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MADRAS RECORD OFFICE.

Government of Madras.

Financial **DEPARTMENT.**

G.O. No. 529	Press / Mis.
114-116	
Dated 25-4	1873.

19/20

Not to be folded or roughly handled

Read the following papers:—

No. 114. From L. BOYER, Esq., and others, Proprietors and Superintendents of Estates, &c., Wynaad, to the Chief Secretary to Government, Fort St. George, dated ——— 1871.

We, the undersigned, being Proprietors and Superintendents of Estates and holders of land, have the honour respectfully to solicit the attention of His Excellency the Governor in Council to the most neglected part of the magnificent taluq of Wynaad, viz., the district lying between Manantoddy, Matelet, and the foot of the Cotiadi Ghaut.

2. Although most of the lands held by us are jenm, your predecessors in office assumed the right, in the year 1860, of imposing a tax, at the rate of 2 Rupees per acre, upon all cultivated coffee land in Wynaad to provide for the construction and repair of roads; but, notwithstanding that we have ever since regularly discharged this tax of doubtful legality, the roads in many parts of this district are in a bad condition; the larger bridges have tumbled down; the smaller bridges are some of them so unsafe that the cautious traveller avoids them and prefers to cross the water; and some of the bridges we have been obliged to repair at our own cost.

3. The Cotiadi Ghaut, the traffic over which exceeds the traffic down either the Peria or Tambercherry Ghauts, is still a foot-road, although it might be made passable for wheel traffic at no great cost.

4. Recently the well-known Firm of Hinde and Co., of Calicut and Tellicherry, Estate-visiting Agents, in reporting upon one of our estates, wrote: "This district is the only one which entirely depends for the transport of its produce on pack-bullocks, and the last year or two have gone to show that the supply of these is, year by year, becoming more precarious, scarce, and expensive; and we have but little doubt that, if these points were placed before the Government, they would give their sanction to uniting the district—*the only one without cart communications*—with the rest of Wynaad.

5. We venture to make a few suggestions, which our local experience leads us to believe will indicate the proper remedies for our wants.

6. The work which would give us immediate relief is the construction of a cart-road from Matelet, or some point near the head of the Cotiadi Ghaut, to the top of the Peria Ghaut. The distance being only six miles, the road could be made rapidly and at small cost, and would at once place this district in communication with a cart-ghaut.

7. But whilst recommending the construction of that road as an expedient for affording immediate relief, we are of opinion that it should not be allowed to take the place of, or to supersede the special want of the district, viz., a cart-road to the coast over the Cotiadi Ghaut communicating with a cart-road to Koroth and Manantoddy. The latter already exists, and only requires to be improved and kept in order.

8. We are inclined to consider that the construction of the cart-road over the Peria Ghaut in preference to the Cotiadi Ghaut was a mistake. By far the largest part of the traffic to the coast from Mysore, &c., continues to pass over the Cotiadi Ghaut, except during the crop months it is possible to go from the top to

the bottom of the Peria Ghaut without meeting a dozen persons beyond the workmen employed upon the ghaut, whilst there is always a considerable traffic over the Cotiadi Ghaut; and, from December to May inclusive, the number of pack-bullocks using it is enormous.

9. The distance from Manantoddy to Tellicherry *via* Cotiadi is shorter by seven miles than *via* Peria. Cotiadi has also great natural advantages, for (besides a cart-road from the foot of the ghaut to Tellicherry) it has magnificent water carriage to the ports of Tellicherry, Badagherry, Calicut, and Beypore, and, as the water runs up to the Railway at Beypore, we may add a fifth port—the important port of Madras.

10. We wish we could adequately set forth the value of this water communication. Even now, by means of it, Matelet is more accessible from Madras, to all but wheel traffic, than any other part of Wynaad.

11. If there was a cart-road over the Cotiadi Ghaut, manure and fodder for cattle, which are amongst our greatest wants, could be collected and placed upon our estates at no excessive cost, and thus we should be enabled to cultivate many old plantings which for want of manure have to be abandoned. At present it is almost impossible, at any cost, to transport manure on account of the caste prejudices of the Brinjarries who own the pack-bullocks.

12. The port of Madras would also be more available for the shipment of our produce to Europe. This year some of our coffee had to be sent to Madras *via* Beypore for shipment to England.

