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Report on the coffee planting  
Dist. of Wynad.



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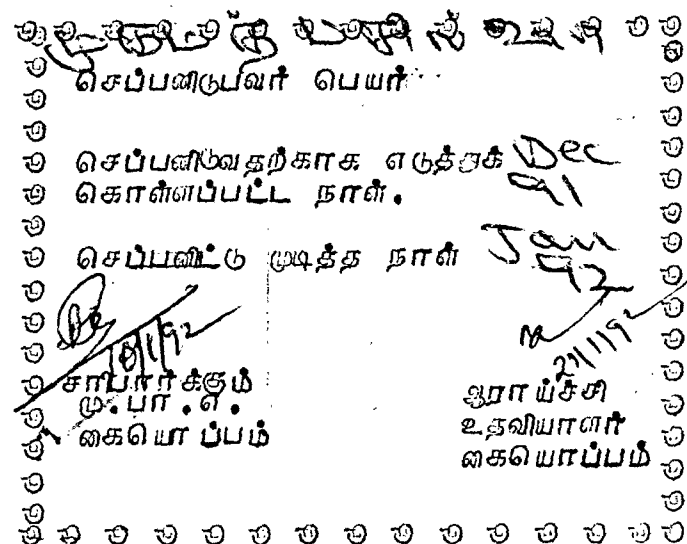
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February 1866.

The taluq or district of Wynaad is a plateau, averaging an elevation of 3,000 feet above the sea, in the direct line of the western ghats, between the mountain knot of the Neilgherries on one side, and that of Coorg on the other. It is about 60 miles long, by 30 broad, and contains an area of some 725,000 acres. On the Malabar side, the upper half of the mountains consists of a succession of stupendous mural precipices, broken here and there by ravines and spurs, and, wherever there is a foot-hold, the ground is covered with magnificent forest trees, many of them yielding valuable timber. On this western side there are several mountain masses which rise from the plateau to a height of 5,500 and even 6,000 feet, their sides clothed with forest, and terminating in well defined peaks. One of these, the Velery-mullah, extends far out into Malabar. The others are the Chumbra, the Culpetty, the Koocha-mulla, and the Balasore hills. Their northern aspects are well adapted for Clinchona cultivation, while their southern slopes, receiving the full force of the south-west monsoon, are less favourable to vegetation. Their rainfall is about 160 inches annually. The scenery of this western part of Wynaad is exceedingly beautiful, consisting of precipices of gneiss, rising out of forests clothed in many varied tints, rapid torrents and waterfalls, and wide views of the low country. From the western mountains the land slopes gradually down to the Mysore frontier, in a succession of ridges or low ranges of hills, intersected by swamps or flats, which, when left to nature, are overgrown with *pandanus*, but which are now for the most part covered with paddy cultivation. The ridges and hills consist of long stretches of grass land, dotted over with clumps of bamboos, mango trees with wide-spreading branches, and flowering shrubs, such as *Solanum Indicum*, a *Crotalaria*, a *Lobelia*, called by the planters wild tobacco, and an *Osbeckia* with a very pale purple flower. The leafless but bright-flowered *Erythrina*, and the wooden-fruited *Bignonia xylocarpa*, are also common. If the bamboos were absent, the central part of Wynaad would look like a beautiful but neglected English park. Occasionally isolated masses of gneiss rise from the plateau, some, like the hills of Nelialum, ending in needle-like peaks, others forming craggy precipices. These are the Nelialum hills and Cheramcottah in south-east Wynaad, Cunjitheottah, Yeddacul near Sultan's battery, the Meenan-gaddy rock, Jiganabettah near Culpetty, and the "Central Hill" of Wynaad. All these are conspicuous landmarks, and will be found on the accompanying map. The eastern side of Wynaad up to the Mysore frontier consists of a belt of dense forest, here and there intersected by paddy flats (and we call these low swampy valleys on each side of a stream *paddy flats*, whether they are actually cultivated or not) for a width of 15 to 20 miles. The climate is here much drier than on the western side, and the trees, consisting chiefly of the deciduous teak, are stunted and undersized. There are extensive fires in the dry weather, when the traveller may ride for miles through a hideously desolate forest of trees with charred and blackened stems and leafless branches. The bright little *Indigofera pulchella* by the road side alone relieves the dreariness of the scene. The Mudamullay forest, on the south-east side of this part of Wynaad, is worked by the Government for its teak and sandal-wood, being rented for 99 years from the Nelemboor Terupad, whose claim to it was very questionable, for Rs. 3,500 a year. The rest of the forest near the Mysore frontier belongs to Government, with the exception of a large block, the claim to which by the Pulpullu devasum has been allowed. The managers of the pagoda declare that their god does not allow it to be touched, and they will come to no terms with the Government with regard to the timber. The claim of the Tirunelly pagoda to another block of forest has been disallowed.

The drainage of the Wynaad district, excepting the torrents which dash down the western mountains during the south-west monsoon, is entirely to the eastward,

the numerous streams uniting to form three rivers, the Cauvery. The Moyaar drains South-east Wynaad and part of the Angherries, the Noogoo drains South, and the Cabbany North Wynaad. All the streams are fordable in the dry season, though the banks are often steep; but during the monsoon they swell to an immense size, often rising 30, with a width of 200 feet, and dashing furiously along with masses of tangled branches and uprooted trees.

The original inhabitants of Wynaad, before the planting brought in an influx of strangers, belonged to various races. The lords of the soil were generally Nairs of the Malabar country, some of whom were petty princes, and laid claim to very extensive tracts of land. Such was the Numbulacottah Varnavar in South-east Wynaad. A large body of smaller proprietors, of the Chetty caste, were also scattered through the district. The working class was a slave race called Punniers, a short and sturdy people, with very dark complexions and curly hair. The wild tribe of Kurumbers inhabited the forest tracts. The Nair and Chetty proprietors generally build their houses on picturesque knolls adjacent to their paddy cultivation. Clumps of mango and jack trees, plantains, and sago palms are planted on the knolls as garden cultivation, and the Punnier slaves are huddled round the houses of their lords. It is amongst these proprietors that, I trust, Chinchona cultivation will spread; and the popularity of the present Deputy Collector, Mr. Herbert Richardson, justifies the hope that such a measure, if my representations are listened to by the Madras Government, will be very successful.\*

But, before coffee planting commenced, Wynaad, with the exception of a few patches of cultivation, was a wild and little known region, with a detachment of Native troops at Manantoddy to overawe the Nairs and Moplahs. Its products were cardamoms, elephant ivory, wax, honey, and timber.

Coffee planting commenced in Wynaad in about 1840, and I believe the first plantation was on the Club Hill, at Manantoddy. In South Wynaad the first plantation was opened in 1846. Now there are upwards of 200 coffee estates in Wynaad, covering 14,613 acres in 1864-65, of which 9,865 belonged to Europeans, and 4,748 to Natives. A great and important interest has thus sprung up in Wynaad, many thousands of pounds have been sunk in it, and very greatly increased wealth has resulted to the neighbouring countries of Malabar and Mysore.

The duties of the Government towards such a district now are, of course, very different from what they were when it was a wild tract, only occasionally visited by shikarees and cardamom gatherers. It will, I think, be generally allowed, that a community cultivating 15,000 acres of such products as coffee and chinchona, employing and feeding thousands of labourers, bringing wealth into the country, and paying taxes, has a right to just and effective laws for the regulation of labour, a sufficient staff to administer the law, and good main lines of road through the district in which they have settled. The roads, more especially, ought to be made by the Government, both because they are imperial lines, and of as much importance to Mysore and to Malabar as to Wynaad, and because official promises to complete them, made over and over again for the last ten years, have induced many persons to embark their all in coffee planting. Great loss to some, ruin to others, will be the result of the absence of roads.

Now, in 1866, there is no efficient law to regulate labour, the staff to administer such laws as do exist is utterly inadequate, and there are no roads. When I say that there are no roads, I do not mean that there are no break-neck bridle paths and bullock pitfalls, or even pieces of road a few miles in extent here and there; but I mean that now, in 1866, there is no good cart road by means of which grain can be brought in from Mysore, and coffee be sent down to the coast. General Balfour's definition of a tolerable cart road in India is one on which two bullocks can drag 1,000 pounds at the rate of three miles an hour and 15 miles a day. Excepting Mr. O'Shaughnessy's work, from Tippoo-cardoo to Nadagany, which I shall describe presently, there is no such road in Wynaad. The state of the communications, after sums of money have been wasted sufficient to complete all the roads three times over, is most disgraceful.

\* See correspondence on the subject of Chinchona cultivation in Wynaad, at the end of this Report. Enclosure No. 1.

These are the reasons which lead me to consider it my duty to furnish the Secretary of State in Council with such information respecting the present state of Wynaad as my personal observations on the spot have enabled me to collect. For the sake of clearness, I propose to divide my report under the following heads:—

1. Journey through South-east Wynaad.
2. " " South Wynaad.
3. " " North Wynaad.
4. Public works establishments in Wynaad.
5. Action of the planters and Public Works Department with regard to contracts.
6. Civil administration.
7. Labour Ordinance and Cross Roads Bill.
8. Concluding remarks.
9. Note on the *jangdars*, and on a new method of crossing the Wynaad rivers.

I enclose a memorandum on the Wynaad Roads, which was drawn up for me by the Superintending Engineer of the 7th Division.\*

#### I. Journey through South-east Wynaad.

The road from Calicut to the Carcoor Ghaut is that by which the coffee of South-east Wynaad will be conveyed to the coast, and I therefore examined it carefully from Ediwanna, on the Nelenboor (Beypeer) river, onwards. Below Ediwanna the new road is to go to Arcacode, the head of navigation at all seasons on the Beypeer river, and thence by Condotty to Calicut. Carts will eventually go all the way to Calicut, thus saving the breaking of bulk at Arcacode, and probably obtaining a return freight.

The line from the coast to the Carcoor Ghaut is in charge of Mr. Bailey, a most meritorious and zealous officer, whose range extends from Mahé to Ponany, and from the foot of the Ghaut to the coast. From the Ghaut and onwards to the coast from the Carcoor Ghaut to Arcacode under his supervision, and on traces, plans, and estimates made by him. The estimated cost of this line is 18,900*l.*, whereof 2,200*l.* is the outlay up to May 1st, 1865, 2,150*l.* the allotment of the current year, and 5,400*l.* the aggregate of the entries in the Draft Budget of 1866-67.

The distance from Ediwanna to the Moplah village of Mombat is four miles, and to Nelenboor four miles more. Between Ediwanna and Mombat the road has been cleared to 18 feet, with side drains, except in two places a few hundred yards long, where the ground dips, and embankments will be necessary. Several large boulders also obstruct the road, and require blasting. Between Mombat and Nelenboor a good deal of embankment across paddy flats, with culverts of laterite blocks, is completed, but much remains to be done. Half way, the river Cherapoya falls into the Nelenboor, and here a bridge is required, which will be a formidable and expensive work. The river is, of course, easily fordable during the fair weather, but the floods rise to a great height in the monsoon. The bridge was commenced last year, with laterite abutments and a solid laterite pier in the centre of the river, 35 feet high, 16 feet deep at the base, and 8 feet across, facing lengthways to the stream. During last monsoon a great flood came down, rose to within three courses of the top of the pier, undermined the abutments, and washed them down. Mr. Bailey found that laterite, though very hard when exposed to the air, is not so durable in water. He is now getting it from another quarry, and intends to face the wings of the abutments and the sides of the pier facing the flood with granite, which he is blasting out of the bed of the river.

The Conolly teak plantations commence nearly opposite Mombat, and extend for seven miles along the north, and for several miles along both sides of the river. The long vistas of tall and perfectly straight trees present a striking appearance. The stems are often without a branch for a height of 70 feet and upwards. Those planted in 1843 I found to be 5 feet 2 inches in girth at a distance of 3 feet from the ground and 90 feet high; those of 1847 were 3 feet 11 inches in girth and 70 feet high. Several acres are planted every year, and the newest piece, with the

\* See Enclosure No. 2.

nurseries, is now three miles beyond Nelemboor. The finest view of the plantations is from the bed of the river, where there is a foreground of drooping feathery bamboos, above which the stately teak trees appear with their large pale green leaves, while the line of the Neilgherries, crowned by the needle-like peak of Makoorty, bounds the distant view.\*

While at Nelemboor, I called upon the old Terupad, whose abode, a number of rambling buildings surrounded by a wall, is beautifully situated on a high bank overhanging the river, and both then and the next day when the young heir returned the visit, the conversation turned almost exclusively on their preposterous claim to the Chinchona plantations at Neddiwuttum.

From Nelemboor to Yeddacarra the distance is eight miles. The road crosses the river Nelemboor, where a large bridge will be required, the water rising 30 feet in the monsoon. The bridge is not yet commenced, but some laterite bricks for the abutments and other material have been collected. The road is good, with side drains and culverts, with laterite abutments and long slabs of laterite placed across to form the roadway. The forest through which the road passes is composed of magnificent timber, chiefly *erul* or *jambay* (*Xylocarpa Indica*), an excessively hard wood, of which the railway bridge near Beypoor is built; the useful *karamarda* (*Terminalia coriacea*) with bark like an armadillo's back, and the ben-teak (*Lagerstromia microcarpa*). At intervals there are open grassy glades, overshadowed by the waving bamboos, forming long vistas along which the peacocks love to strut between sunset and dark.

Yeddacarra is a bungalow, through the roof of which the stars and moon shine, in an extensive open space surrounded by forest. A party of Brinjarrees, with 500 bullocks, bringing down coffee from South-east Wynaad was encamped near the bungalow; and the whole party was down with fever. We gave them doses of quinine all round.

Between Yeddacarra and the foot of the Carcoor Ghaut the road is good, but a small bridge is required over the Yeddacarra river, which is not yet commenced.

\* The following is a Statement of Receipts and Expenditure, with the number of seedlings and acres planted yearly, from the formation of the teak plantations in 1840 up to 1st May 1865:—

| Years.  | Number of Seedlings planted. | Acres planted. | Receipts.    | Expenditure. |
|---------|------------------------------|----------------|--------------|--------------|
| 1840-41 | —                            | —              | £ s. d.      | £ s. d.      |
| 1842    | —                            | —              | —            | 8,450 0 0    |
| 1843    | —                            | —              | —            | 2,810 13 0   |
| 1844    | 24,764                       | 20             | 475 7 8      | 1,766 1 0    |
| 1845    | 57,022                       | 50             | —            | 2,097 13 8   |
| 1846    | 72,964                       | 73             | 12 14 0      | 2,323 6 4    |
| 1847    | 101,703                      | 102            | —            | 2,909 5 0    |
| 1848    | 167,000                      | 107            | —            | 3,135 15 0   |
| 1849    | 140,800                      | 141            | —            | 3,228 12 0   |
| 1850    | 103,880                      | 104            | 767 1 8      | 3,217 14 7   |
| 1851    | 107,500                      | 104            | 427 0 0      | 3,183 13 11  |
| 1852    | 123,860                      | 103            | 444 8 5      | 3,438 3 1    |
| 1853    | 37,201                       | 124            | 819 2 6      | 2,834 15 1   |
| 1854    | 50,900                       | 37             | 3,785 12 9   | 4,542 2 8    |
| 1855    | 85,200                       | 51             | 538 2 2      | 3,158 10 11  |
| 1856    | 104,314                      | 85             | 503 0 2      | 3,284 0 11   |
| 1857    | 93,000                       | 104            | 299 8 5      | 2,870 4 2    |
| 1858    | 38,600                       | 93             | 257 8 0      | 3,194 14 0   |
| 1859    | 43,463                       | 38             | 854 3 1      | 2,938 11 3   |
| 1860    | 38,800                       | 43             | 1,768 13 6   | 2,348 10 10  |
| 1861    | 41,680                       | 39             | 5,717 2 9    | 3,935 7 1    |
| 1862    | 83,700                       | 42             | 4,415 13 2   | 2,925 1 2    |
| 1863    | 45,900                       | 84             | 868 0 0      | 3,779 5 6    |
| 1864    | 71,128                       | 46             | 17,721 10 8  | 6,766 5 9    |
| 1865    | 106,863                      | 71             | 6,691 2 4    | 13,641 2 3   |
|         |                              | 107            | 27,158 11 10 | 16,026 6 4   |
|         | 1,578,679                    | 1,696          | 73,465 11 1  | 108,808 4 5  |

Total excess of Expenditure over Receipts - £35,342 9 4

The Carcoor Ghaut is the outlet for the produce of South-east Wynaad. Bullocks have struggled down with the coffee for many years, Mr. Ouchterlony, the largest proprietor, usually sending 100 coolies down each season, to make the track passable for them. It has happened, I believe, on more than one occasion, that the Carcoor Ghaut was quite impracticable, and the crops have had to be sent over the Neilgherries, and down the Coonoor Ghaut. In 1857, a new trace was made, at a cost of Rs. 8,000, which was abandoned afterwards, and the whole of this sum was thus recklessly squandered. The old road wound up a ravine, and had to cross the river Keilakah-poya twice. The present trace, which was made by Mr. Bailey in 1863, is excellent. It crosses a forest-covered spur, called the Kuniam-para, and then goes straight up the north-west side of it, without a single zigzag, to the summit at Nadagany. After Mr. Bailey had made the trace, Mr. Campbell, a Sergeant of Suppers and Miners, went vigorously to work upon it, exposing himself to disease, never sparing himself by night or day, but, at the same time, getting much good work done, until, in May 1864, he died at his post, from over-work and want of medical treatment. It is very sad, and, I think, very impolitic, that his widow and four children should be left in a state of destitution on the pittance of Rs. 9 a month to which she is entitled as a soldier's widow, and that the services of a public servant such as this should have received no recognition.

Mr. Campbell was succeeded by Mr. Assistant Engineer O'Shaughnessy, who proved an equally good officer, and whose work is almost the only satisfactory thing to be seen in Wynaad. He came in August 1864, and his operations extend over the seasons of 1864-65 and 1865-66.

