into Raepur, which would give a considerable stimulus to the trade between Chhattisgarh and the coast. It would, however, I fear, be very difficult both to make a good road and to keep it in order if it were made. There is a very difficult ghaut about 4 miles from Mohangiri, just on the frontier between Kalahundi and Chinna Kimeddy, which it would cost a great deal to render practicable for carts, and which would doubtless require constant repairs to keep it in order. If, however, the Madras Government is prepared to undertake this expense and open out the ghaut, which I believe lies for the most part within Madras territory, then I think that we might do something to open out the road as far as Mohangiri, but I would not recommend that anything should be done on our side of the ghaut at the present time, especially as the roads from Mohangiri through Patna present no great difficulties for carts, and are generally quite practicable in fair weather.

Nos. 432 & 433. ORDER THEREON, 20th September 1875, No. 2,698.

CIVIL WORKS, No. 30.

Communicated to the Revenue Department with reference to G. O. in that department, No. 511, of 17th April.

*Proceedings of the Madras Government, Public Works Department,
20th September 1875.*

2. It would appear from paragraph 23 of the Agent's letter recorded with Judicial Department Order, No. 2,064, of 7th November 1874, that the proposed road through Mohangiri was meant as a diversion from the road through Jeypore to shorten distance. But that impression is not confirmed by the report of the Deputy Commissioner of Sambulpur, and as the route through Jeypore is well advanced, and considerable funds are being expended in opening the new Pottinghy Ghaut on that line, it does not seem advisable, or in the present state of the finances practicable, to undertake the construction of another ghaut, the difficulties of which are represented to be very great.

3. It would rather, in the opinion of His Excellency the Governor in Council, be advisable to inform the Chief Commissioner of the Central Provinces that, for the present, this Government would prefer his concentration of all resources on opening the Raipur, Jeypore Line, regarding which he was addressed under date the 1st July 1873.

(Here enter No. 2,699, dated 20th September 1875.)

(True Extract.)



Major-General, R.E.,
Secretary to Government.

To the Revenue Department.
" Judicial "

For E. C. Shunker.

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with full

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N. 3783.*

Gobt. of 1875: Madras.

PUBLIC WORKS.

To

THE REVENUE DEPARTMENT.

&c. &c. &c.

Dated September 20th.

Issued

Recd.

30th

Encl.

G. O. 20th September 1875, No. 2,698

SEPTEMBER.

Nos. 431-433

Communications between Raipur and the Coast of Ganjam.—Passing orders on letter from the Chief Commissioner, Central Provinces, inquiring whether the Madras Government is prepared to undertake the expense of opening out the difficult ghāt on the frontier between Kalahundi and Chinnu Kimedu, and if so when the work will be undertaken and completed.

*N^o 433
Communicated to
the Board of Revenue
20/9/75.*

VCP 4,383/75

14. 10. 1875. (P. 20, 800)