13. Possibly the excessive cost of the Tambercherry Ghaut may be used as an argument against the construction of another cart-ghaut, but we believe that the Cotiadi Ghaut might be made tolerably passable for wheel traffic at a comparatively small cost, and that it could be made in every way equal to the splendid road over the Tambercherry Ghaut at no great outlay. The distance from the landing-place at Cotiadi to the top of the ghaut is exactly ten miles, of which four are almost level, and over another three the ascent is gentle, the remaining three miles being the only portion on which the work would be at all expensive.

14. We venture to suggest that this is a work which should be constructed by means of a loan to be raised under the provisions of "The Public Works Loan Act, 1871," recently passed by the Legislative Council of India. We believe that the outlay would be covered before many years by the proceeds of tolls.

15. We have also to bring to the notice of Government that the manner of levying the tolls lately imposed on traffic over the Cotiadi Ghaut is a grave injustice to this district. The notification states that the tolls shall be the same as collected at Peria and Tambercherry, but the incidence is *actually* 400 *per cent. greater for the use of an inferior road* than on traffic down the other ghauts; as, in consequence of there being no cart-road, we are obliged to employ pack-bullocks, paying 1 Anna toll and half an Anna return toll, and carrying 3 bushels on an average, whilst at Peria and Tambercherry a cart which carries 40 bushels pays 4 Annas. We cheerfully recognise the necessity of paying tolls, but we protest against being made to pay an enormously higher rate upon our produce *passing over an inferior road* than is paid by carriers over the fine roads of Peria and Tambercherry.

Proceedings of the Madras Government, Financial Department,
25th April 1873.

16. We have further to bring to the notice of Government that this district is not represented at either of the Local-Funds Boards of Tellicherry or Calicut. We solicit that Government will be pleased to appoint one European and one Native gentleman from this district to be members of either or both of those Boards.

17. We have referred in a previous part of this letter to the great value of the existing water communication, but we regret to state that that advantage is almost nullified by the notorious villainies of the boatmen who ply upon it, and who invariably steal a large portion of the produce committed to their care, and frequently wet the remainder so as to increase the bulk, and thus more easily escape detection. Unfortunately the local Courts demand an amount of evidence which it is impossible, under existing circumstances, to obtain, and we are, therefore, very much at the mercy of these robbers. We believe that they might be checked by the establishment of a Water Police during crop time, say, from the month of December to the end of April, and this we recommend for the consideration of Government.

18. We believe that much benefit would accrue to the taluq of Wynaad if His Excellency the Governor would visit it before he leaves the Madras Presidency. We cannot promise that he would derive much pleasure from a visit to this district, which, suffering as it is from the neglect of years, offers few attractions; but for that very reason there is no part of Wynaad which is so much in need of His Lordship's inspection. The month of December would be a suitable time for accomplishing a visit, the weather being then usually fine, the climate healthy and enjoyable, and crop operations in full swing.

P.S.—Since the foregoing was written, the district has been favoured with a visit from Mr. Athol MacGregor, the present Collector of Malabar, who was understood to promise that the project of a crossroad from Peria to Matellet should receive favourable consideration.

Referred to the Collector and Magistrate of Malabar for early report.

FORT ST. GEORGE,
2nd December 1871.

(Signed) R. S. ELLIS,
Chief Secretary.

No. 115. From A. MACGREGOR, Esq., Collector of Malabar, to the Hon. W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Calicut, 29th March 1873, No. 24.

I have the honour to return petition forwarded with your endorsement of the 2nd December 1871, with a full report on the subject. The matter was brought before the Local-Fund Board at the beginning of last year, but it was determined that no decision could be come to regarding the more important of the matters brought forward, viz., the question of connecting the district of Koroth with the head of the Peria Ghaut by a cart-road in the absence of an examination and report by the Engineers. I accordingly postponed reporting on the petition until this could be done, not at the time anticipating that so long a period would elapse.

2. The country, which is an extremely difficult one, has now been thoroughly examined and a line traced, and I have just returned from inspecting it in company with Major Kennedy and the Range Officer, Mr. Hasler, who has actually carried out the tracing.

3. The result shows that the memorialists have taken an over-sanguine view in stating that the distance is only six miles, and that a road could be made rapidly and at a small cost.