The Carcoor Ghaut, when I went up it, was completed to 12 feet throughout, with an average gradient of 1 in 19, and the drainage and revetment work of the first three miles was finished, with the exception of three tunnels. The work that remained to be done was widening the whole length of 11 miles to 18 feet, completing the drains with rough stone abutments and granite slabs across them for the roadway, and a considerable amount of blasting. Most of this blasting work will be for the removal of small rocks obstructing the roadway, but in two places there are some enormous masses to be torn from their sites. One of these is a giant boulder, weighing 1,200 tons, with a forest tree of great height growing on the summit. Mr. O'Shaughnessy intended to place a mine behind it, and send it thundering down the ravine. Such is his energy, and the tact with which he manages labour, that I have no doubt the Carcoor Ghaut would have been completed for carts before the coming monsoon, if he had not been driven from the district.\*

At the summit of the Carcoor Ghaut there is a hut called Nadagany, and the road leads thence, across the plateau of South-east Wynaad, to Goodaloor, eight miles, and thence to Tippoo-cardoo, on the Mysore frontier, 11 miles. The whole of this distance is now completed, with a broad practicable cart road on an excellent trace, with substantial temporary bridges. There is much very heavy earthwork, which is done by a peculiar race of tank diggers from the low country, called Wudders. They are paid at so much the cubic yard, their wives and children work with them, generally turning to at early dawn and late in the afternoon, and resting during the heat of the day. At the rate of 3 annas per cubic yard, a family of Wudders often makes a rupee a day. There is one heavy bridge, over the river Seeputty, between Nadagany and Goodaloor, of 40 feet span. The masonry abutments are completed, and a substantial timber superstructure has been put up, which will be quite efficient until the permanent truss bridge is made. From Goodaloor to Tippoo-cardoo the road passes by several coffee estates, and afterwards through a stunted feverish jungle, with a glorious view of the Chinchona mountains on the right. Two large bridges and many culverts are required on this 11 miles of road. The first, 30 feet span, over the Goodaloor river is completed in the same way as that over the Seeputty. The other, over the Bidrabulla, is 45 feet span. The masonry abutments are completed, and fine teak beams are collected for the superstructure, but they are not

|                                       |        |
|---------------------------------------|--------|
|                                       | £      |
| Estimate for the Carcoor Ghaut        | 10,740 |
| Spent before May 1st, 1865            | 2,000  |
| Allotment for 1865-66                 | 1,000  |
| Entry in Draft Budget List of 1866-67 | 2,500  |

yet placed across. Meanwhile, there is a temporary wooden bridge. From the Bidrahulla to Tippoo-cardoo the road passes through a hot dry forest, where there is no shade from a pitiless sun. Twelve streams, now dry, but which are torrents during the monsoon, cross the road. The masonry abutments for culverts over the whole of them are completed, brick arches for the first three are already turned, and the rest are crossed by very substantial wooden roadways.

Thus there is now a good cart road, which is already much used, from the Mysore frontier to Goodaloor, and onwards to the head of the Carcoor Ghaut. This satisfactory result is due to Mr. O'Shaughnessy. The merits of this officer have already been recognized by the Secretary of State in Council, when he was employed on the Pooniar Anicut (*Despatch, Public Works, November 13th, 1862, No. 33*); and his arduous and successful work in South-east Wynaad fully entitles him to equal praise. Working in concert with the planters of his district, and thoroughly understanding the management of labour, he has done more serviceable work in two seasons than has been done in the rest of Wynaad during ten. He has never spared himself, has been on the roads incessantly, encamping in the unhealthiest forests, and suffering often from jungle fever. All this was his duty, a very arduous one, but he has done it right well, while he has received no cheering word from his immediate superior; on the contrary, he has met with hostile criticism and insult\* from the quarter whence he ought to have received encouragement and kindness. At last he has been driven into applying for removal into another district, to the great detriment of the public service.

South-east Wynaad, through which this road passes, is now an important district, containing more than 60 coffee estates. Most of the land originally belonged to the Varnavar of Numbulacottah, a large Nair proprietor. The last Varnavar appears to have borrowed money from the Nelemboor Terapad, which he was unable to repay, and, in 1836, a decree of the Zillah Court of Malabar ordered his property to be sold by auction. This was to satisfy a mortgage claim (*Suit No. 279 of 1830*) of the Nelemboor Terapad, who bought in this great territory at a mere nominal price. There was a sister and nephew of the Numbulacottah man, who were brought down to Nelemboor; the sister is now alive and insane, the nephew and heir has disappeared. The whole transaction bears a most suspicious and questionable appearance. When the planting enterprises began to show the immense value of this acquisition, he of Nelemboor put forward the most preposterous claims on the strength of his purchase. He granted Mr. Ouchterlony a small principality of fine forest and grass land, the extent of which is shown by a dotted line on the map. He receives rent from the Government for the Mudamullay forest, and from several planters at Cheramboddy and Devala, and he actually claims the site of the Chinchona plantations, and all the Neilgherry hills up to the Pycara river. But, fortunately, the names of every hill and piece of land composing the tract to be sold, which can now be identified, are mentioned in the decree of sale; and it appears from this document that the Numbulacottah boundary was at the foot of the Neilgherries, up to the Moyaar river, where it descends from the Pycarra falls.

A portion of Mr. Ouchterlony's grant, now known as the Ouchterlony valley, at the foot of the Neilgherries, is one mass of coffee, comprised in several large and flourishing estates. To the left of the road are the estates at Devala and Cheramboddy, chiefly owned by the Moyaar Coffee Company and Mr. Minchin. They cover a succession of undulating hills, and the upper sides of the western ghauts overlooking Malabar. Other coffee plantations are opened round the Nelialim hills, in the valley of the Moyaar, and in the neighbourhood of Goodaloor. The town of Goodaloor is the central point of South-east Wynaad. Not many years ago it consisted of three or four huts; now it has a post office, a cutcherry, a dispensary, concerning which more presently, and a long street with one or two shops. But South-east Wynaad, especially the neighbourhood of Goodaloor, is terribly feverish, and disease had broken out unusually early this year. At the foot of the Carcoor Ghaut we found all the Brinjarries stricken with it, several coolies were lying ill with it on the ghaut, our own peons were attacked at Nadagany, a Mr. Browning, a planter, who has been working under Mr. O'Shaughnessy at the Bidrahulla river, was exceedingly ill with it, several

deaths had occurred in that pestiferous jungle, and there was a panic amongst the work people. Nearly all the bamboos in Wynaad have flowered, fruited, and died down this season, the first time for 20 years as I was informed, and it has occurred to me that these masses of fallen and dying vegetable matter may be the cause of the extraordinarily early appearance of fever this year.

At Goodaloor there are cross roads. One to Nadagany, a second to Tippoo-cardoo, a third to Sultan's Battery, and through the centre of the Wynaad plateau to Manantoddy, and a fourth up the Goodaloor Ghaut and through the Chinchona plantations to the Neilgherries. A new road, on an improved trace, is now being made down the Goodaloor Ghaut, under the superintendence of Major Farewell. From Goodaloor to Sultan's Battery 18 miles of the road may be considered within South-east Wynaad, or up to the Noolpully river. A very good road on an excellent trace from Goodaloor to the Noolpully was completed by contract about three years ago, by Mr. Browning, a planter, though the cross drains are not covered over, and Mr. O'Shaughnessy has collected material ready for bridging the Noolpully. It is a proof how very important roads are in Wynaad, that, as soon as this piece of road was opened, two thousand acres of land were taken up along it, and several hundreds are now cleared and planted. The Noolpully is not yet bridged, but is still crossed during the monsoon by means of a *jangdar* or *pandy*, a stupid contrivance, of which I shall have more to say presently. From the Noolpully to Sultan's Battery the present line crosses several streams and paddy flats, where there are temporary bridges and causeways; the distance is eight miles. A new trace is to be made, but it is not yet commenced.

The boundaries of South-east Wynaad are the Neilgherries on the east, the Mudamullay forest and Mysore frontier on the north, the Noolpully and Noogoo rivers dividing it from South Wynaad on the west, and the ghauts on the south.

## 2. A Journey through South Wynaad.

South, or more properly Central Wynaad, is the most important division of the district, and the worst provided with means of communication. It contains upwards of 60 estates, which are chiefly along the edge of the ghauts, but with northern or western aspects, and round the slopes of the Chumbra and Culpetty hills—lofty masses which extend far into the plateau. The further a coffee estate is from the moisture of the western coast the less profitable is its yield of coffee. The most influential proprietors are the South Indian Coffee Company, whose extensive estates are managed by Mr. James Beaumont, and extend along the western side of the Culpetty hills, and over the Velery-mullah range; Messrs. Rossell, Hinde, and Rimington, who occupy the slopes of the Chumbra hills; Messrs. Boyd & Co. at Lackady, whose manager, Mr. Gordon, was formerly Chairman of the Planter's Association; Mr. Glasson; and there are also the extensive plantations of Messrs. Leckie of Bombay, now for sale.

The line of road, the completion of which is absolutely necessary for the well-being of this great interest, is one which would open up cart traffic from Calicut, up the Tambracherry Ghaut to Lackady and Vythery, and thence by Sultan's Battery to the Mysore frontier. No such road is now in existence, and, under present arrangements, there is no likelihood that it will be in existence for some years to come. Meanwhile, the most serious consequences threaten the planters from the absence of roads.

From Calicut to the foot of the Tambracherry ghaut the road is excellent, but the history of the ghaut is a most unsatisfactory one. The old Tambracherry ghaut went straight down, without a zigzag, from the Wynaad plateau to the plains of Malabar. The gradient varied from one in four to one in one, and the roadway consisted of huge blocks of stone forming a ruined staircase, down which tradition relates that Tippoo took his field artillery. Coolies come up and down with burdens on their heads, and bullocks laden with coffee are driven down, but it is a frightful spectacle. A new trace was completed in April 1858 by Lieutenant Tennant, when Captain Beau was District Engineer of Malabar, and the estimate for a cart road was then Rs. 2,04,000. In March 1859 the Madras Government determined not to proceed with the Tambracherry ghaut; in July they again changed their minds, and resolved to make a 10-foot path for bullocks, but not a cart road, and afterwards they changed again and agreed to make a cart road.

\* See Proceedings of Madras Government, Public Works Department, June 29th 1865, para. 6 of Letter from the Superintending Engineer, 7th Division, dated June 10th 1865, No. 33.

From 1860 to the present time, Captain Kennedy, formerly of the Madras Sappers and Miners, has had charge of the ghaut.

The first great mistake was in ever selecting the Tambracherry Ghaut at all, it being the most inaccessible point in the whole range; more especially as there is a ghaut at Teriote, within a few miles to the westward, where a perfectly easy trace might have been found. The next mistake was in the selection, by Captain Bean and Colonel Ouchterlony, of the most difficult trace that could possibly be found, consisting of a zigzag up the face of a perpendicular precipice; contrary to the advice of Captain Kennedy, as he informs me. The latter Officer would have taken the trace only once along the precipice, and then by easy gradients down into the plain, between two spurs to the westward.

It is, however, too late to talk of all this now, and I therefore proceed to describe the present state of affairs on the Tambracherry ghaut.

In previous years 5,000*l.* have been spent on the Tambracherry ghaut, and 14,640*l.* are sanctioned for its completion; 5,300*l.* is the allotment for the current year, and 5,600*l.* the entry for 1866-67.

The Tambracherry ghaut is a rocky forest-covered slope up to within 500 feet of the summit, but the last 500 feet is a sheer precipice of very hard gneiss. The lower part is nearly completed for cart traffic, the road having a gradient of 1 in 19; there is a good deal of excellent revetment work, and in some places the road crosses a ravine, having a masonry embankment on either side. On reaching the foot of the precipice, the new trace crosses the old ghaut, and is taken for a mile and a half across the face of the precipice, then turns and has to cross it a second time into Lackady. Thus there are three miles of sheer precipice, composed of excessively hard rock, out of which a cart road, 18 feet wide, is to be cut. Meanwhile, the traffic goes down the old break-neck ghaut to the point where the new ghaut crosses it, and then follows the line of the new ghaut. The fearful passage down this bit of the old ghaut, on which so many bullocks annually die, is known as the "500 feet." I have been over many passes in the wildest parts of the Andes, but I never saw anything worse than the upper part of the old Tambracherry ghaut, the only existing line of communication between the coffee district of South Wynaad and its port of shipment at Calicut.

Captain Kennedy began work in 1860-62, with one company of Madras Sappers and Miners. They had to get a foot-hold by chipping out rock with a chisel, and then Captain Kennedy made the trace by walking along on their hands, while they held on by their toe-nails and eyelids. In 1863-64 there were two companies on the ghaut, and a good deal of blasting was got through; but they were removed in May, on the pretext of the unhealthiness of the climate. In the same year, Colonel Hill, who commands the Sappers and Miners at Bangalore, got Captain Kennedy removed from the corps, accusing him of neglecting the drill of the men, while paying exclusive attention to the work on the ghaut. He was thus punished for his zeal in doing his duty, and the further great inconvenience arose that he no longer commanded his own labourers, but had to transmit his orders through another commanding officer. In 1864-65, three companies of Sappers and Miners were sent up, with three Officers, and they remained during the present season, but it is feared that some pretext will be found to move them down to Bangalore again next March, and thus another great loss of time will accrue. These Sappers and Miners are very good, but excessively expensive workmen. Each company nominally consists of 300 men, who get, according as they are first, second, or third class men, from one and a half to three annas a day, besides compensation for difference in the price of rice. Their wives and children increase their means by working on the neighbouring coffee estates. Each man has a certain daily task, and on an average they get Rs. 11 to Rs. 12 a month, or Rs. 3,600 a month for the three companies, exclusive of the pay of three Officers.

At present the work is so far advanced that it is easy to walk along the mile and a half of the first half of the zigzag, a great deal of rock has been blasted, and much revetment work built up. Yet much remains to be done, and the second half, which looks the most difficult, is not even commenced. I see little prospect of a cart road being completed, judging of the time that has been occupied in getting so far, for some five years to come.\*

\* In para. 9 of Public Works Despatch, dated April 7th, 1865, No. 11, the Secretary of State wrote, in terms of high commendation, of the services of the Sappers and Miners on the Tambracherry ghaut; but this gratifying recognition of their arduous work was never communicated to Captain Kennedy and his men by the Madras Government.

Meanwhile, unless some other device is hit upon, all traffic must continue to go down the terrible "500 feet." If the lower part of the new ghaut is completed, Mr. Beaumont is thinking of having a cart depôt on it at the foot of the "500 feet," down to which he would send his coffee by means of a shoot over the precipices, or by a succession of lifts.

At the top of the Tambracherry Ghaut is Lackady, where Tippoo threw up a redoubt when he invaded Malabar. Here there is now a Government bungalow, built by Captain Kennedy; on an opposite hill stands his own house, and further up are two officers' bungalows and the mess-house. The lines of the Sappers and Miners are built along each side of the road, but they are merely of split bamboo, and have to be renewed at the end of each monsoon. The Lackady bungalows are overshadowed by an amphitheatre of mountains, those to the westward covered with rich forest vegetation, those to the north and east with rows of coffee plants. It is a pleasant place, with a fresh sea breeze often blowing, and, for Wynaad, must be comparatively healthy.

It would, I think, be very advisable to build pukka lines for the Sappers and Miners. A gang of Wudders might run up good stone buildings during the monsoon, and the time wasted in annual hutting would be saved; while, when the work is done, the Government would be more than repaid by letting or selling the lines to Moplahs for a bazaar,—the nucleus of a thriving trading village at the top of the ghaut.

After ascending the ghaut, the line of communication, which ought to be a road, goes from Lackady to the village of Vythery, where there is a Moplah bazaar, a post office, and the Club of the Planters' Association of South Wynaad, and where Government offices are to be built. There are three small streams to cross, none of which are yet bridged, and the road,—only two miles long,—is not yet finished. The Public Works Department have been engaged upon it for upwards of 10 years! Captain Kennedy is now working on a new and improved trace.

The next section is from Vythery, by Chundale, to Culpetty. Immediately outside Vythery the road has to cross the Cunnnooth river, one of the most formidable in Wynaad during the monsoon. There is, of course, no bridge, but it is proposed to make one of 170 feet long, with three piers, 40 feet from each other, and a superstructure of angled beams. From this point to Culpetty, the waste of money has been most lamentable. The old road is execrable, going straight over rocky hills, and across morasses where the bullocks fall and die. Yet it is the only one now available, and it is shocking to see the wretched beasts driven into a crush in the narrow passes, or slipping over on their backs. A new trace was approved by a former engineer, and commenced by a contractor, who completed it for some miles, and collected material for bridges. But when the present Superintending Engineer took charge, he put a stop to the work, not liking the trace, and the whole of this expenditure was wasted.\* Captain Kennedy is now working on another trace, and very considerable progress has been made during the last two months, but no part is yet available for traffic. The road will have to cross the Culpetty river by a bridge 70 feet long, which is not yet commenced. The distance from Culpetty to Lackady is 15 miles.

Along the whole of this distance the road is lined with coffee estates, yet the only means of crossing the two rivers of Cunnnooth and Culpetty is by the stupid *jangdars*, which are soon washed away. Then those who dwell between the two rivers are helpless, and are divided from the outer world for days together. They are reduced to eating raggee cakes, get no post, and no supplies.

From Culpetty to the Mysore frontier, by Sultan's Battery, a distance of 30 miles, the line has scarcely been touched by the Public Works Department. For about a mile or so out of Culpetty the road has been nominally repaired, that is, the side drains have been dug out, and the dirt has been spread over the roadway. These so-called repairs are most remarkable. I have actually seen an overseer making the coolies dig swamp manure from amongst the bamboo clumps, and spread it over the road, as an uninitiated person would suppose, to serve as a top dressing for raising asparagus. When the monsoon comes the road is almost impassable until the rain has washed the top dressing away again. This is the way the maintenance allowances are spent.

About three years ago, the road from Culpetty to Sultan's Battery had been so long neglected, and had got into such a disgraceful state, that the Deputy Collector got leave to put it to rights with the means at his disposal, independently

\* See pages 14 and 15 of this Report.

of the Public Works Department. His work was exceedingly creditable; he made causeways over the paddy flats and temporary wooden bridges; but the road has never been touched since, and has, of course, fallen into as bad a state as ever. Very little would keep it in tolerable repair, but that little is not done.

Sultan's Battery, or Gunputty-wuttum, occupies a very central position in Wynaad. The line of road from the Tambracherry Ghaut to the Mysore frontier will pass through it, as well as that from the Neilgherries, by Goodaloor to Manantoddy, along the length of the plateau. The names are derived from a square enclosure, surrounded by a ditch, where Tippoo mounted some guns, and took shots at a stone (*wuttum*) in a temple hard by, which was carved into the shape of the elephant-headed Gunputty or Ganesa. The god has, in consequence, lost his trunk. Sultan's Battery is likely to be a very thriving place when the roads are made. There are already an excellent traveller's bungalow, an akkarree station, and a large bazaar, where enterprising Moplahs have handsome shop fronts. The place is surrounded by fine clumps of trees, native coffee gardens, and paddy cultivation.

The distance from Sultan's Battery to the Mysore frontier is 15 miles, and the first 11 are naturally so easy that they are even now passable for bandies during fine weather. There is a steep hill or two near Sultan's Battery, where the trace must be improved, and four rivers will require bridging. From a tumble-down swamy house, called Poongolycottah, through a weird forest, where tigers may be seen, in the hot afternoons, stalking monkeys round the bamboo clumps, to the Mysore frontier, a distance of four miles, the present track is execrable, and the most adventurous bandy could scarcely hope to struggle along it. After crossing the frontier, I immediately found a number of bandies laden with timber, and a large encampment of wood-wudders. They come out thus far with ease from Goondelpeet, in Mysore, a distance of 25 miles, although nothing has yet been done to the road.

The other lines of communication in South Wynaad are the private ones made by planters, to which I shall allude in another section, and those leading to Manantoddy, in North Wynaad, the capital of the district. One of the latter leads from Sultan's Battery to Pannamurum, along a ridge, and might be kept in repair at a very trifling cost. Another, which is purely a district road, goes from Culpetty, across two ranges of rocky hills, to Pannamurum, where the Manantoddy, the largest river in Wynaad, must be crossed. A third goes from Vythery, by Teriote, to Manantoddy. This has been, as I think, most injudiciously, made an imperial line. Large sums of money have been wasted upon it, yet there are no bridges over the rivers beyond dangerous moveable planks, and it is not passable throughout for carts. It is purely a district line; there is already a tolerable bullock road along it for fair weather traffic, and, in my opinion, it would be unjustifiable to spend more money on it until the three main lines, so urgently needed, are finished.

The estates round Teriote, which are few in number, use the Coteaddy Ghaut, where there is a tolerable bullock road, to send their coffee to the coast. This route has the great advantage of having a navigable backwater close to the foot of the ghaut.

### 3. Journey through North Wynaad.

North Wynaad was formerly the most important part of the district. Here is Manantoddy, where a detachment of native troops were stationed, and when they were withdrawn it was here that the Deputy Collector established his catcherry. The great pioneer road from Malabar to Mysore also ran through North Wynaad, and this was the only means of communication for many years, and until the Peramboddy ghaut was made through Coorg, from the west coast to the interior. It passed up the Periar ghaut, across North Wynaad, and into Mysore by the Bowally bridge; it was bridged throughout by serviceable old-fashioned structures, and carts were often brought up the ghaut in spite of the precipitous gradient.

North Wynaad is separated from Coorg by the Bramah-gherry mountains, on the summit of which there is a plateau 6,000 feet above the sea. Parallel to them runs another well-wooded range of hills called the Dindimul mountains.

Since 1840 coffee cultivation has rapidly increased in North Wynaad, and now there are estates all along the road from Manantoddy to the Periar Ghaut,

upwards of ten along the slopes of the Dindimul hills; coffee cultivation extends from Manantoddy to within three miles of the Bowally bridge, and in the north-east there are 31 estates in the Tirunelly valley and along the slopes of the Bramah-gherries. Altogether there are upwards of 53 coffee estates in North Wynaad.

The urgent need of the cultivators of these estates is, that the old pioneer road should be kept in ordinary working order, and that a trace with an easier gradient should be made up the Periar Ghaut. It might naturally be supposed that at least the road would be kept in repair with the ordinary maintenance allowance, but this is far from being the case. I am assured by those who can remember the road 20 years ago that it was in better order then, than it is now. There are numerous places which become impassable morasses in the monsoon, but which might be put right by a little timely repair. The planks forming temporary bridges are loose and dangerous, and even the roadway of one of the old bridges is so worn away that the bricks of the arch are laid bare. It is true that a dog cart may be driven from Manantoddy for some miles towards the Periar Ghaut, but the three miles on the Manantoddy side of the Bowally bridge is in such a disgraceful state that it is almost impassable for ordinary bandy traffic. One work, however, has been completed, namely, the small bridge over the Dhoby's nullah, within a mile of Manantoddy. It has masonry abutments, and is on what Colonel Walker calls the "Canara standard plan," that is, supported by struts and corbels beneath. This principle does not appear to me to be so good as the method of having all supports above, like the truss bridge at Tippoo-cardoo, in a country like Wynaad. When the floods come down with huge branches and uprooted trees, these snags will either dash against and injure the struts, or else the abutments must be of such an additional height as to clear the danger, thus greatly adding to the expense. The truss bridge, with all supports above, is quite clear of the freshes in the river that it spans. They were three years in making this little bridge over the Dhoby's nullah.

A new trace down the Periar ghaut has been made by Mr. Nordmann, the supervisor in charge of works in North Wynaad. The lower part is merely earth-work, but from the top of the ghaut there are three sharp zigzags, requiring very heavy blasting and revetment work. Satisfactory progress was being made on this important ghaut, when, during my stay at Manantoddy, an order came to stop all work, thus checking such progress as was being made, and inflicting a most serious injury on the interests of North Wynaad.

A great number of estates have been opened in North Wynaad on the eastern side, in the Tirunelly valley, and on the slopes of the Bramah-gherries. The soil, covered as it formerly was for the most part by clumps of bamboos, is too poor for the profitable cultivation of coffee, and the climate is too dry. This country, to the eastward of Manantoddy, is known as the "bamboo side." It usually yields one or two excellent crops, and then falls off, requiring manure, and every other advantage that human ingenuity can supply it with. The absence of all roads in their division renders this impossible, and the planters came to me in a body at Bramah-gherry and explained their position. A road from the Bowally road to the Coorg frontier is an absolute necessity to them. It would be 15 miles long, and presents no engineering difficulties beyond bridges over three rivers. I think that this line, being the natural continuation of the road from the Neilgherries, along the centre of the Wynaad plateau, should be an imperial one. In the first place, there should be a military road between the Neilgherries and Coorg, such a road, too, would facilitate operations in an important Government forest\*—it would open up a very important grain-producing district†, and the very existence of many coffee estates depends upon it. The planters assured me they were willing to make the road themselves by contract, if a Government officer would give them a trace. The first mile and a half of an excellent trace has already been

\* The Coodraccote forest. It is the only forest whence timber can be conveyed from Wynaad to the west coast market. The timber would go by the Periar Ghaut. Owing to the small demand in Mysore, the west coast market is the only one where remunerative prices will be obtainable for some time to come. The forest contains fine teak, blackwood, and mutti. The quantity of timber in cubic feet is estimated at about 200,000 of teak fit for felling, and about 50,000 of blackwood.

† In February 1866, rice was selling at 18 seers per rupee, and raggees at 28 in Coorg, while only 7 and 14 seers respectively were obtainable for a rupee at Manantoddy.

made by Mr. Nordmann, but the work has been stopped, and, under present arrangements, there seems to be no hope of any progress.\*

While at Manantoddy, I observed that much money was being frittered away in making traces, abandoning them, and making others in the direction of Teriote and Pannamurum. It is most deplorable that while the main lines of communication are impassable for cart traffic, funds should be squandered on futile traces for mere district roads.

I think it will be clear, from the above narrative of the state of the roads, that there has been very serious mismanagement in the administration of the Department of Public Works as regards Wynaad. The three divisions of the district each contain from 50 to 60 coffee estates, they are of about equal importance, and they each require, most urgently, a cart road from Mysore to bring in labour and grain, and down a ghaut to export their produce. After ten years there is not one such cart road in Wynaad. It comes to this—that the Department is incapable of making a simple road across the Wynaad plateau, and the causes of this utter failure, which must lie in the organization of the Department, seem to require careful consideration.

#### 4. Public Works Establishments in Wynaad.

It is needless to revert to the shortcomings of former years, because those chiefly concerned are now dead, and their accounts have been wiped off. But the new executive system was commenced about two years ago, and its results, so far as Wynaad is concerned, may be estimated.

Formerly Wynaad had a single Engineer, with overseers under him, who was subordinate to the District Engineer of Malabar. Under the present organization, the Superintending Engineer of the 7th Division (Colonel Walker) is the chief Public Works executive officer in Canara, Malabar, including Wynaad, and Coimbatore. Under him Wynaad is divided into three ranges, each under a range officer. During the time of my visit, Mr. O'Shaughnessy, an Assistant Engineer, had charge of South-east Wynaad, Captain Kennedy of South, and Mr. Nordmann, a supervisor, of North Wynaad. The subordinate establishments in these ranges were in a most inefficient and unsatisfactory state.

The expenditure on public works in Wynaad is now two lacs, and the cost of establishments is at least 25 per cent. of the expenditure.

|                                                                                                                | Per Month. |
|----------------------------------------------------------------------------------------------------------------|------------|
|                                                                                                                | Rs.        |
| The Superintending Engineer receives Rs. 9,600 a year, of which there may be put down for Wynaad's share about | 150        |
| Mr. O'Shaughnessy -                                                                                            | 500        |
| Captain Kennedy, including military pay, allowance, &c., about                                                 | 500        |
| Mr. Nordmann -                                                                                                 | 150        |
| The petty Establishment average Rs. 300 a month for each range                                                 | 900        |
| Office Establishments, about Rs. 220 for each range, and Rs. 60 for overseer's offices                         | 840        |
| Four Overseers (Rs. 120 each)                                                                                  | 480        |
|                                                                                                                | 3,720      |
|                                                                                                                | 12         |

Rs. 44,640 a year.

This is a heavy item in the expenditure, and it is a serious question whether the benefit that the public service should derive from it is realized. It seems to me to be essential to the progress and completion of the roads that they should be under the constant supervision of the superior executive officer, who should

\* See Enclosure No. 3.

reside in Wynaad; that he should work in concert with the planters; that changes in his staff should be avoided; and that the subordinate establishments under the range officers should be efficient. The cost of establishment ought to be about 20, and not 25, per cent. of the expenditure.

I will now briefly state to what extent these essential conditions of efficiency are secured under the present system.

The Superintending Engineer has charge of so extensive a region that he cannot bestow more than a very small portion of his time on the Wynaad works. In fact, his supervision consists of one or two hasty visits to North and South Wynaad in the year, while he has never once visited the works in South-east Wynaad since Mr. O'Shaughnessy took charge in August 1864. So far from working in concert with the planters, he has discouraged every proposal on their part to take contracts, and has come to such a quarrel with those of South Wynaad that they have refused to act with him in any way. The changes in his Staff have been incessant, and the directions given in para. 10 of the Secretary of State's Public Works Despatch, dated April 1865, have been totally disregarded. To take South Wynaad as an example. First, Captain Kennedy had charge of the ghaut only, Mr. Nordmann of the road from thence to Sultan's Battery, and Mr. O'Shaughnessy of that from the Battery to the Mysore frontier. Then the latter section was taken from Mr. O'Shaughnessy and given to Mr. Nordmann. Then the whole was given to Captain Kennedy. Then it was ordered to be taken from Captain Kennedy again, and once more to be divided between the two other range officers. Then Mr. O'Shaughnessy was driven from the district altogether, and a new officer will be appointed, who will require a season to become acquainted with it. These constant changes render any real progress next to impossible. The subordinate staff is insufficient, and though the submission and sanction of plans and estimates are rigorously exacted before any work can be proceeded with, and all the complicated forms of account must be filled up and sent in every month, yet the range officers are not provided with draughtsmen, accountants, or even good overseers.

For these reasons, I have been unable to avoid the conclusion that no rapid or satisfactory, certainly no economical progress can be expected in the public works of Wynaad, until a complete change has been made in the system. The exceptional character of the work in Wynaad not only justifies, but renders necessary the appointment of a special Executive Engineer for the district, who should have no executive superior, but should correspond directly with the Secretary to Government, who should work in concert with the planters, and should have his eye constantly on the works in every part of the district. A supervisor and two overseers, with an efficient office establishment, would work under him in each range. On the completion of the roads, when nothing but maintenance operations will be necessary, the establishment might be very much reduced, and the appointment of the special Executive Engineer dispensed with but in the meantime a saving would be effected on the present system, and the cost of establishment would be at once reduced to a little over 20 per cent. on the expenditure; thus,—

|                                                              | Per Mensem. |
|--------------------------------------------------------------|-------------|
|                                                              | Rs.         |
| One Special Executive Engineer for Wynaad -                  | 750         |
| Three Supervisors, one for each range, at Rs. 250 per mensem | 750         |
| Six Overseers, two for each range, at Rs. 150 per mensem     | 900         |
| Draughtsmen, Accountants, and other Office Establishment     | 900         |
|                                                              | 3,300       |
|                                                              | 12          |
|                                                              | Rs. 39,600  |

Nearly all the obstacles to satisfactory progress appeared to me to lie in the organization of the present establishment, and more especially in the violent

antagonism between the Superintending Engineer and the planters. I, therefore, consider that some such change as I have proposed is one of the most urgent requirements of the district.

5. *Action of the Planters, and the Public Works Department, with regard to Contracts.*

The coffee planters of Wynaad are, as a body, vitally interested in the rapid and efficient prosecution of public works in their district, and at the same time they are in a position to furnish valuable assistance to Government officials. In no part of India, therefore, might contracts for the construction of roads be entered into with greater advantage.

The planters are an organized body, and in each division of the district they have formed an association, which represents their wants, and watches over their interests. Originally there was but one, called "the Planters Association of Western India," which met at Manantoddy, and of which Mr. Gordon, who has charge of large estates at Vythery, was for some years Chairman. Reports of the proceedings of this Association have been published for the years 1859, 1860, 1861, 1862, and 1863.\* In 1864 it was found that the three divisions of the district had increased very much in importance, while their interests were to some extent distinct. It was, therefore, thought desirable to form an association for each division, which was accordingly done. That of North Wynaad, meeting at the Manantoddy Club, is presided over by Mr. Richmond, with Mr. Rayne, the Agent of the Madras Coffee Company, as Secretary. The Chairman and Secretary of the South Wynaad Association, which meets at the Vythery Club, are Messrs. Russell and Ilnde, proprietors of fine estates on the Chumbra hill; while Mr. Minchin and Mr. Steedman hold the same offices for South-east Wynaad. It is proposed to form an Association representing the planting interest of the whole of Western India, to meet at Ootacamund, of which those in Wynaad shall be branches.

This organization is very advantageous to the planters, because it enables them to give weight to their representations by speaking collectively. It also supplies machinery which may hereafter be very serviceable in furthering that cordial co-operation which, it is to be hoped, will some day be established between the planters and the officers of the Public Works Department in the district. Many of the planters are proprietors, others represent the interests of Companies, or of individual capitalists; and amongst them are to be found men who have experience in road making, who can obtain labour in much greater abundance, and far more economically, than any officer in the Public Works Department, and who could supply satisfactory guarantees for the fulfilment of any road contract they might make with the Government. The immense advantage to the public service that would be secured by making use of such agency is evident. The roads on the plateau would be completed at once by those who have the greatest interest in their being made well, and at a comparatively small cost, while a number of Government officers would be free for other service. The planters have already made several good district roads, among which I may mention a six-foot bullock road made by the Messrs. Wright, which connects the estates at Cheramboddy with the old Nelialum road to Sultan's Battery; and the excellent cart road, seven miles long, between the estates of the South Indian Coffee Company at Thanootha and those in the neighbourhood of Culpetty.

In spite of these considerations, the system of contracts has been uniformly discountenanced by the present Superintending Engineer.

It is requisite, for the complete understanding of the Wynaad question, that the history of the abortive attempts that have been made from time to time to introduce this system, and to get the roads made through the agency of those who would be the chief users of them, should be known. I shall begin with a brief account of Mr. Ferguson's unsuccessful but most meritorious endeavour to make a road by contract.†

Mr. Ferguson is a planter of great experience, and considerable energy and intelligence, who now has charge of the fine Rimington estates, on the slopes of the Chumbra hill. In the beginning of 1863 he was requested by Major Syme, then the Engineer in charge of Wynaad, to assist him in tracing a new line of cart road from Vythery to Culpetty. He commenced work in February, and completed the trace in April. Major Syme then asked him to take a contract for the construction of a cart road from Vythery, along the south side of the Culpetty hills, to Sultan's Battery, with a branch to Culpetty. Major Syme went over Mr. Ferguson's trace from Vythery to Culpetty several times, and was perfectly satisfied with it. The contract was signed in June 1863, for the construction of a road 18 feet wide, with drains two feet wide and one and a half deep, and sawn timber platform bridges over the nullahs. Subsequently it was arranged that the bridging was not to extend to nullahs above 25 feet in width. The work was to have been measured up, and the accounts adjusted, twice a month. Mr. Ferguson worked all through the heavy monsoon of 1863, put up one permanent bridge, and prepared large quantities of timber for the more formidable bridges, for which he was to have had a separate contract. In October 1863 Mr. Smith succeeded Major Syme in Wynaad, and urged Mr. Ferguson to complete the road to Culpetty as rapidly as possible. A contract was entered into, at the same time, for bridging, at Rs. 1. 2. per cubic foot for timber, and Rs. 6 for masonry, and for catch drains along the whole line of road at 2½ annas per cubic yard. By this time Mr. Ferguson had found that the original contract for road and bridges at Rs. 1,000 per mile would be a great loss to him, and Mr. Smith agreed to allow him 2½ annas per cubic yard for all earthwork on the remaining half of the road, and to pay separately for the bridges. The work was proceeding satisfactorily when, on December 3d 1863, the present Superintending Engineer having taken charge, a verbal order came to stop it all. Large gangs of men were at work at the time, and this sudden stoppage, of course, caused much loss and inconvenience. Afterwards, Mr. Ferguson was requested to go on again, and, during January and February 1864, he had 2,000 men employed; but in the latter month he received a final order to stop all work. He had spent Rs. 4,535 on labourers' wages, and Rs. 2,000 on that of mechanics, overseers, &c., and had completed four miles of road, besides partially opening the remainder. Progress had been comparatively slow, because the work had been done during the heavy rains, but it was advancing much more rapidly in the fine weather, when it was finally stopped by the Superintending Engineer. Had the contract been adhered to, there would now be a good cart road from Vythery to Sultan's Battery. Now, as I have already stated, no such road exists, while all the money spent by Mr. Ferguson (upwards of 700L.) has been wasted. I went over his trace, which appeared to me to be a very good one; and though I think that the new trace made by Captain Kennedy is better, it is certainly not so much better as to justify the squandering of several hundred pounds, the leaving an important district without any road at all for an indefinite time, and the abandonment of miles of excellent work. Mr. Ferguson tells me that, had he received fair support from the Public Works Department, and been encouraged by liberal contracts, he would then have been very glad to have devoted his entire time to road making, but that he has now lost all confidence in the Department, and has refused to undertake any further work connected with it.