4. The distance in a straight line, measured on the Trigonometrical Map, is over seven miles, and in a broken hilly country a considerable amount of winding must be expected. The trace as now laid out has been surveyed, and is between nine and a half and ten miles in length. It has been found necessary to pass between the main drainage and the crest of the ghaut, which necessitates the bridging of numerous streams, and Major Kennedy roughly estimates the average cost of the line, including bridge-work, at 4,000 Rupees, or nearly 40,000 Rupees for the whole work. The finances of the circle at present barely admit of the existing main lines with their bridges being maintained, and unless, therefore, a loan is sanctioned, there is no prospect of funds to that extent being available at any early date.

5. A fine-weather road could, it is estimated, be constructed at a cost of 400 Rupees a mile, and this is the most that it is likely the Local-Fund Board will be in a position to find funds for. Such a road should, I am of opinion, be at once commenced on, and I will bring the matter before the Board at the next meeting.

6. In connexion with the subject of this line of road is a letter recently received from Mr. Roberts, the Proprietor of the Mary Estate, at the head of the Cotiadi Ghaut. This gentleman may be regarded as representing the European element of the memorial, the only three European signatures of that document being those of himself, his Superintendent, and his Visiting Agent.

7. There is but one European resident proprietor in the district, and the memorial does not bear his signature.

8. It will be observed that, in his letter of the 5th December, Mr. Roberts objects to the direction taken by the trace, and proposes that, instead of leaving the road near Koroth and passing through Kooniote (these being the only two considerable native villages in the country), it should do so at a point much nearer the crest of the ghaut, and therefore nearer his own estate. The Native Estates, however, in the vicinity of Koroth represent an interest enormously preponderating over that of the head of the ghaut, so that the proposal amounts to this, that the majority of the traffic is to go several miles out of its way in order that two European Estates may have a shorter road. It is suggested that the road should not pass through Kooniote on account of the bad moral character of the inhabitants; but even if the character given the place were admitted as correct, this principle of road-tracing, combined with the natural difficulty of the country, would, in Malabar, and especially in Wynaad, lead to very roundabout communications.

9. There is no foundation for the statement that the road, as traced, passes through much coffee cultivation or valuable land, and there can, I think, be no doubt as to its being the true engineering line of the country, as well as in other respects convenient. It leaves the main line very near Koroth—the most important native town in North Wynaad next to Manantoddy, having a Travellers' Bungalow,

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Police Station, Bazaar, &c. The point has been so fixed that a bridge over the large river, close to the junction, will serve both this line and the road from Manantoddy to the head of the ghaut. The line joins the Peria Ghaut, close to the Peria Police Station, at a point where there are a considerable number of houses, and meets the desideratum of having the shortest mileage of new line to make and maintain. It is suggested by Mr. Roberts that the line should be made to join the main line nearer the head of the Peria Ghaut; but a greater distance of new line would be thus necessitated independently of what I believe to be a fact, viz, that the present extremely favourable gradients would be replaced by some very heavy inclines, as the lowest saddle that occurs in that direction would be considerably higher than any point in the line as traced.

10. I consider that no good ground has been shown against the line which has been very carefully traced by Mr. Hasler under great difficulty (the country being very much broken and intersected by impenetrable ravines full of jungle) and approved by Major Kennedy, whose experience in road-tracing in Wynaad is unrivalled. The work, if carried out, would be of the greatest value to an important section of the taluq, and would soon repay its cost by tolls. Every endeavour should, I think, be made to open it at an early date as a fine-weather road.

11. The next point of the memorialists to be noticed is their argument in favour of the construction of a cart-ghaut to Cotiadi. Whether this or Peria was the better line to adopt need not now be discussed. It is generally admitted that the three existing ghauts are a mistake, and that one, or at most two, would have been preferable. In the face of the difficulties experienced in completing and maintaining the three existing ghauts, the proposal to construct a fourth appears altogether out of the question.

12. The statement of the memorialists that the Cotiadi Ghaut could be made passable for carts at a comparatively small cost is, I conceive, based on insufficient inquiry. I came down the ghaut in January and took readings at each mile-post with an aneroid barometer. The observations show that the head of the ghaut is about 3100 feet above sea-level, and the Cotiadi Bungalow 570 giving a height of 2530 feet to be ascended.

Mile.	Feet.	Mile.	Feet.
1	0	6	360
2	30	7	458
3	20	8	589
4	50	9	445
5	213	10	388

13. The marginally-noted figures indicate approximately the elevation gained in each mile, commencing from the Cotiadi Bungalow in the present ghaut.

14. Distributing the elevation of 2530 feet over ten miles, gives an average of 253 feet a mile. The heaviest gradient now considered admissible for a cart-ghaut is 1 in 20, which would admit only of a rise of 264 feet per mile, supposing the maximum gradient to be continuously maintained, which, in practice, is impossible.