So much for this transaction, which, I think, speaks for itself.

About two years ago a contract was made with Mr. Browning, a planter who owns a coffee estate near Goodaloor, to construct 18 miles of the road from Goodaloor to Sultan's Battery. He made an admirable trace, and completed the road according to his agreement in a most creditable way. He also made the new trace of the Goodaloor Ghaut. Mr. Browning is by no means one of the leading planters; he is working on a small scale, and the result of his contract showed that it was not essential that contractors should be men of great wealth, but that agreements might most advantageously be made for constructing portions of road with any settler of known probity and intelligence. It is, of course, essential that, in entering into a contract, the Government officials should make all necessary inquiries; and any consequences arising from this not having been done must be put down to neglect of duty on the part of the officer, and cannot be honestly quoted as an argument against contracts. I am induced to make this remark, because an agreement respecting a portion of the Teriote road, which was made by Mr. Nordmann with a Mr. Carter, turned out most unsatisfactorily, entirely in

\* See Enclosure, No. 4. Mr. Gordon's Views on Wynaad Roads.

† See Enclosure, No. 5.

consequence of the neglect of the range officer to ascertain the character of the person to whom he was giving a contract. This transaction will, no doubt, be quoted by the opponents of a system of making roads by contract, as opposed to the system of having no roads through departmental agency; but, as I have shown, it would be most unfair and misleading to adopt a line of argument based on the absence of ordinary caution on the part of the range officer.

There has been no want of opportunities of trying the contract system within the last two years, and several excellent offers have been made by influential planters. Mr. Wapshare, the manager of the Moyaar Coffee Company's estates, and Mr. Miller, of Devala, made an official proposal to construct a portion of the road in South-east Wynaad, and offered to pay down 1,000*l.* as a guarantee for the fulfilment of their contract; but they received a reply, in half-a-dozen lines, that their offer was declined. Mr. Swan, a planter in the Ouchterlony valley, made a similar offer, and received an identical reply.

A similar result would doubtless have attended the more recent proposal of Messrs. Beaumont and Minchin if they had made it through the regular channel; but they saw Sir William Denison on the subject, and as the Governor took a favourable view of their plan of operations, some negotiation with them on the part of the Superintending Engineer became inevitable.

Mr. Beaumont is one of the leading planters of South Wynaad. He is a gentleman of great energy and perseverance, and, as Managing Director of the South Indian Coffee Company, represents a very important interest. Mr. Minchin is universally respected by the whole planting community of South-east Wynaad; he has taken the lead especially in the establishment of the Goodaloor Dispensary, and occupies the chair of their Association. He owns large estates at Devala and Cherambody, and is a Director of the South Indian Coffee Company. The Government accepted the proposal of these leading planters to contract for the selection of a trace, and the construction of a cart road from the Connoth stream near Vythery to the Mysore frontier, *via* Sultan's Battery, in an order dated October 21, 1865. The contractors sent in a detailed estimate for the road from Sultan's Battery to the Mysore frontier, at the same rates as are paid by the Public Works Department in Wynaad, and stated they were ready to commence work on this portion of the line at once. Messrs. Beaumont and Minchin, in accordance with the wishes of the South Wynaad planters, selected the same trace south of the Culpetty hill which had already been adopted by Major Syme in his conduct with Mr. Ferguson. The Superintending Engineer, in a letter dated November 2, 1865,\* objects to this trace, characterizes Mr. Beaumont's conduct as deficient in candour and straightforwardness, and accuses him of interested motives in selecting this particular line. He also states that Mr. Gordon, an influential planter at Vythery, had spoken against it, a statement the correctness of which Mr. Gordon himself has since emphatically denied. The Superintending Engineer also reported that he had directed Captain Kennedy to open up the road west of the Culpetty hill, in opposition to the proposed operations of the Government contractors. Mr. Beaumont protested against this antagonism, and he was informed, in an order dated November 17, 1865, that it was too late to alter the old route, which must go round the north side of the Culpetty hill. Although the old line was preferred by the contractors, in common with the whole planting community, they were yet willing to work on any trace insisted on by the Government, so long as some road or other was made. But in consequence of the "mis-statements of the Superintending Engineer, and the illiberal construction put upon their proceedings," Messrs. Beaumont and Minchin, in a letter dated November 29, 1865, retired from the undertaking they had proposed to carry out. The Government then ordered the Superintending Engineer to request them to re-consider their decision; but they finally replied that it was impossible to have anything to do with the Public Works Department in Wynaad while the present Superintending Engineer remained in charge.

Thus was another opportunity of completing the road across the plateau of Central Wynaad thrown away by Government officials. The contractors are men whose money, as coffee planters, is involved in the completion of these roads, and there cannot be any doubt as to the sincerity of their offer. The loss involved in

the absence of roads is most serious to them. The Brinjarries demand 2½ rupees per bullock per trip to Calicut, for taking down coffee. A bullock carries 4 bushels (5 bushels to the cwt.). This is Rs. 2. 13 per cwt., or 5*l.* 12*s.* 6*d.* per ton.\* The freight from Calicut to England is from 3*l.* to 4*l.* If there was a cart road, a single bandy would carry 10 cwt. The two bullocks would cost 8 annas a day, and the bandy man 8 annas more, total 1 rupee. The distance, say from Culpetty to Calicut, is 45 miles, and the trip will average 14 days, so that the cost will be 14 rupees, or about 2*l.* 16*s.* a ton. The absence of roads, therefore, exactly doubles the expense of sending coffee to the coast. Their absence in the direction of the Mysore frontier, the source of supply for coolies and grain, is equally serious.

It is certainly most detrimental to the interests of the public service that every attempt of the planters to be permitted to make roads, on which their welfare depends, should be thwarted by those whose duty it is to act in concert with them. If the roads were made by contract, under the auspices of such men as Messrs. Beaumont or Minchin, they would be completed at once, and at an immense saving of expense. While Captain Kennedy pays his labourers from Malabar at the rate of 8 annas a day, the planters get abundance of the same coast labour at 4 annas, and 1 anna 8 pie for rice. The Public Works officers have to give the wudders or road diggers 4 annas per cubic yard, while the planters get them at 3 annas. Yet the coolies, in spite of higher pay, prefer the planters to the Public Works Department as masters, and there can be no doubt that planters, contracting to make roads, would have the command of abundance of labour at far cheaper rates.

#### 6. Civil Administration.

Before the planting interest in Wynaad became so important as it now is, the civil power was represented by a single native Tahsildar, residing at Manantoddy. But about eight years ago it was found necessary to appoint a Deputy Collector to Wynaad, and in 1860 Mr. Herbert Richardson accepted the appointment. The present establishment in Wynaad is as follows:

|                                                               | Per Annum.   |
|---------------------------------------------------------------|--------------|
| Deputy Collector                                              | Rs. 7,200    |
| " " Establishment                                             | 1,908        |
| " " as Moonsiff                                               | 408          |
| Tahsildar                                                     | 2,400        |
| " Establishment                                               | 5,868        |
| One 1st Class Sub-Magistrate at Vythery, with establishment   | 2,076        |
| One 1st Class Sub-Magistrate at Goodaloor, with establishment | 2,076        |
| 2 Sub-Magistrates, as Moonsiffs                               | { 264<br>264 |
|                                                               | Rs. 22,464   |

The country is divided into 16 Umshuns or parishes, to each of which an Adigar is appointed with a salary of Rs. 5 a month. The pay is almost nominal, but the increase in consequence and position induces the leading natives of the Umshuns to take the appointment of Adigar, the duties of which are to collect the revenue, and act generally under the Deputy Collector. The Umshuns are as follows:—

| North Wynaad.  | South Wynaad.       | South-east Wynaad. |
|----------------|---------------------|--------------------|
| 1. Periar.     | 7. Koopatode.       | 13. Numholycode.   |
| 2. Yeddavugah. | 8. Pudady.          | 14. Cherangode.    |
| 3. Ellonaad.   | 9. Gunputty-wattum. | 15. Mumnaad.       |
| 4. Nullonaad.  | 10. Eddanursoor.    | 16. Mupenaad.      |
| 5. Tondonaad.  | 11. Vythery.        |                    |
| 6. Pornanoor.  | 12. Kurumbala.      |                    |

\* This is the cost to planters near the ghats. It costs the Madras Coffee Company, whose estates are on the other side of Wynaad, 7*l.* 10*s.* a ton to convey their coffee to Tellicherry.

\* See Proceedings of Government, Public Works Department, November 17, 1865, December 14, 1865, and February 16th 1866.

The work of the Deputy Collector has now become much more laborious than it is possible for one man to perform. Incessantly in the saddle for 15 days out of every month, Mr. Richardson has for five years done the work of three men as Collector, as Magistrate, as road maker, and as Moonsiff. Few more painstaking and meritorious public servants are to be found in India, and his great powers of usefulness are increased by his well deserved popularity both amongst natives and European planters. The severity of the tax upon his powers of work is much increased by the annual attacks of fever, which the unhealthy climate of Wynaad entails.

The time has come for an increase in the official staff of this talug, and Mr. Ballard, the Collector of Malabar, proposes that, instead of one Deputy Collector, a Tahsildar, and two Sub-Magistrates, there should be a Deputy Collector and Magistrate for each of the three divisions, with a sufficient staff, and a medical officer. The present establishment costs Rs. 22,464, and the proposed arrangement would come to Rs. 43,600, the difference being provided for by a registration fee on coolies. In the event of a new labour ordinance becoming law, a remodelling of the present official staff will be necessary.

One of the heaviest and most tiresome duties of the Deputy Collector is the superintendence of the collection of the land tax on coffee estates, and of the surveying operations which it entails. In February 1860 the planters agreed with Sir Charles Trevelyan to pay a tax of Rs. 2 per acre on all land in bearing, on condition that the roads were vigorously proceeded with, and Sir Charles promised, on his part, that Rs. 30,000 should annually be spent on roads on the plateau alone. The tax was imposed at once, and has been very regularly collected ever since, but the Rs. 30,000 were not spent on the roads even in the three following years. By the new Waste Land Rules, Rs. 2 an acre are charged at once, whether the land is in bearing or not. For the work of collecting this tax four surveyors are employed at 70 rupees pay and 23 batta per mensem each. Then there are draftsmen and demarkation inspectors, the whole establishment costing Rs. 939 a month, or Rs. 11,268 a year. The coffee tax has yielded as follows:—

|                           | Aeres.        | Rupees.                         |
|---------------------------|---------------|---------------------------------|
| 1860-61, European estates | 4,881         | 9,762                           |
| „ Native „                | 2,375         | 4,990                           |
|                           | <u>7,256</u>  | <u>Rs. 14,752</u> yield of tax. |
| 1864-65, European „       | 9,865         | 19,731                          |
| „ Native „                | 4,748         | 9,497                           |
|                           | <u>14,613</u> | <u>Rs. 29,228</u> yield of tax. |

Thus the cost of collection is more than a third of the whole yield of the tax. By simply placing an export duty of such a sum per cwt. as would represent roughly Rs. 2 per acre of coffee on all coffee exported from the Presidency, the same result would be attained at an infinitely smaller cost of collection. The Government would gain, while the tax would be more equal and less annoying to those upon whom it is levied. I have ascertained that the great majority of the planters would prefer this export duty to the present land tax, and I recommend it as a measure of evident expediency. It was the extreme heaviness, and not the principle of Sir Charles Trevelyan's proposed taxation, that made it so objectionable.

I cannot but feel that one of the most urgent duties of the Government in so exceptional a district as Wynaad, is that of seeing that the labouring classes are provided with medical assistance in case of sickness. It is a shame and disgrace to the Government of any country that such scenes as may often be witnessed in Wynaad should be possible. The sick and dying and dead often line the roads. Men in the last stages of fever are left to die by the road sides, while vultures and jackals gnaw the bodies of the dead. Of course the employers of labour ought to subscribe freely to any measure calculated to alleviate these miseries, and, if they do not do so, they ought to be taxed for the purpose; but the Government should assist, and should prevent the occurrence of such horrors as are now but too

common. It is these considerations which have led me to urge the Madras Government to promote the spread of Chinchona cultivation in Wynaad. But the most pressing need is the establishment of an efficient dispensary in each division.

South-east Wynaad is the only division that has hitherto done its duty in this matter, and certainly the Government have met the proposal of the planters in a most liberal spirit. In March 1864 cholera and fever ravaged the neighbourhood of Goodaloor, and carried off many hundreds of people. It was this terrible visitation which seems to have suggested the establishment of a dispensary. The planters subscribed very liberally towards it, and the Government undertook to supply an apothecary and the medicines. The cost of the apothecary's salary is now divided between the Government and the planters. The present temporary building is well ventilated, and will hold about 20 patients, and the permanent dispensary is to be commenced as soon as the estimate is sanctioned. The establishment was opened on May 1st 1865, and up to the end of the year 116 in-patients had been received, of whom 94 were discharged cured, and 1,700 out-patients had been treated. These numbers show the inestimable blessing that the Goodaloor dispensary has been to the Coolies of South-east Wynaad and their families. I enclose an interesting report on the subject, which was drawn up for me by the apothecary, Mr. Wade.\*

In South Wynaad the conduct of the planters, with regard to a dispensary, has not been satisfactory, and they have not yet followed the noble example of their brethren in the south-east. There is no medical man in the division, except the apothecary of the Sappers and Miners at Lackady, and, I believe, an apothecary in the employ of the South Indian Coffee Company. But there is no public supply of medicine, no gratuitous treatment, and no remedy for the crying evil which I have described. Men and women may die, just as the bullocks do, by the road side, abandoned and uncared for.

In North Wynaad there is a medical man, Dr. Cream, at Manantoddy, who receives Rs. 150 a month for attending the police and other Government employes, out of which sum he is expected to find his own medicines. But there is no dispensary for gratuitous treatment and distribution of medicines, such as exists at Goodaloor; and the planters have taken no steps for providing one. A pukka building, used for the same purpose when troops were stationed at Manantoddy, is available as a hospital.

The provisions of such a labour ordinance as that which was passed in Ceylon last October, will include the appointment of a medical man and the establishment of an efficient dispensary in all three divisions of Wynaad. There is no measure which is more needed, and which comes more legitimately within the province of the Government to promote, and none which so urgently demands immediate attention.

#### *Labour Ordinance, and Cross Roads Bill.*

Before coffee planting commenced in Wynaad, the labouring class consisted of the Punniers, those curly headed slaves of the Chetties, who have, for the most part, preferred the old bondage under their hereditary masters to service on coffee estates. The planters, therefore, have to look abroad for their labour. Demand soon creates supply, and many thousands of coolies now annually come in from the villages of Mysore, and up the ghauts from Malabar. The wild Kurumbars also occasionally engage themselves, and on the Bramahgherry estates there are some families of very good labourers belonging to a slave caste from Coorg. But the great mass of the labour comes from Mysore and Malabar. Six years ago their pay was 3 annas a day, now the Malabar coolies get 4 annas, and 1 anna 8 pie for rice; and the Mysore coolies, 4 annas a day, and 4 annas a week besides as a present to any man who works the whole six days. All the labour in North Wynaad is from the east. Felling is done by contract, at Rs. 20 the acre, chiefly by Moplabs. The Malabar people live on rice; the Canarese of Mysore on raggee. At Culpetty rice is now 11 rupees per 100 seers, and raggee 8 rupees 4 annas; while, five years ago, raggee was 3½ rupees the 100 seers.† Such has been the rapid rise in the price of grain.

\* See Enclosure No. 6.

† 1 seer = 2 lbs., or the weight of 80 rupees.

The planters have to supply the coolies with suitable lines near their work, generally of split bamboos plastered with mud, and the health and comfort of the cooly and his family is, of course, an important consideration for the planter, as his supply of labour in a great measure depends on it. After the crop is picked, the coolies return to their own homes, to see after their crops and spend their money, returning to Wynaad for the weeding and other work on the coffee plantations during the monsoon.

The usual method of obtaining labourers is to employ a native maistry, who engages to enlist a fixed number of coolies, and bring them to the estate from their own homes, with an agreement to work for a certain fixed sum, and the maistry receives a large sum of money in advance. There is now no efficient law to protect the planters from breaches of engagement on the part both of maistries and coolies, which frequently occur. Indeed, the present state of the law offers a strong inducement to swindling and dishonesty on the part of the labouring class, and Major Morgan, who is in charge of the Mudamullay and Seegoor forests, reports that many maistries carry on a regular trade in taking advances for contracts which they have no intention of fulfilling. The reason is, that the only law bearing on this form of robbery is Act XIII. of 1859,\* which provides that if a man neglecting to fulfil a contract, after receiving an advance, is convicted, he shall merely be imprisoned for three months, at the end of which time he comes out in the full enjoyment of the fruits of his dishonesty. It is just as if a man was sent to jail for stealing a gold watch, and was presented with the watch as soon as his term of imprisonment expired. All persons guilty of fraudulent breaches of contract, whether they have received advances or not, should be obliged to fulfil their contracts after they have received such punishment as the magistrate may be empowered to inflict.

It is this unsatisfactory state of the law as it now stands which renders the enactment of a labour ordinance, clearly defining the rights and duties both of planters and coolies, a matter of urgent necessity. While such an ordinance is loudly called for by the planters, its importance is fully admitted by the Collector of Malabar, and other officials who are really conversant with the subject. The two Bengal Acts, regulating the transfer of labourers to Assam and Cachar, and the enforcement of contracts (III. of 1863, and VI. of 1865), have caused much discontent amongst the planters, and would be inapplicable to the requirements of Wynaad; but an Act embodying most of the provisions of the Ceylon ordinance would be both just and expedient.† The maistries and coolies should be obliged to fulfil their agreements, while the planters should be equally bound to pay them regularly, to provide them with suitable dwellings and with grain, to supply them with medical assistance in case of sickness, and to furnish means for them to return to their homes if they are disabled. The Deputy Collectors should be *ex officio* inspectors of labourers, and the medical officer of each division should report upon the health of the coolies, and the condition of their lines; but there should be no foolish and offensive titles, such as "Protector of Coolies." A slight knowledge of the history of the Spanish American colonies would have prevented any tendency to legislate with a view to setting up an official establishment intended to cause antagonism between the employer and the employed.

There should also be a provision in any labour ordinance that may be enacted, by which every labourer engaging to work on a coffee estate in Wynaad should be registered both in his own village and by the Wynaad official. Such a system would ensure the identification of the defaulters, while it would supply means of transmitting allotments to honest labourers. Even now the Brinjarries sometimes request planters to act as their bankers. A small tax on this registration will, as has already been observed, furnish funds for defraying the expenses of the additional official establishment.

In addition to the labour ordinance for Wynaad, an Act is much needed by which planters may be enabled to make provision for the construction and maintenance of cross roads by a rate on all landholders in the districts through which such roads may pass. A Bill was prepared last August with this object, a copy of which is enclosed;‡ and it is to be hoped that there will be no unnecessary delay in enacting a law of the same tenor.

\* See Enclosure No. 7 (Act XIII. of 1859).

† See my Memorandum on Immigration to Ceylon. Enclosure to letter of December 26th, 1855.

‡ See Enclosure No. 8.

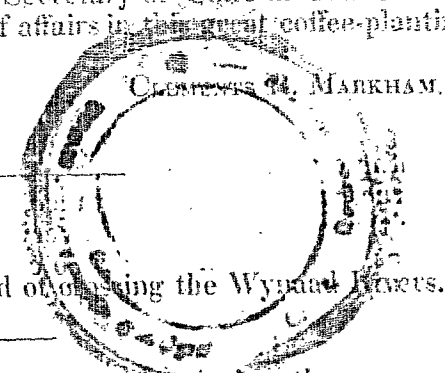
### 8. Concluding Remarks.

It is not only as a district in which English and native capital is largely invested, and many English capitalists and men of enterprise are deeply interested, that Wynaad claims attention from the Government. In addition to all this, it has, by the increased demand for grain and other supplies, and by the large employment of labour, very materially affected the prosperity of the labouring classes over a vast tract of country. Yet year after year has been allowed to pass, and its most urgent requirements are still unprovided. Unless real action is taken at once, many planters will be ruined, and the discreditable sight will be presented of once cultivated land being converted into pestiferous jungle from which all fine timber will have for ever disappeared. I was deeply impressed with the necessity of adopting some such steps without delay, as I have referred to in detail under the different heads of this report, and which I will now briefly recapitulate.

The first great desideratum is the immediate completion of the three cart roads through the three divisions and down the three ghauts, and of a road from Manantoddy to the Coorg frontier. I have given reasons for strongly recommending the appointment of a special Executive Engineer for Wynaad, with strict orders to push on these works to completion with the utmost speed, and not to expend an anna on any other line whatever until they are completed. He should also have orders to secure the co-operation of the planters, and to get the work done by contracts with leading planters, to as great an extent as possible. Unless active measures of this kind are at once adopted, a district which should have been one of the most flourishing in India will become a desert.

The requirement of next importance is an increase in official strength by the appointment of a Deputy Collector, and a medical man with a dispensary on the plan of that at Goodaloor, to each of the three divisions. The present tax of Rs. 2 an acre should be abolished, and an export duty on coffee should be substituted. An enactment for the benefit alike of employers and employed, on the plan of the Ceylon Labour Ordinance, but also introducing a system of cooly registration, and a Cross Roads Act would complete all that is required in the way of legislation. These measures are essential not only to the prosperity, but to the very existence of the planting interest in Wynaad, and I have, therefore, considered it to be my duty to submit the impressions which I formed on the spot, and after very attentive consideration of the subject, in order that the Secretary of State in Council may be placed in full possession of the exact state of affairs in this great coffee-planting district.

February, 1866.



Note on the *Jangdars*, and on a new Method of crossing the Wynaad Rivers.

The rivers of Wynaad are swollen to an enormous size during the monsoon, often rising 30 feet, with a breadth of 200 feet, dashing furiously along, and carrying down trees and masses of fallen boughs and roots. Communication is thus entirely cut off from one place to another, while a number of persons are drowned every year. The present method of crossing these rivers is as follows:—Three or four rattans are laid up into a rope, and stretched across, being secured to trees on either side. A bamboo raft of the rudest possible construction, called a *jangdar*, is secured to this rope by means of another rattan rope working on a grummet, which is swung from one bank to the other. The raft, which thus forms an obstruction, of course catches and stops all the snags and floating timber as they come down, until at last their accumulated force overcomes the resistance of the rattan cable, and the *jangdar* disappears. All communication is then cut off until the waters subside.

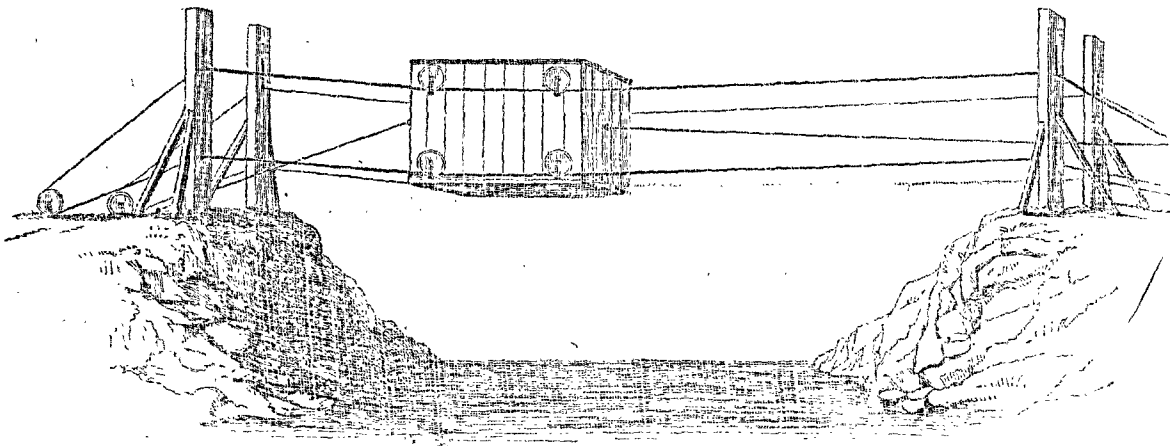
The faults of this rude contrivance are sufficiently apparent, and Sir William Denison proposed to obviate them by attaching the *jangdar* to a chain cable and anchor in the centre of the river, instead of to a rope stretched over it. This

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would certainly be an improvement, and he gave orders that the plan should be tried in the river at Manantoddy. Instead of the *jangdar*, two canoes were provided with a platform over them, consisting of planks of angelly wood placed diagonally. But instead of using the anchor and cable, which is the real improvement, they intend to attach the raft to a chain across the river, thus retaining all the evils of the old *jangdar* plan.

It appeared to me, however, that the great mistake was in attempting to float a raft, in any way, on a swollen torrent bringing down uprooted trees. Yet the prospect of finishing such expensive and large bridges as will be required for the more formidable rivers of Wynaad is still very remote, while it is deplorable that all communication should be annually cut off, for days together, by a mere rush of water. At first it occurred to me that a rattan bridge, renewable before every monsoon, might be thrown across without difficulty or expense. At least a single rattan cable, with a basket to travel along it conveying letters, supplies, or even passengers, would be a simple contrivance. I went into the jungle with a few coolies, and hauled out lengths of rattan, from 80 to 100 feet long. The forests of the western ghats are full of them.

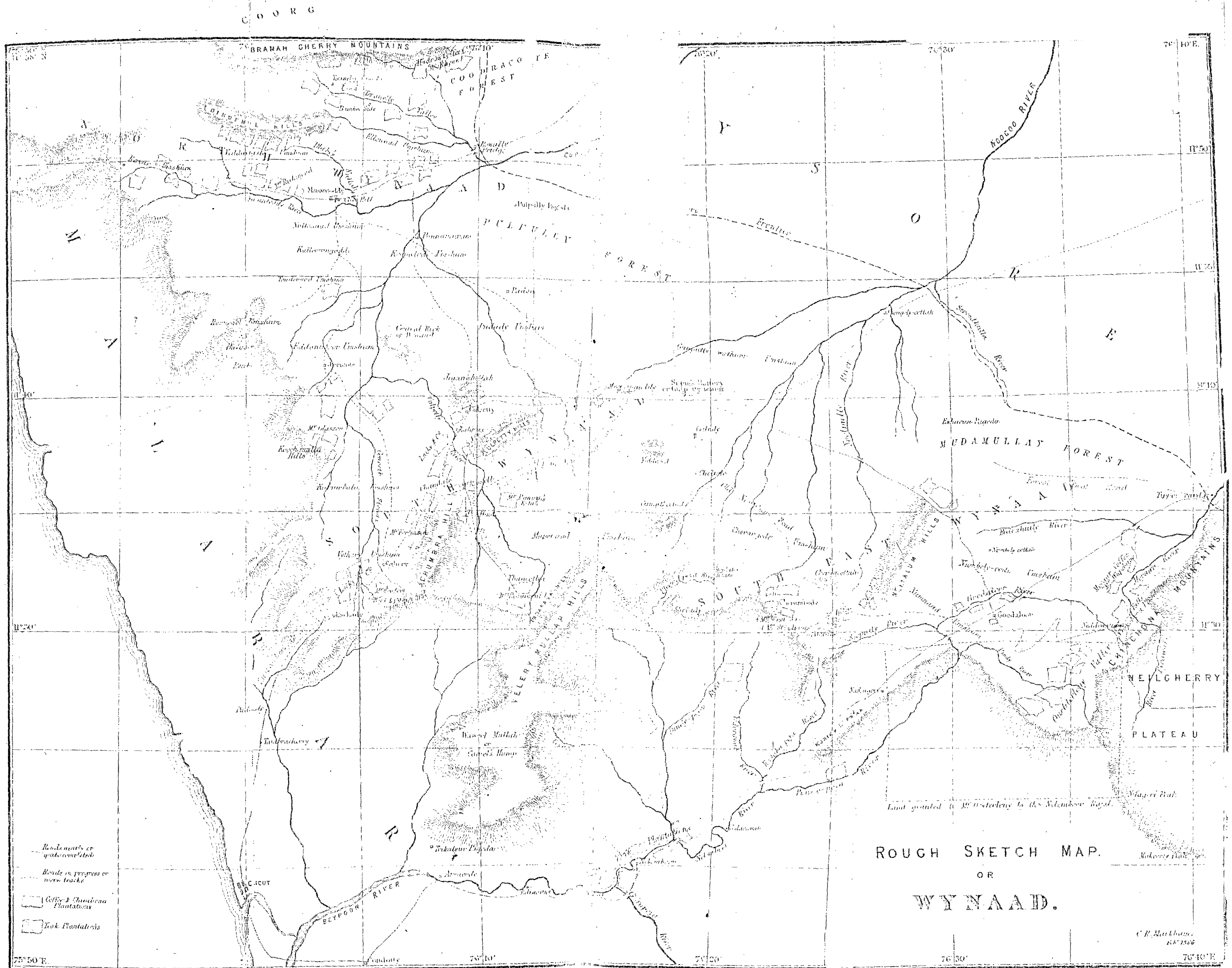
But, on further reflection, I think it would be preferable, and in the end more economical, to adopt a more permanent contrivance for crossing the Wynaad rivers during the monsoon. Four chains of galvanic wire, with a breaking strain of two or four tons, might be stretched across, and set up by windlasses on either bank, after passing over sheaves in solid upright timber supports. A light wrought-iron cage, 8 feet long by 4, might be made to travel on these cables by means of pulleys strengthened by a double bearing. Such a contrivance would carry passengers and goods with perfect ease.



With permission of the Secretary of State, I propose to mature a plan for the construction of this contrivance, which would be very inexpensive, and would repay the outlay by tolls in a very short time. A small one for the Manantoddy river at Pannamurum might be completed and sent out in time for the monsoon of 1867, and, if it answered, others might be put up at every place where a *jangdar* is now used.

CLEMENTS R. MARKHAM.

February 1866.



13

## ENCLOSURES.

No. 1.

CORRESPONDENCE on the subject of Chinchona Cultivation in Wynaad.

From G. A. BALLARD, Esq., Collector of Malabar, to Secretary, Board of Revenue.

Sir,

Calicut, June 27th, 1864.

The past season has been one of unusual sickness in Wynaad, and the great sufferings of the people have impressed me very strongly with the urgent necessity of taking all possible steps to alleviate the disastrous effects of future sickly seasons, which in all probability will occasionally recur. I believe the natives have no effective remedy for fever. It is most important to put one within their reach.

2. I do not know that this can be better done than by taking active steps to spread the Chinchona, not only in a few large plantations, but widely in the gardens and small holdings of the people.

3. The generosity of the native agriculturists can hardly be expected to go to the expense of purchasing Chinchona plants, especially at this early stage, whilst the cultivation is partly experimental; but they undoubtedly are sufficiently alive to the immense importance of raising anything that will tend to ward off or alleviate fever to give attention to the culture of plants distributed to them.

4. I beg, therefore, that a supply of 500 plants in a suitable stage of growth may be sanctioned from the Government Chinchona gardens, and that a sum of Rs. 150 may be allowed for the cost of baskets, coolie hire, &c., required for distribution.

Can be met from the sum of Rs. 1,000 provided for "Other Items" under "Land Revenue, Miscellaneous," in the Budget of 1864-65.

5. Every care will be taken to distribute the young plants pretty evenly through the talooks, and as far as may be to select persons who will do them justice. Lists will be kept of the recipients, and all endeavours used by the officials to excite and keep up interest in the cultivation.

6. I advocate the gratuitous distribution now purely from a sanitary point of view. But I may add that, from the experiments already made in Wynaad, there seems no reason to doubt the success of Chinchona cultivation there, which may be looked upon as already established in one or two estates.

7. I believe, if what I have proposed is sanctioned, a great benefit will be conferred on Wynaad, and if, as I hope, Government are pleased to allow the plants, I beg early orders, so that they may be disseminated during the rains.

ORDER of the Board of Revenue.

1. Ordered to be submitted for the favourable consideration of Government.
2. The case is altogether exceptional.

ORDER of the Madras Government thereon, July 27th, 1864 (No. 1,333).

1. In his letter submitted with the foregoing proceedings, the Collector of Malabar, referring to the occasional prevalence of fever in Wynaad, applies for a supply of 500 Chinchona plants for gratuitous distribution among native agriculturists in that talook, who, that officer observes, "can hardly be expected to go to the expense of purchasing the same."

2. The Government see no reason why Wynaad alone should be thus treated. It is not the only tract in which fever prevails, and is certainly richer than other feverish tracts. The price of Chinchonas, moreover, is extremely small, and when obtained by purchase there is some assurance that endeavours will be made for their being duly cared for. But were the

plants distributed gratuitously, as now suggested, it is to be feared that, if not neglected, they would be destroyed by being stripped of their leaves and bark on occasions of attacks of fever. Mr. Ballard's proposal does not, therefore, seem expedient, and the Government must decline to accede to it.

From CLEMENTS R. MARKHAM, Esq., to the Secretary to Government, Revenue Department, Fort St. George, dated Bangalore, 7th February 1866.

1. With reference to para. 40 of my letter to your address, dated January 16th, 1866, I beg in continuation to submit my conclusions respecting Chinchona cultivation in Wynaad, after a personal inspection of every part of that district.

2. Along the ridge of western ghauts overlooking Malabar, several grand masses of forest-covered mountain rise from the Wynaad plateau and terminate in well-defined peaks at elevations of from 4,500 to 5,000 feet. The most remarkable of these mountain knots are the Velery-mulla, the Chumbra, the Koocha-mulla, and the Balasore ranges, while the Bramahgherry mountains form the boundary of Northern Wynaad. The sites best adapted for Chinchona cultivation are to be found along the more sheltered slopes of these ranges.

3. The present state of the undertaking, as regards Wynaad, is not so advanced as I had hoped, and this slow progress is due to the practice of charging money for the plants, a large per-centage of which die on the transit, instead of distributing widely and without stint. Good progress has, however, been made on a few estates, and several planters fully intend to give the cultivation a fair trial.

4. The estates where Chinchona plants are now growing are as follows:—There are a few in the Ouchterlony Valley, and on the plantations of the Moyaar Coffee Company. On the Naikenshola estate, in Cherambody, Mr. Minchin has a nursery containing about 50 plants of *C. succirubra*, 2 or 3 feet high, as well as several trees planted out, one of which is 6 feet high and five inches in girth. On two estates, called the Ellembellora and Panora Peaks, on the slopes of the Chumbra hills, several trees are growing most satisfactorily. The Ellembellora Peak estate, belonging to Mr. Hinde, has an elevation of 3,500 feet, with a western aspect. Seven trees were planted out in February 1864, and they now look very healthy, with leaves untouched by the land wind. They are of the *C. succirubra* and *C. micrantha* species, and average a height of five to six feet, and a girth of five to seven inches. Mr. Hinde expects a early load of plants from the Neilgherries in a few days, and he intends to form a plantation on the slopes of the Chumbra mountain, above his estate, at an elevation of about 4,500 feet. The Panora estate is at the northern end of the Chumbra range. Mr. Rossell, the owner, planted out several Chinchona trees in December 1863, at an elevation of 3,600 feet above the sea. Not a single drop of rain fell for three months after they were planted, and there are now twelve trees of *C. succirubra* and three of *C. micrantha* planted out, of which three of the former are cuttings struck on the estate. Their height is from five to seven feet, and girth six to seven inches. These two estates, as well as those of Rimington, on the other face of the Chumbra hills, are admirably adapted for Chinchona cultivation, and I look forward to very satisfactory results from the future operations of their owners. On the Anapara estate, at the foot of the Chumbras, Mr. Ferguson has a fine healthy tree. It is worthy of observation that the rainfall on these estates varies exactly as their aspects vary on the slopes of the Chumbra hills, with reference to the south-west monsoon. The following is a register of the rainfall kept on the two estates where Chinchona trees are growing:—

Rainfall on the Slopes of the Chumbra Hills (Wynaad).

| Month.    | Panora Peak Estate. |         |         | Ellembellora Peak Estate. |         |         |
|-----------|---------------------|---------|---------|---------------------------|---------|---------|
|           | 1863.               | 1864.   | 1865.   | 1863.                     | 1864.   | 1865.   |
|           | Inches.             | Inches. | Inches. | Inches.                   | Inches. | Inches. |
| January   | 1.14                | 0.00    | 0.50    | —                         | —       | 0.10    |
| February  | 0.02                | 0.00    | 0.00    | —                         | —       | 1.33    |
| March     | 5.43                | 0.00    | 0.72    | —                         | —       | 0.45    |
| April     | 7.49                | 7.16    | 5.08    | —                         | 4.49    | 7.41    |
| May       | 5.53                | 5.30    | 7.98    | —                         | 8.44    | 9.37    |
| June      | 56.66               | 39.28   | 22.54   | —                         | 40.49   | 26.30   |
| July      | 45.84               | 54.68   | 79.60   | —                         | 69.39   | 97.98   |
| August    | 36.42               | 12.67   | 21.59   | —                         | 16.47   | 25.78   |
| September | 7.00                | 7.77    | 5.42    | —                         | 10.02   | 5.41    |
| October   | 10.43               | 2.32    | 4.88    | —                         | 5.90    | 7.47    |
| November  | 1.14                | 1.60    | 4.77    | —                         | 0.78    | 4.62    |
| December  | 1.19                | 0.45    | 0.75    | —                         | 0.26    | 0.76    |

At Baliapara, on the Koocha-mulla range, there are several plants; and Mr. Richardson has a row planted, in hard gravelly soil, in front of the Cutcherry at Manantoddy. Finally, there are nine very fine healthy plants of *C. succirubra* on the estate of the Bramahgherry hills, belonging to the Madras Coffee Company.