15. The gradients, as shown in the existing ghaut, are for the first four miles as much below what they ought to be as they are excessive in the last five, and it is in the last degree improbable that these nine miles could be so re-traced as to fit on to the fifth mile at both ends. It may, therefore, be safely asserted that not a single

mile of the existing ghaut could be utilized as a cart-trace, and that for this purpose an entirely new ghaut would be necessary. The height to be got over is much the same as that in the case of the Tambercherry and Peria Ghauts, and there is nothing in the character of the ghaut at this point to render it likely that a cart-ghaut could be constructed cheaper than elsewhere or under several lakhs of Rupees.

16. The memorialists further complain that the tax on bullocks is proportionately heavier than that on carts. This is true, though not to the extent alleged.

17. It is, however, a mistake to suppose that the circumstance affects the proprietor at the head of the Cotiadi Ghaut alone, as quantities of coffee come down the other ghauts on bullocks. The scale is fixed by law, and any modification should be in the direction of increasing the rates on carts, a sum of 4 Annas representing a very small fraction of the saving ensured by a cart-road. It may be remarked that coffee going down the Cotiadi Ghaut can be placed in boats at the foot and carried either to Calicut or Tellicherry without any further payment of tolls. In the case of the other three ghauts one or more additional tolls have to be paid.

18. The memorialists complain that their district is the only one in Wynaad which has not the advantage of a cart-road, but it is an important fact that several other similarly isolated tracts owe the possession of such accommodation to their own expenditure and combined exertion—notably the Ouchterlony Estates, the estates along the Mupeynad Road (who with little assistance have constructed a road fifty-five miles long), and the estates in the Tirunelly Valley.

19. It only remains for me to notice the complaint of want of representatives at the Local-Fund-Board Meeting. There are two Europeam gentlemen belonging to North Wynaad on the Board, and it was in consequence of my attention being drawn by one of them to the great want of the line which has since been traced that I visited the district at the end of 1871, and had the necessary inquiries set on foot; and I may add that I then heard nothing of the memorial, though I met both the European residents. Considering that there are but two European members for North Wynaad, and but two European residents in the Koroth District, it is, I think, asking too much that one of them should be appointed. It would be an advantage if a Native member who would attend meetings could be found; but I fear that this is impossible, as the Native proprietors ship from Badagherry, and could not afford the time or expense of visiting Tellicherry.

No. 116. ORDER THEREON, 25th April 1873, No. 529.

Ordered that the memorialists be informed that the Government learn, by a report from the Collector, that attention is being given to the construction of a cart-road from Koroth in the Cotiadi and Manantoddy Road to the Peria Road, and that there is no prospect of funds being available for the conversion of the Cotiadi Ghaut into a cart-road.

2. The Government will be prepared to consider favourably an application for a loan for making the road from Koroth to the Peria line if the Board (Local Fund) think fit to submit one under Act XXIV. of 1871.

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3. It is open to the Collector to make proposals for the representation, at the Local-Fund Board, of the district with which the memorialists are connected, if he sees his way to doing so without injustice to other interests.

(True Extract.)

Acting Under Secretary,
for *Chief Secretary.*

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

Exd. J. Wright.

Govt. of {1873} Madras.

FINANCIAL.

To THE BOARD OF REVENUE, &c., &c., &c.

Dated April, 25th.

Read.

Encl.

G. O., 25th April 1873, No. 529.

APRIL.
Nos. 114—116.

Informing certain Coffee Planters of Wynaad, with reference to their memorial, that Government learn that attention is being given to the construction of a cart-road from Koroth to the Peria Road, and that, should the Local Fund Board apply for a loan under the Act for that purpose, Government will be prepared to consider the application favourably.

To,

The Chief Secretary
to the Government of
Fort St George.

Sir,

We, the undersigned, being Proprietors and Superintendents of Estates and Holders of Land, have the honor, respectfully, to solicit the attention of His Excellency the Governor in Council to the most neglected part of the magnificent Taluq of Wynaad, viz:, the district lying between Manantoddy, Calicut, and the foot of the Pulliadi Ghaut.