5. An estate of 300 acres, on the well wooded hills above the Tirunelly Pagoda, has been applied for by Mr. Lowry, a planter and an excellent gardener, exclusively for Chinchona cultivation. Mr. H. Gordon, who is opening largely on the Bramahgherries and in the Tirunelly valley, has sent for 1,000 plants. Mr. Beaumont, the Managing Director of the South Indian Coffee Company, intends to form an experimental plantation at the foot of the the Velery-mulla range, on the top and round the sides of a hill called Padapara. The plantation will cover about twenty acres, and will be sheltered partially from the south-west monsoon by the Velery-mullas, which tower above it. In short, there now seems to be a prospect of a considerable extension of Chinchona cultivation in Wynaad, and, while it will be remunerative to the planters, there will hereafter be supplies of bark for their labourers, growing on the spot. I beg, therefore, to suggest that Mr. Richardson, the Deputy Collector, be supplied with all reports and proceedings on the subject of Chinchona cultivation, and especially with one of the copies of Mr. Howard's work (*Nueva Quinologia de Paron*), so that there may be the means of reference for cultivators in Wynaad.

6. But, although the extension of this cultivation on the estates of European planters is much to be desired, it is far more important that the natives of the district should be induced to open small Chinchona gardens in every direction, and in great numbers. The people suffer fearfully from fever. The scourge has appeared exceptionally early this season, and I have myself witnessed its ravages, while I am assured that later in the year the scenes even on the public roads are loathsome and heart-rending. Much of this fearful evil might easily be mitigated.

7. The Chetties, Nairs, and Moplahs, who occupy land in Wynaad, generally select elevated knolls for the sites of their dwellings, which are exceedingly picturesque. They are covered with jacks, mangoes, bastard sage palms, and plantains, and overlook the rich paddy cultivation in the flats below. In most of these sites Chinchona trees would grow well, and form another item in the garden produce of the people. The healing febrifuge would be at their doors, and the use of the bark would be extended to hundreds of slaves and coolies who now die and rot on the public roads for the want of it. The machinery for carrying out this beneficent measure is at hand. The Deputy Collector will gladly superintend its details, distribute plants, select the best persons as recipients, explain the importance of the measure, and endeavour to excite an interest in the cultivation. The experiment will cost little or nothing; while the good that may be derived from it is evident. An unspeakable blessing, such as only those who have witnessed the ravages of fever amongst the coolies can fully appreciate, will be conferred on the Wynaad district.

8. I venture, therefore, to recommend this measure most strongly to the favourable consideration of the Governor in Council. In the first instance, about 500 strong young Chinchona plants should be supplied to the Deputy Collector at Manantoddy, and a small sum should be sanctioned for the cost of cooly hire, tools, and the preparation of a nursery. He would then be in a position to propagate and distribute plants, and to take all such measures as, in his judgment, will be most conducive to the great object in view.

I have, &c.

CLEMENTS R. MARKHAM.

No. 2.

MEMORANDUM on Road Works connected with Wynaad, for the Information of C. R. MARKHAM, Esq.

1. Starting from Ootakamund, a trace of a carriage road has been opened as a bridle path, and is now being widened, *via* Pykara, to Neddiwattum, at the head of the Goodaloor ghaut. On this the only funds that have as yet been allotted is a sum of 700*l.* in the current year. In the Draft Budget List for 1866-67, 600*l.* have been asked for.

2. Between Neddiwattum on the Neilgherries and Goodaloor in the Wynaad a new carriage ghaut has been laid out, for which a sum of 1,300*l.* was allotted in 1864-65, and 576*l.* in the current year, in anticipation of sanction for regular plans and estimates subsequently sent in. The latter amount to 8,140*l.*, of which 2,000*l.* have been entered in the Draft Budget List.

3. The above works have been laid out, and are under the management of Major Farewell, Executive Engineer at Ootakamund, who will very gladly show Mr. Markham over them.

4. From Goodaloor eastwards 11 miles to the junction with the Mysore and Ooty road, at Tippakadoo, and westwards eight miles to Nadgany, at the head of the Karkoor ghaut, a carriage road is being opened on a trace laid out by the late Supervisor W. Campbell, Sub-

Conductor of the Sappers and Miners, who died, from overwork and want of medical treatment, at Nadgany, in May 1864.\* Work is now carried on, under sanctions of 5,840*l.* and 6,410*l.*, respectively, for the eastern and western sections; whereof 2,000*l.* was spent prior to the current year, in which and subsequent years an allotment of 2,000*l.* is annually made for further progress.

5. The new Karkoor ghaut was laid out by Mr. Sub-Engineer Bailey, Deputy Commissary of the Sappers and Miners, and the late Supervisor Campbell. It is now being opened on an estimate of 10,740*l.*,† whereof 2,000*l.* was laid out prior to 1st May 1865, and an allotment of 1,000*l.* has been made for the current year, with permission to exceed it to any extent that the available labour and materials will admit of. Entry of 2,500*l.* for this work has been made in the Draft Budget List of 1866-67.

6. Mr. Assistant Engineer O'Shaughnessy, formerly of the Sappers and Miners, is in charge, and has drawn up the plans and estimates of the works noted in paras 4 and 5, over which, if desired, he will be instructed to accompany Mr. Markham, as well as over those mentioned in the following para. 7, to which it is proposed to extend his supervision. The whole forms one line of communication, which is expected to be open for dry weather traffic by the Christmas of 1866, in time for the bulk of the coffee crop of that year.

7. Road and bridge work is in progress from Karkoor ghaut to Areacode, the head of the navigation of the Bepore river, under the supervision of Mr. Bailey, and on traces, plans, and estimates made by him. The whole amount to 18,900*l.*, whereof 2,200*l.* is the outlay up to 1st May 1865, 2,150*l.* the allotment of the current year, and 5,400*l.* the aggregate of the entries in the Draft Budget of 1866-67.

8. Presuming Mr. Markham to take boat from Areacode to Calicut, he can thence proceed by a good carriage road to the head of the new Tambracherry ghaut now being opened by Captain Kennedy, with the assistance of Sappers for six months of the year. 5,000*l.* have been spent on this work in previous years, out of the estimate of 14,640*l.* sanctioned for its completion, 3,300*l.* is the allotment of the current year, and 5,000*l.* the entry for 1866-67. The work at the head of the ghaut is difficult of execution beyond precedent, and will take several seasons more to complete.

9. Meanwhile the imperial line, from its head at Luckady, by Vythery, Kulputty, and Sultan's Battery, to the Mysore frontier, in the direction of Goondelpett, will be making progress. Its completion as a carriage road has only been estimated and undertaken as far as the Kulputty river as yet, at a cost aggregating 8,000*l.*, whereof about 3,000*l.* will represent the expenditure up to the end of the current official year, and 4,000*l.* the amount of entries in next year's Budget List. Captain Kennedy's charge has just been extended to the Mysore frontier, and he will plan and estimate for completion of the road so far. An offer to contract for bridge and road work, made by two planters of Wynaad,‡ has been accepted to the extent of about 5,500*l.* for bridges, and 1,000*l.* for road work; but it remains to be seen whether the negotiation will end in anything.

10. Little show as yet having been made on the line noted in para. 9, beyond the Kulputty river, it will be better for Mr. Markham to return from that point to Vythery, and take the Terriote road to Manantoddy. This is properly a district road, which has attained undue importance, and been made an imperial line, from local influences similar to those lately brought into play to supersede the old road, noted in para. 9, by one south of the Kulputty hill. Much money has been spent, and more has been wasted on it, but not till last year was its completion systematically planned and estimated for. But its trace is very defective, and revisions are required which will involve alterations of existing arrangements sanctioned to the extent of 6,600*l.*, of which 1,300*l.* were spent last year, 1,700*l.* are allotted for the current year, and 2,000*l.* entered in next year's Budget. Mr. Supervisor Nordmann, formerly of the Sappers and Miners, has only had charge of North Wynaad for twelve months, and, in spite of great obstacles, has done much to open the road for dry weather cart traffic.

11. The last main line of communication affecting Wynaad interests is that from the Mysore frontier at Bawally, through Manantoddy, by the Periah ghaut, to Cannanore and Tellicherry. It is of vital interest to North Wynaad, as the Karkoor ghaut line is to South-east Wynaad, and the Tambracherry ghaut line to South Wynaad, and within the writer's recollection it was the sole military and mercantile communication between Mysore and Malabar. It is an old pioneer work, and, bad as the trace and heavy as the ghaut gradients were, it was used by carts until superseded by the Perambaddy ghaut in Coorg, after the construction of which attention ceased to be paid for years even to the maintenance of its road surface. That is now in tolerable order above ghaut, and a number of minor bridges and drains have been sanctioned for its further improvement; below ghaut it is a first-class road. But it is on the ghaut itself that there is most to see, in the opening of a new trace for a cart road, the work of last season, and most creditable to Mr. Nordmann, by whom it has been laid out, under the immediate instructions of the Superintending Engineer. Should

\* His widow has Rs. 9 a month pension; Rs. 25 as governess in a native school; four children.  
† 6,000*l.* 10 feet instead of 18 feet, and masonry bridges.  
‡ Minchin, Beaumont.

sufficient funds and labour be forthcoming, it is anticipated that the new ghaut may be opened for cart traffic to a width of 12 feet before the monsoon of 1866, with the most beneficial effects upon all North Wynaad.

12. Little attempt has been made in this paper to state how much has been done and how much remains to be done for the main communications of Wynaad. It is impossible to make such a statement intelligible to one who knows not the localities. Mr. Markham can only realize full information for himself and the Home Authorities by actually traversing the lines indicated.

G. W. WALKER, Lieutenant-Colonel, R.E.,  
Superintending Engineer, 7th Division.

Superintending Engineer's Office, 7th Division,  
Coonoor, 1st January 1866.

No. 3.

From some of the Proprietors and Planters of North-east Wynaad to C. R. MARKHAM, Esq.

Sir,

January 31st, 1866.

We, the undersigned residents and planters of North-east Wynaad, having heard that you have arrived in this district with authority from Her Majesty's Government officially to report on the prospects of increased colonization, the growth of coffee, and the wants of the district of the Wynaad, beg to bring under your notice the great disadvantages under which we labour, and invite you to inspect our locality personally, that you may judge of the unfortunate position in which we are placed for want of support from the Madras Government, to which we consider ourselves justly entitled, having invested our all in opening out this important district to the public.

The estates in this district alone, exclusive of native cultivation, are 31 in number, extending to about 7,000 acres, and employing on an average 4,000 coolies daily. The supplies for the sustenance of these coolies are drawn from Coorg and Mysore, the grain growing districts. Not one particle of grain is produced in Wynaad itself, and no roads, even of the humblest description, exist in this district, although the subject has been repeatedly brought under the notice of the authorities in the most urgent and respectful terms. We have ourselves also offered to aid with funds and labour if the Government will take our case into favourable consideration.

This year the grain in Mysore is reported to have failed altogether, which will necessarily cause a large influx of coolies into this part of the country, for whose subsistence large supplies of grain must be imported from Coorg, in addition to what will be required for ordinary consumption, which will also have to be brought from that district. To that important district there is no road, whilst from Mysore and Manantoddy the same obstacle exists, rendering it quite impossible, during the monsoon, to obtain any supplies without risking life and property.

Neither are we able to transport our produce to the coast without the greatest trouble and expense, amounting to more than the freight from thence to England.

The heavy tax of 4*s.* per acre on the cultivation, which we are called on to pay, might lead us to expect that something would have been done on our behalf, but our disappointment was extreme when we found that all the strength of the Public Works Department was taken to South Wynaad, completely neglecting and abandoning this important district for one which we submit is not of equal consideration.

But we trust, and confidently hope, that if you will satisfy yourself personally regarding these our grievances, our case will meet with favourable consideration, affording, as it will, not only relief to us, but incalculable benefit to this district, by enabling fresh capital to be expended in opening out the country, which, as matters at present stand, is effectually checked.

In conclusion, we beg to mention that we shall be happy, by waiting on you or otherwise, to afford you any further information which you may desire on the subject.

We are, Sir,

Your most obedient Servants,

|                     |                   |
|---------------------|-------------------|
| J. W. WOOLDRIDGE.   | F. E. RICHMOND.   |
| ROBT. WOTHERSPOON.  | W. C. DAWSON.     |
| P. H. GORDON.       | H. L. WOOLDRIDGE. |
| JAMES C. HENDERSON. | J. LOWRIE.        |
| W. THOS. RAYNE.     | J. BROWN.         |

GENTLEMEN,

Bangalore, February 7th, 1866.

I have the honour to acknowledge the receipt of your letter, dated the 31st ultimo, in which you describe the great disadvantages under which you labour, in consequence of the absence of a road in your division of the district of Wynaad. In subsequent conversations, I found that you were willing and anxious to complete the required road yourselves by contract, if the Government would enter into an agreement with you, and cause a trace to be made.

2. I have visited the districts of Wynaad, and have carefully examined their requirements, especially as regards communications, but it is desirable that you should not misunderstand my position. My official visit to India relates exclusively to questions connected with Chinchona cultivation, and I am not officially directed to report upon the coffee district of Wynaad. I intend, however, to forward a narrative, in which my impressions are recorded, for the information of the Secretary of State in Council, and I see no objection to my informing you briefly what those impressions have been with regard to your own division of the district.

3. Wynaad is now a district of very great importance, not only containing upwards of 200 coffee estates itself, but materially increasing the wealth and prosperity of the neighbouring regions, both on the side of the coast and of Mysore. It is naturally divided into three districts, each of which should be furnished with a good cart road from Malabar to Mysore, so that the produce of the estates might be sent to the coast, and grain and labour might come in from the eastward. There should also be an imperial road along the plateau from the Neilgherries to the frontier of Coorg. None of these important lines of communication are yet completed for cart traffic, most of them are in a most disgraceful condition, some are not even commenced.

4. I confine myself, in this letter, to the lines which specially interest yourselves, namely, those of North Wynaad, and I am strongly of opinion that there should be no delay in completing a good cart road up the Periar Ghaut, by Manantoddy to the Bowally bridge, and another from the Bowally road to the frontier of Coorg. These lines are urgently required, not only for the district, but also as imperial communications.

5. Some progress has been made on the Periar Ghaut, an excellent trace has been made, and a good deal of blasting and revetment work has been completed. If steadily pushed forward, the Periar Ghaut should be open for cart traffic before the monsoon of 1867. Nothing should, in my opinion, be allowed to check the progress of this work, as the interests involved in its construction are of great importance. The old pioneer road from the head of the Periar Ghaut to the Bowally bridge might be kept in good order at very trifling cost. Yet in many places it is in bad order, the temporary bridges are unsafe, and the last three miles towards the Mysore frontier are execrable, and quite impassable for loaded bandy traffic.

6. But the road in which the planters of North-east Wynaad are specially interested, their estates being chiefly on the slopes of the Bramah-gerry hills, and in the Tirunelly valley, is that from the Bowally road to the Coorg frontier. I consider that this line of 15 miles ought to be an imperial one, as a military communication between the Neilgherries and Coorg, because it will be useful in facilitating operations in an important Government forest, because it will open up a very productive grain district, and because the existence of many valuable coffee estates depends upon it. Your estates are mainly on bamboo land, and they will require manuring, and every other advantage that human ingenuity can supply them with. If a road is not made they must all be ruined, and a region, which might have become rich and productive, will be converted into a pestiferous wilderness. The fine timber that has been felled will never appear again, but the coffee will be overgrown with useless weeds, breeding the deadliest forms of fever.

7. It is, therefore, of vital importance to your interests that a road should be made at once. There are no engineering difficulties, and the first mile and a half of an excellent trace is already furnished. If the Government is urged to complete this trace, I cannot doubt but that it will be pressed forward, and all then depends on your own combined action. Three bridges will be required, two of them rather serious and expensive works, and I am inclined to think that a cheaper contrivance, a plan and estimate of which I propose hereafter to send to you, if you should undertake the work, would answer the purpose during the monsoon. The banks might be sloped for cart traffic during fine weather.

8. I enclose an estimate which was made for the road from Sultan's Battery to the Mysore frontier, as some guide to you in drawing up an offer of a contract for submission to the Madras Government, and have the honour to be, gentlemen, with the warmest wishes for your success,

Your obedient Servant,

CLEMENTS R. MARKHAM.

To the Proprietors and Planters of North-east Wynaad.

No. 4.

From J. GORDON, Esq., formerly Chairman of the Planters Association, to C. R. MARKHAM, Esq.

Ootacamund, 26th January 1866.

Sir,

I much regret that I was prevented by the exigencies of business from waiting on you when you were here, as I desired to have some conversation with you about the Wynaad, to which, I was told, you were about to proceed to inspect the public works there. Before this reaches you that inspection will be over; but, nevertheless, I think it my duty, as one who took an active part for some years in bringing the wants of the Wynaad before the Government, to give you a brief history of the action of the Public Works Department in that district since I first knew it in 1859; and you will be able to judge, from what you have seen, even in this, the dry season, and with the great exertions in dressing up the old roads and opening new that has taken place within the last three months, what the state of the communications must be in the rains, and this after seven years of constant agitation of the subject by the planters (*vide* Proceedings, P. A. W. I. sent herewith), and promise after promise of attention by the Government, yes, even after money wasted in the Wynaad sufficient, as an officer high in the service admitted the other day, to have roaded it with macadamized roads, such as we asked for, from side to side. Why, then, do you find it without one cart road through it? There must have been causes remediable by the Madras Government within the last seven years, or even within the last three and a half, since the deputation of planters had an interview with Sir W. Denison in Calicut, if the Government were sincerely in earnest and the public service not having to give place to favouritism. We are all liable to have subordinates who neglect their duty, and our interests may suffer for a time, but if we maintain men in positions for which they have proved themselves grossly unfit, we accept the whole responsibility. This combined with, for years, an entire ignorance of what was the real state of the district, may be inferred from the accompanying papers as the case of the Madras Government. To this may be added, a too great inclination to accept the misrepresentations of local officers whose interest it might be to represent the planters as a set of dissatisfied grumblers without real cause. You will have verified for yourself whether men whose success depended in great measure on having good passable cart communication to and from their estates, to bring in food and take out produce, were justified or not in complaining year after year that the money granted for the purpose was being wasted; but possibly you have passed through the Wynaad without being accompanied by any one to show you the public works from the planters' point of view, and I trust you will permit me to draw your attention to it again.

Somewhere about nine or ten years ago, a road was commenced from Manantoddy to Teriote, 16 miles, which in 1859 was traced on to Vithery, 14 miles further. You would pass over this line, and observe that there was little difficulty in cutting it, yet that road is still unfinished and not likely to be, reasoning by the past, for years to come. When it was first commenced it was a most useful road, as the supplies of grain brought to Manantoddy were generally sufficient for the consumption of all the estates in South as well as North Wynaad; but as cultivation extended, the north absorbed nearly all, and the south had to draw its supplies from Eastern Mysore (Goondalpet) and Lower Malabar. Now, had the Teriote road been finished in a reasonable time, say by 1862, and the work continued with energy upon the road from Vithery, *via* Sultan's Battery, to the Mysore frontier, we would have had for the money spent two cart roads through the district, connecting the principal outlet to Lower Malabar by the Tambracherry Ghaut with Mysore, *via* Manantoddy, to Bowally and Sultan's Battery to Goondalpet; and had the Tambracherry Ghaut been opened, not only in the time the planters expected, but according to the calculations of the officers in charge, carts could now have plied from Calicut to Bowally or Goondalpet, with, at the very most, a single break of 500 yards on the upper portion of the ghaut. But how is it? Last year during the monsoon Manantoddy was cut off from all postal communication for, I believe, sixteen days. The Teriote road, reported to Government as completed 18 feet wide in 1863, all but a few bridges, was impassable for even pedestrians for some time in the monsoon; and in all probability, as I said above, will not be ready for cart traffic for two years more. The road commenced from Vithery to Culpatty to be continued onwards to Sultan's Battery, and reported in May 1863 (*vide* paper B.) as five miles nearly completed, and the whole to be finished by end of December, was, after it had been worked at till the following spring, abandoned, and the trace along the old road was being cut, another adopted instead, and should we again have another change of local officers, this may be abandoned and another commenced. As another specimen of the manner the work has been carried on, and the reports furnished to Government admit it, I will instance the road, after the Culpatty and Teriote roads join, from Vithery to Lackady. On this piece of road gangs of people have been at work year after year since 1859, when I came to the country, up till now. You will find it reported in para. 20 of Government Order 241 of 1863 (*vide* Report Pro. P. W., 1863-64, page 50), that  $3\frac{1}{2}$  miles out from Lackady was completed to a width of 18 feet. Now, I was engaged to arbitrate for taking up the land for a portion of that road, and the breadth taken up was only 15 feet, and I made the road for the D. P. W. on a considerable portion of the extent, and it was only 12 feet. I also took the trouble to chain the whole distance made, which was  $2\frac{1}{2}$  miles. I merely quote this to

D 3.

show how recklessly reports were furnished, even by the superior officers, trusting to the information of the man in charge; but for an *exposé* of the manner work was performed and reports furnished to Government, I refer you to the Planters Association Committee, and to reports and letters and speeches printed by order of the Association. What I blame the Madras Government for is, that in the face of all this they continued to put faith in the reports of their officers, and stopped criticism by refusing to supply the planters with further reports (*vide* paper P., letter No. 286, para. 3).

As I said before, great activity has taken place in the D. P. W. in Wynaad within the last three or four months, probably you know cause why, at all events it is to be hoped it will continue even after you have left the country; should it not, I shall take steps to bring it to your notice, not on my individual authority, but supported by the local Associations, and as you must see by the accounts in their past proceedings nothing was exaggerated, it is to be hoped in the future more faith will be placed in them by those in authority than has been heretofore. So far from exaggeration have the reports of the past been, that it was my strongest objection to the proceedings of my fellow planters in our Association, that their language was mild when it should have been strong; they "deprecated" when they should have "protested," they "called attention" to the shortcomings of public officers when, as a large influential and deeply interested body whose interests were suffering, they should have demanded their removal. Had they done so, our interests might not have suffered so long from inefficiency, or worse, and Government must have been a gainer, for work costs them double what it would have done three years ago.

My remarks in this letter are confined solely to South and North Wynaad, Vithery, and Manantoddy districts. South-east has been more fortunate in possessing for the last two years a most active local officer, and the result has been, not only a rapid opening of the roads there, but that the road from Goodaloor to Sultan's Battery partly cut as a cart road has been kept in good order. I must also beg of you to peruse the papers sent herewith, as giving a true exposition of the whole matter for the last seven years, viz., the Report of Proceedings, P. A. W. I. for years ending 1859, 1860, 1861, 1862 and 1863, also printed papers of the Association A., B., C., D., E., and F., with a pamphlet report of a meeting of South Wynaad planters at Lackady, and a speech of the retiring Chairman of the Planters Association on 1st May 1864, describing the then state of the roads, which is endorsed by the Planters Association ordering it to be published.

Had leisure permitted, I would have written at greater length and with more care, but there is no necessity with all these printed reports before you. Should you consider I have trespassed too much on your time, I can only apologize by saying *my all* is embarked in Wynaad; I also have charge of very large interests there, all of which have been suffering for want of roads, and this year, when grain is scarce, we are threatened with absolute ruin on that account.

Kindly acknowledge receipt.

Yours obediently,  
J. GORDON.

No. 5.

From J. FERGUSON, Esq., Remington Estate, Vithery, to C. R. MARKHAM, Esq.

Dear Sir,

4th February 1866.

With reference to our conversation yesterday, the following is a brief account of my transaction with the Public Works Department here.

Early in 1863, Major Syme, Wynaad Range Officer, requested me to assist him in tracing a new line of (cart) road from Vithery to Culpatty. I commenced the work in February, and in April, having no other occupation, I devoted my entire time to it, and completed the trace in that month.

Major Syme then asked me to take a contract to construct the entire road between Vithery and Sultan's Battery,—about 25 miles,—and also the branch to Culpatty. I undertook the Culpatty line first, as that was most urgently required, and, so soon as that was completed, I was to push on with the line to Sultan's Battery. Major Syme went over the trace from Vithery to Culpatty several times with me, and was perfectly satisfied with it. I signed a contract for the work in June, I think, although I had commenced the work some time previously. The specification is for constructing a road 18 feet wide; drains 2 feet wide and 1½ feet deep; and bridging *all* the nullahs along the line of road with sawn timber platform bridges. Subsequently I arranged with Major Syme that I was not to bridge any nullah above 25 feet in width. My work was to have been measured up and account adjusted twice a month. I worked at the road all through the heavy monsoon of 1863, put up one permanent bridge, and cut a large quantity of timber for large bridges, for which I was to get a separate contract after the rain.

In October, Mr. H. B. Smith took over charge of the district from Major Syme. Mr. Smith urged me to complete the Culpatty line as rapidly as possible, so as to be able to get the line

open to Sultan's Battery that season (1863-64). Mr. Smith gave me a contract for all the bridges, at Rs. 1. 2 per cubic feet for timber work, and Rs. 6 per cubic yard for masonry. I was also to construct "catch drains" along the entire line of road, at 2½ annas per cubic yard. I found that the contract I had entered into with Major Syme, to construct road and bridges at the rate of Rs. 1,000 per mile, brought a considerable loss to me, so Mr. Smith then agreed to allow me 2½ annas per cubic yard for earthwork on the remaining half of the road, and to pay me separately for *all* bridges, and not merely the large ones.

On 3d December 1863, Mr. Smith verbally informed me that I must stop all work on the road, merely finishing up, ready for measurement, what I had in hand. He said such were Colonel Walker's orders. As I had then large gangs of men at work, this sudden cessation of work put me to much loss and inconvenience. I was subsequently requested to go on with the road, and, in January and February 1864, I had 2,000 people employed on the work, when I was told by Mr. Smith to do nothing more at it. My work was never once measured up. I had, in October 1864, to furnish the Assistant Engineer, Wynaad Range, with a statement of what money I had received, and the work was then to have been measured. I spent Rs. 4,535 in labourers' wages, &c., on this work, and some Rs. 2,600 in superintending, mechanics, &c. I made about four miles of road, and had portions of the remaining four miles between Culpatty and Vithery partially open. Working, as I did, during heavy rains, the work was very heavy, and progressed comparatively slowly to what it would have done during the fine weather, when my contract was terminated in an unexpected manner. Had I received fair support from the Public Works Department, and been encouraged by liberal contracts, I should have been then very glad to have devoted my entire time to road making, but I have now lost all confidence in the Department, and have refused to undertake any further work connected with it. Had the terms of my contract been adhered to by the Superintending Engineer, I have no hesitation in saying that there would long since have been a cart road between Lackadie, Culpatty, and Sultan's Battery.

I am, dear Sir,

Yours faithfully,

J. J. FERGUSON.

No. 6.

CONCISE REPORT on the Civil Dispensary, Goodaloor, South-east Wynaad, up to 31st December 1865.

Established 1st May 1865.

|                              |   | In-Patients. |   |   |     |
|------------------------------|---|--------------|---|---|-----|
| Remained                     | - | -            | - | - | -   |
| Admitted                     | - | -            | - | - | 116 |
| Total                        |   |              |   |   | 116 |
| Discharged cured             | - | -            | - | - | 94  |
| Died                         | - | -            | - | - | 15  |
| Remaining 31st December 1865 | - | -            | - | - | 7   |

Number of out-patients treated from March to December 1865 - 1,700

Goodaloor, a village numbering some 150 houses, and about 3,600 feet above the sea level, is situated at the foot of the Neddiwattam Ghaut, and is about 23 miles distant from Ootacamund in a south-west direction. Previous to 1860 it was a village of little or no importance, as it consisted only of about ten huts, since then, and as coffee estates were opened in its immediate vicinity, it has been gradually rising in population, and would perhaps at this date have numbered more were it not for the terrible visitation of cholera in March 1844, which decimated its inhabitants, and intimidated others from making it their home, but it is now apparent that confidence has again been restored, inasmuch as fresh houses are cropping up daily. It was, I believe, the outbreak of cholera at that time which first suggested the idea of the establishment of a dispensary here, and which was very praiseworthy carried into effect by the European planters, unaided by Government in any pecuniary way as to its up-keep.

The temporary dispensary consists of three wards, well ventilated, and affords accommodation for about 20 patients. Two of these wards are allotted for male patients, while the other is reserved for females. It is centrally situated between the Goodaloor and Korer villages, on a rising plateau, quite distinct in itself, and is near enough for any emergency both by day and night.

Water is obtained for all purposes from streams which come down the hills round Goodaloor, and though in the dry weather they soon diminish in volume, yet it is not to be apprehended that there will be any scarcity of this essential.

The prevailing winds depend upon the monsoon. The winds from the north-east blow pretty steadily from October to March, when they generally become variable, and continue so till the setting in of the south-west rains, when the south-west wind prevails from June to September.

The south-west monsoon last year commenced in the early part of June, accompanied with thunder and lightning, lasting till the close of September. During the rainy season the place is almost daily enveloped in a fog or mist, which sometimes deposits a fine drizzle, and at others passes away as the day advances. It is during these months that fever in an epidemic form entirely ceases.

|                                                                                             |   |   |     |                                             |
|---------------------------------------------------------------------------------------------|---|---|-----|---------------------------------------------|
| Of the 116 admissions into hospital of all classes, arranged as per margin, it will be seen |   |   |     | that 47 cases were admitted under the head  |
| Fever and its sequelæ                                                                       | - | - | 47  | of fever and its sequelæ, but it must be    |
| Diseases of the stomach and bowels                                                          | - | - | 23  | remembered that these admissions are only   |
| Diseases of the chest                                                                       | - | - | 5   | the more severe cases which call for close  |
| Veneral                                                                                     | - | - | 6   | attention, and which in no way represent    |
| Other diseases                                                                              | - | - | 35  | the number treated as out-patients under    |
| Total                                                                                       | - | - | 116 | this head, when fever rages as an epidemic, |
|                                                                                             |   |   |     | and of which hereafter.                     |

Of the 23 diseases of the stomach and bowels, it is remarkable that most of the admissions occurred in the month of July, when the monsoon was at its height. Perhaps undue exposure to wet, and the usual indigestible food of the coolies, were the primary causes. One case of choleraic diarrhoea occurred in this month, fairly attributable to the latter cause.

There was nothing remarkable in the other diseases here, and except a few cases of accidents which occurred while felling, and in one instance was caused by Captain Godfrey's water-wheel; all the others are to be met with and expected among a working population.

Of the 15 deaths registered, many of them were fairly attributable in the first instance to partial starvation, as they were paupers obtaining their food by begging or in some other precarious way, and who from their prostration, when no longer able to move about, laid down, thereby becoming a burden to their neighbours, and were carried up to the dispensary just to end their days, disease completing what starvation commenced, viz., death. Of the 1,700 treated as out-patients, the greater number were treated for fever, which in the early part of the year is the common disease of the place, and which is chiefly of the intermittent type, beginning mildly in February, becoming a regular epidemic after the early rains or Mango showers in March and April, and ceasing gradually on the setting in of the south-west monsoon. It is during this time that Goodaloor becomes most unhealthy, and without a doubt it is, but I think, and am inclined to believe, that this fever season is common all over the Wynaad, and Goodaloor cannot be said to be worse than the other stations of the district, though it is represented to be. Cholera and small-pox did not prevail as an epidemic in this district last year. One case of choleraic diarrhoea has been noticed under the head of "Diseases of the stomach and bowels."

Before concluding this paper, I would beg to remark that sanitary measures are greatly needed in the village, and are carried out as far as practicable, but they are ill attended to as there are no menials about the place. There are no latrines, either private or public, so that night soil and filth accumulate, and are only removed by the inhabitants when the police is apprised of its whereabouts, and then too, with the greatest difficulty can the inhabitants be got to understand that it is injurious to health. The Municipal Act of 1865 would be a boon to this place.

M. T. WADE,

Assistant Apothecary,  
Goodaloor.

Goodaloor, 25th January 1866.

PROCEEDINGS of a Meeting of the Subscribers to the South-east Wynaad Dispensary, held at Goodaloor, on the 19th April 1865.

Present: Messrs. Minchin, Murray, Steedman, O'Shaughnessy, Higginbotham, Bennett, Browning, Sinclair, and Wade.

On the motion of Mr. Murray, seconded by Mr. Minchin, Mr. O'Shaughnessy took the Chair.

The Chairman stated the object of the meeting to be the appointment of a Committee of Management, and the formation of such rules as would be considered necessary for the working of the institution.

Mr. Minchin brought to the notice of the meeting the liberality of Government in attending so readily to the wishes of the residents, by appointing a Medical Officer to the district, in supplying medicines gratis, and in granting large sums to provide accommodation for the Medical Officer, and a temporary building for the sick. The Medical Officer is already com-

fortably housed, and a substantial hut has been erected, sufficiently large to accommodate about 20 patients. The institution is already working satisfactorily. Many are availing themselves of its benefits who would otherwise have to leave the district, and whose services would be lost to the country for at least some considerable period. A great amount of human suffering has been arrested, and all that remained for the residents to provide was sufficient funds for the erection of a permanent building, and the maintenance of the institution. A sum of Rs. 1,245 has been already subscribed towards the amount necessary for the permanent Dispensary.

Government are prepared to grant an equal amount, and they have already sanctioned Rs. 500 towards it, in consideration of the accommodation to be provided for the constabulary; the amount at our disposal for the permanent building is about Rs. 3,000. Considering the decrease of labour and materials here, this amount will not be sufficient, and a further sum of at least 1,000 rupees must be collected amongst the residents or others who may feel disposed to aid this charity; this, with the equal grant from Government, will raise the amount available to Rs. 5,000, and for this sum the Engineer expects to construct a good and commodious building.

An Order of Government was then read, ruling that an increased allowance of Rs. 50 per month to the Medical Officer in charge of the Dispensary (recommended by the Inspector-General, Medical Department) should be provided by the residents. It was put to the meeting, if the increased allowance was necessary; the meeting agreed unanimously that it was necessary. Mr. Minchin stated there could be no doubt about it, and, in order to meet this extra charge, he proposed that the subscribers be requested to increase their annual subscriptions, and that the members present use their influence in obtaining additional subscriptions, especially from the Europeans and Native proprietors who have hitherto given no aid whatever towards the founding or support of the institution. The proposition was seconded by Mr. Higginbotham and carried.

The under-mentioned subscribers then agreed to increase their annual subscriptions as follows:--

|                        | Rs. | Rs.    |
|------------------------|-----|--------|
| Mr. Minchin, from -    | 50  | to 200 |
| " Higginbotham, from - | 25  | " 50   |
| " Burnett -            | 25  | " 50   |
| " Steedman -           | 25  | " 50   |
| " Browning -           | 25  | " 50   |
| " Sinclair -           | 25  | " 50   |
| " O'Shaughnessy -      | 25  | " 50   |

A discussion then arose as to the propriety of refusing medical aid to the persons or tenants of resident non-subscribers, and the legality of charging such persons for accommodation in the Dispensary, the amount so charged being credited to the funds of the institution.

Mr. Minchin said it was much to be regretted that any of the residents should refuse aid to an institution of such immense advantage to the community, and he hoped that, in a little time, there would be no resident non-subscribers; and, as he understood that the subject under discussion had been referred to the Deputy Inspector-General of Hospitals, he proposed that, in the mean time, all persons presenting themselves at the Hospital in *forma pauperis* be received without question. The proposition was seconded by Mr. Burnett, and carried.

A Committee of Management was then appointed, of the following subscribers:--

President.

J. W. Minchin, Esq.

Members.

Messrs. Steedman,  
" O'Shaughnessy,  
" Burnett,  
" Browning,  
" Sinclair.

Treasurer.

A. H. Steedman, Esq.

Secretary.

Mr. Wade, or the Medical Officer for the time being.

It was then resolved that the proceedings of the meeting be forwarded for information to the Collector of Malabar, who had taken the deepest interest in the establishment of the institution.

Thanks being given to the Chairman, on the motion of Mr. Barnett, seconded by Mr. Browning, the meeting separated.

(Signed) J. O'SHAUGHNESSY, Chairman.

A true copy.

M. T. WADE,  
Secretary to Committee of Management.

25th January 1866.

No. 7.

ACT No. XIII. of 1859.

*An Act to provide for the punishment of Breaches of Contract by Artificers, Workmen, and Labourers in certain cases.*

Whereas much loss and inconvenience are sustained by manufacturers, tradesmen, and others in the several Presidency Towns of Calcutta, Madras, and Bombay, and in other places, from fraudulent breach of contract on the part of artificers, workmen, and labourers who have received money in advance on account of work which they have contracted to perform; and whereas the remedy by suit in the Civil Courts for the recovery of damages is wholly insufficient, and it is just and proper that persons guilty of such fraudulent breach of contract should be subject to punishment; it is enacted as follows:—

I. When any artificer, workman, or labourer shall have received from any master or employer resident or carrying on business in any Presidency town, or in any station of the settlement of Prince of Wales' Island, Singapore, and Malacca, or from any person acting on behalf of any such master or employer, an advance of money on account of any work which he shall have contracted to perform, or to get performed by any other artificers, workmen, or labourers, if such artificer, workman, or labourer shall wilfully and without lawful or reasonable excuse neglect or refuse to perform or get performed such work according to the terms of his contract, such master or employer, or any such person as aforesaid, may complain to a Magistrate of police, and the Magistrate shall thereupon issue a summons or a warrant, as he shall think proper, for bringing before him such artificer, workman, or labourer, and shall hear and determine the case.

Magistrate may order payment of advance on account of performance of contract.

II. If it shall be proved to the satisfaction of the Magistrate that such artificer, workman, or labourer has received money in advance from the complainant on account of any work, and has wilfully and without lawful or reasonable excuse neglected or refused to perform or get performed the same according to the terms of his contract, the Magistrate shall, at the option of the complainant, either order such artificer, workman, or labourer to repay the money advanced, or such part thereof as may seem to the Magistrate just and proper, or order him to perform or get performed such work according to the terms of his contract; and if such artificer, workman, or labourer shall fail to comply with the said order, the Magistrate may sentence him to be imprisoned with hard labour for a term not exceeding three months, or if the order be for the repayment of a sum of money, for a term not exceeding three months, or until such sum of money shall be sooner repaid; provided that no such order for the repayment of any money shall, while the same remains unsatisfied, deprive the complainant of any civil remedy by action or otherwise which he might have had but for this Act.

Fidelity of workman to comply with order.

III. When the Magistrate shall order any artificer, workman, or labourer to perform or get performed any work according to the terms of his contract, he may also at the request of the complainant, require such artificer, workman, or labourer to enter into a recognizance with sufficient security for the due performance of the order; and in default of his entering into such recognizance or furnishing such security to the satisfaction of the Magistrate, may sentence him to be imprisoned with hard labour for a period not exceeding three months.

Magistrate may require workman to give security for due performance of order.

IV. The word "contract" as used in this Act shall extend to all contracts and agreements, whether by deed or written or verbal, and whether such contract be for a term certain or for specified work or otherwise.

That contracts the extends.

V. This Act may be extended by the Governor General of India in Council, or by the Executive Government of any Presidency or place, to any place within the limits of their respective jurisdictions. In the event of this Act being so extended, the powers hereby vested in a Magistrate of police shall be exercised by such officer or officers as shall be specially appointed by Government to exercise such powers.

may be extended Government.

No. 8.

# CROSS ROADS BILL.

The following Bill, which was introduced into the Council of His Excellency the Governor of Fort Saint George for the purpose of making Laws and Regulations on the 12th August 1865, is, together with the Statement of its objects and reasons, hereby published for general information:—

*A Bill to enable Land-holders in certain localities to make provision for the construction, repair, and maintenance of Cross Roads in the District in which their lands are situated.*

Whereas it is expedient to enable land-holders in the Wynad or other similar localities to make provision for the construction, repair, and maintenance of cross roads in the District, or division of the District, in which their lands are situated, it is hereby enacted as follows:—

1. This Act shall not be capable of operation in any District of the Madras Presidency until it has been extended thereto by an order of the Governor in Council.

2. If the land-holders of any District, or division of any District, to which this Act has been extended shall be desirous of making provision for the construction, repair, and maintenance of cross roads therein, they shall apply to the Governor in Council to declare such District, or division of a District, to be a Road District under this Act. Their application shall specify the exact boundaries of the Road District which it is proposed to form, and the approval of Government to the formation of the Road District so defined shall be indispensably necessary as a preliminary condition.

3. On such application being made and approved as above provided, notice thereof shall be given to the Government and District Gazettes, and also by proclamation within such District or division of a District, and reasonable time shall be given for all land-holders qualified to vote to declare themselves for or against the formation of such Road District so defined, by letter addressed to the Collector of the District concerned, which letter shall also state how many votes the writer claims to be entitled to as below provided. No land-holder shall be qualified to vote who does not possess at least 20 acres of cultivated land, or 50 acres of uncultivated land, within the District or division to which the Act is to be applied. An additional vote shall be allowed for every acres of cultivated land so held by any one person in excess of 100 acres, and for every acres of uncultivated land similarly held in excess of 200 acres, provided that no individual land-holder shall in any case be allowed more than votes.

4. If, on the expiration of the time allowed, it shall appear that the majority of the votes of qualified land-holders are in favour of the formation of the Road District, the Governor in Council shall notify accordingly in the Government and District Gazettes that the said District or division is constituted a Road District under this Act, and that this Act will take effect in the said District or division from a date to be specified in the notification. Such notification shall be conclusive proof that the provisions of this Act have been complied with, and that it is thenceforth to be in force within the said District or division from the date specified.

5. On publication of such notification, the Collector shall convene a meeting of the land-holders qualified to vote as aforesaid, to appoint Commissioners for putting this Act in force.

6. The number of Commissioners so appointed shall not be less than three, nor more than five, and two Provisional Commissioners shall, at the same time, be appointed to supply vacancies that may occur during the term of the Commission.

7. The Commissioners shall hold office for a year, but shall be eligible for re-election, at a general meeting to be convened by the Collector, by the land-holders of the District qualified as aforesaid. Any Commissioner absent, or about to be absent from his District, for more than six consecutive months, shall be deemed to have vacated his office, and the Provisional Commissioner next for office shall be appointed in his room.

8. The Commissioners shall prepare rules for giving effect to this Act, which rules, when approved by the Governor in Council, shall be of the same force, until altered or rescinded as herein-after provided, as if they were inserted in this Act.

9. The rules prepared by the Commissioners shall provide, among other things, for those following that is to say:—

- I. For the appointment, remuneration, and control of all necessary officers and servants of the Commissioners.
- II. For the conduct of the business of the Commissioners, and for the manner in which the rules in force may, from time to time, be amended or rescinded, and new rules may be made, with the approval, in every case, of the Governor in Council.

III. For raising the funds necessary for the purposes of this Act, whether by a cess on lands, or by tolls, or by both, and for fixing and declaring the amount and rate thereof.

10. No cess or scale of tolls shall be valid until the rate thereof has been approved by Government, but when once approved, it shall remain in force until altered with similar approval.

11. It shall be competent to the Commissioners to assess to this cess all waste land as well as all cultivated land in their Road District, provided that, in the case of waste land, the rate shall in no case exceed the amount of per acre.

12. The Commissioners appointed from time to time shall have full power to make all necessary contracts for the purposes of this Act, and to apply the taxes raised as aforesaid in the necessary works, and in payment of their officers and servants, and in the other expenses incident to the execution of this Act within the said Road District.

13. No Commissioner shall be personally liable for any Contract made by the Commissioners on behalf of the inhabitants of such Road District; but every Commissioner shall be liable for any misapplication of the monies collected, to which he shall have been knowingly party or privy, or which shall have happened through gross neglect of his duty, and shall be liable to be sued for the same as for money due to and at the suit of the Government.

14. The Commissioners shall prepare a book, containing the names and residences of all persons upon whom a cess is to be imposed; the amount of the cess assessed upon each; the assumed area, cultivated and uncultivated, of the property upon which the assessment is calculated, and the date at which it will become payable; and such book shall be termed the rate book.

15. When the rate book shall be completed, the Commissioners shall give public notice thereof, and of the place where such book or a copy thereof can be inspected; and every person who is assessed, or his agent, shall be entitled to inspect the rate book, and to make extracts therefrom without charge.

16. The Commissioners shall give public notice of a day, not being less than fifteen days from the publication of such notice, when they will proceed to revise the said rate book. All complaints against the assessment shall be made on or before the day fixed in the notice; and all complaints so made shall be inquired into by the Commissioners, and such amendments shall thereupon be made in the said book, as to the Commissioners shall appear fit.

17. After the complaints have been inquired into, and the revision of the rate book has been completed, the amendments made in the said book shall be authenticated under the signatures of two of the Commissioners, who shall, at the same time, certify under their signatures that no valid objection has been made to any entry in the said book, except in the cases in which amendments have been made as shown therein. The rates so amended and certified shall be deemed to be the rates leviable under this Act, until altered in the manner provided in the following section.

18. The Commissioners may at any time amend the rate book by inserting therein the name of any person whose name ought to be inserted, or any property liable to the rate; or by striking out the name of any person or property not liable to the rate; or by reducing or enhancing the amount of the assessment in any case after notice given and inquiry held. In all cases in which any property is inserted as liable to the rate, the amendment shall be considered to have been made at the time when the person interested first received notice thereof.

19. When any rate is due, the Commissioners shall cause to be presented to the person liable to the payment thereof, or to his local agent or representative on his behalf, a bill for the sum due, which shall also contain a statement of the period and a description of the property for which the rate is charged.

20. If the bill be not paid by or on account of the person liable to pay the same within five days from the presentation thereof, the Commissioners may cause to be served upon such person, or his agent as aforesaid, a notice of demand in the form (A.) contained in the Schedule to this Act, or to the like effect; and if he shall not within five days from the service of such notice of demand pay or cause to be paid the sum due, or show sufficient cause for the non-payment of the same to the satisfaction of the Commissioners, such sum, with all costs, may be levied by distress and sale of the goods and chattels of the defaulter, wherever they may be found, under a warrant in the form (B.) in the Schedule, or to the like effect.

21. If the sum due on account of any rate remain unpaid after notice of demand has been duly served, the Commissioners may demand the amount from the occupant for the time being of the land concerned, and on non-payment thereof may recover the same by distress and sale of any goods and chattels found on the premises; and in such case the occupant may deduct from the next and following payments of any rent due by him to the owner of the land the amount which may be so paid by or recovered from him; provided that no arrear of rate

which has remained due from the owner of any land for more than one year shall be so recovered from the occupant thereof.

22. The officer charged with the execution of distress shall make an inventory of the goods and chattels seized under the warrant, and shall at the same time give a notice in writing in the form (C.) contained in the Schedule annexed to this Act, to the person in possession thereof at the time of the seizure.

23. If the warrant be not in the meantime discharged or suspended by the Commissioners, the goods and chattels so seized shall be sold by order of the Commissioners, who shall thereupon apply the proceeds, or so much thereof as may be necessary, in discharge of the said arrears and costs; and the surplus, if any, shall be returned to the person in possession of the goods and chattels at the time of seizure.

24. If it shall not be found practicable to realize the amount due by the means above provided, it shall be competent to the Commissioners to proceed against the land itself by attachment and sale for the recovery of the arrears of cess due upon it.

25. The attachment shall be effected by affixing a notice thereof to some conspicuous part of the land, which notice shall set forth that unless the arrear as specified with interest and expenses be paid within the date mentioned, the land will be brought to sale in due course of law. Form (D.) in dule.

26. The attachment shall be notified by public proclamation on the land and by publication of the notice in the District Gazette.

27. The sale shall be by public auction to the highest bidder, and the land shall be sold, subject to the payment of all Government dues assessed or liable to be assessed on it. Form (E.) in dule.

28. A notice of the intended sale shall be posted for one month at least before the sale, in the Collector's office in the Taluq and District Cutcherry, in the nearest police station-house, and on some conspicuous part of the land.

29. The extent of land attached and sold shall, so far as practicable, be no larger than may reasonably be expected to produce by its sale the amount due for arrears with interest and expenses; and any surplus realized by the sale shall be paid to the owner of the land on demand.

30. Every bill, notice, or demand under this Act, may be served personally upon the person to whom it is addressed, or, if he cannot be found, may be left at his usual place of abode with some adult male member or servant of his family; or, if it cannot be so served, may be put up on some conspicuous part of such place of abode; provided that, if the place of abode of the owner of any land in respect of which a rate is assessed be unknown, or if such owner be not resident within the limits over which the Commissioners have jurisdiction, every such bill, notice, or demand shall be deemed to have been duly served, if served upon the actual occupier of the premises, or in case no such service can be effected, if put up on some conspicuous part of the land.

31. No proceeding under this Act shall be deemed unlawful, nor shall any assessment be set aside, on account of any defect or want of form, or any document or in any service of notice required by this Act, nor on account of any irregularity in the procedure herein laid down; but all persons substantially aggrieved by any defect or irregularity may recover satisfaction for the special damage in any Court of competent jurisdiction.

32. Within fifteen days after the 31st December of each year, the Commissioners shall prepare and publish in the District Gazette an account of the sums received and expended by them during the previous twelve months ending on the 31st December, and of the works executed by them, and their accounts and vouchers shall be open to the inspection of all rate-payers, free of charge, for a space of fifteen days after such publication.

33. The Commissioners shall convene a general meeting of the rate-payers in January of each year, for the election of Commissioners for the ensuing twelve months.

34. Any five rate-payers may require the Commissioners to convene a general meeting at any period during the year to take into consideration any matter connected with the operation of this Act, provided that fifteen days notice of the subject to be considered be given to the Commissioners.

## SCHEDULE

### A. Notice of demand.

Take notice that the Road Commissioners of demand from you the sum of Rs. \_\_\_\_\_ due from \* (you) as owner (or occupier) of (here

\* In the case of a demand under Section 20, state that notice of demand has been served upon the owner, and that the sum due remains unpaid.

describe the property or thing upon which the rate or tax is imposed) on account of road cess for the months of 186 ; and that, if the sum due is not paid, or if sufficient cause for the non-payment of the sum is not shown to the Commissioners within five days from the service of this notice, a Warrant of Distress will be issued for the recovery of the same, with costs.

Date

(Signature of one of the Commissioners.)

#### B. Distress Warrant.

To (here insert the name of the Officer charged with the execution of the Warrant).

Whereas of has not paid or shown sufficient cause for the nonpayment of the sum of due for the road rates (or taxes) (or rates and taxes) mentioned in the margin, for the months of 186 , although the said sum has been duly demanded in writing from the said and five days have elapsed since the service of the notice of demand. This to command you to distrain the goods and chattels of the said (or, as the case may be, any goods and chattels found on the premises referred to) to the amount of the said sum of such further sum as may be sufficient to defray the charges of taking, keeping, and selling such distress; and if, within five days next after such distress, the said sum shall not be sufficient to defray the charges of taking, keeping such distress, to sell the said goods and chattels; and have paid and deducted out of the proceeds of the sale the said sum of and the charges of taking, keeping, and selling such distress, to return the surplus, if any, on demand, to the person whom you shall find in possession of the said goods and chattels. If sufficient distress cannot be found of the goods and chattels of the said , you are to certify the same to us together with this Warrant

(Signature of one of the Commissioners.)

#### C. Form of Inventory and Notice.

State particulars of goods seized.

Take notice that I have this day seized the goods and chattels specified in the above inventory for the sum of due for the rates (or taxes) mentioned in the margin, for the months of 186 ; and that, unless you pay the amount due, together with the costs of this distress, within five days from the day of the date of this notice, the goods and chattels will be sold.

Date

(Signature

Officer executing the Warrant of Distress)

#### D. Notice of Attachment.

To of village in Taluk of the District.

Take notice that as you have not paid or shown sufficient cause for the nonpayment of rupees road cess due by you, although the said sum has been duly demanded in writing from you, the landed property belonging to you is hereby placed under attachment; and that, unless the arrear due by you, with interest and other charges, be paid within the landed property will be brought to sale in due course of law.

Place and date.

(Of the Road Commissioners for the Road District of )

attachment is also to be publicly proclaimed in the District Gazette.

#### E. Notice of Sale.

It is hereby notified that all the rights of present registered land-holder in the under-mentioned lands selected out of those attached in satisfaction of arrears of road cess due by of a road cess defaulter, will be sold by public auction at the village in talook of the district, on . The sale will commence at o'clock M., and the lands will be knocked down to the highest bidder without reserve.

The land will be sold subject to the payment legally chargeable thereon.

(One)

#### STATEMENT OF OBJECT

The object of this Bill, as stated in the preamble, other localities similarly circumstanced to tax maintenance of cross roads, in order to connect been or may be hereafter constructed by Government to the coffee planters of Wynaad, which is proposed Act, if passed, will be found applicable for some Government roads is now in progress, which, the centres of the planting operations, viz., Goodalor way of the Karkoor and Tambracherry ghats, planters principally depend for their supplies of from Ootacamund, vid Goodalor and Sultan's These trunk roads, when completed, will be a great in Wynaad, and will to a great extent, remove laboured. The Government cannot be expected public treasury from other parts of the country more in this direction, with the exception, perhaps, shall have been completed, of improving the Tellicherry, the port of shipment for North Wynaad.

2. But, great as will be the benefit which will when this system of communication shall have will still be very imperfect, unless it be supplied only be accomplished by local taxation. It is any body of land-holders in any district to whom tax themselves for the construction of cross roads particular tract of country to be a road district Government approve of the proposed limits within such limits will be given an opportunity road district, and should a majority be in favour election from among the land-holders, to put struction and maintenance of the proposed cross in the road district, or by tolls, or both. All be liable to the cess, whether it be the proper and the Government will, of course, scrutinize quantity of waste land being included within of a draft enactment very similar to the year, with the sanction of the planters of North Excellency the Governor to Maunatoddy, and the measure. The publication of the Bill in parts of Wynaad and in any other districts, deemed applicable, to criticise its details and

The 10th August 1865.

By

Acting