2. Although most of the lands held by us are Jenm, your predecessors in office assumed the right, in the year 1860, of imposing a tax at the rate of Five rupees per acre upon all cultivated Coffee land in Wynaad, to provide for the construction and repair of roads; but notwithstanding that we have ever since regularly discharged this tax, of doubtful legality, the

Regular Land Tax

precarious, scarce, and
expensive; and we have
but little doubt that if
these points were placed
before the Government they
would give their sanction
to uniting the district,
the only one without Cart
communication, with the
rest of Wynaad."

5. We venture to make
a few suggestions which
our local experience leads
us to believe will indicate
the proper remedies for our
wants.

6. The work which
would give us immediate
relief, is the construction
of a Cart road from Mallelot,
or some point near the
head of the Kaliadi Ghaut,
to the top of the Peria Ghaut.
The distance being only six
miles, the road could be
made rapidly, and at
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in communication with
a Cart Ghaut.

7. But whilst recom-
mending the construction
of that road as an expedient
for affording immediate
relief

relief, we are of opinion that it should not be allowed to take the place of, or to supersede the special want of the district, viz: a Cart road to the Coast over the Kutiadi Ghaut communicating with a Cart road to Corote and Manantoddy. The latter already exists and only requires to be improved and kept in order.

8. We are inclined to consider that the construction of the Cart road over the Peria Ghaut in preference to the Kutiadi Ghaut was a mistake. By far the largest part of the traffic to the Coast from Mysore &c continues to pass over the Kutiadi Ghaut except during the crop months it is possible to go from the top to the bottom of the Peria Ghaut without meeting a dozen persons beyond the workmen employed upon the Ghaut, whilst there is always a considerable traffic over the Kutiadi Ghaut, and from

from December to May inclusive, the number of pack bullocks using it is enormous.

9. The distance from Manantoddy to Tellicherry via Kutiadi is shorter by seven miles than via Peria. Kutiadi has also great natural advantages, for (besides a Cart road from the foot of the Ghaut to Tellicherry) it has magnificent water carriage to the ports of Tellicherry, Badagherry, Calicut and Beypore, and, as the water runs up to the Railway at Beypore, we may add a fifth port, the important port of Madras.

10. We wish we could adequately set forth the value of this water communication. Even now, by means of it, Mattelet is more accessible from Madras, to all but wheel traffic, than any other part of Wynaad.

11. If there was a Cart road over the Kutiadi Ghaut, manure, and fodder for Cattle, which are amongst

over

that it could be made in every way equal to the splendid road over the Tamborcherry Ghaut at no great outlay. The distance from the landing place at Kuliadi to the top of the Ghaut is exactly Ten miles, of which four are almost level, and over another three the ascent is gentle; the remaining three miles being the only portion on which the work would be at all expensive.

14. We venture to suggest that this is a work which should be constructed by means of a loan to be raised under the provisions of "The Public Works Loan Act 1879," recently passed by the Legislative Council of India. We believe that the outlay would be covered before many years by the proceeds of tolls.

15. We have also to bring to the notice of Government that the

4 level
3 mostly very quite
3 steep

our present route, crossing the Cauvery three times. This appears very objectionable, and we have not failed to obtain information as to the practicability of making a road by the Eastern bank. Should the excessive cost of the Bamboreherry Ghaut prove to be an argument against the construction of another Ghaut, but we believe that the Kuliadi Ghaut might be made [illegible] at a comparatively [illegible] cost, [illegible] of making use of the [illegible] made formerly [illegible] the Department who own the [illegible] Ghaut.

12. The Port of Adiapur would also be [illegible] one [illegible]

passing over an inferior road, than is paid by carriers over the same roads of Peria and Tambercherry.

16. We have further to bring to the notice of Government that this district is not represented at either of the Local Funds Boards of Tellicherry or Calicut we solicit that Government will be pleased to appoint one European, and one native gentleman from this district, to be members of either of those Boards.

17. We have referred in a previous part of this letter to the great value of the existing water communication, but we regret to state that that advantage is almost nullified by the notorious villanies of the boatmen who ply upon it, and who invariably steal a large portion of the produce committed to their care, and frequently wet the remainder so as to increase the bulk & thus

more

more easily escape detection. Unfortunately the Local Courts demand an amount of evidence which it is impossible, under existing circumstances, to obtain; and we are therefore very much at the mercy of these robbers. We believe that they might be checked by the establishment of a Water Police during Crop time, say from the months of December to the end of April, and this we recommend for the consideration of Government.

18. We believe that much benefit would accrue to the Felug of Wynaad if His Excellency the Governor would visit it before he leaves the Madras Presidency. We cannot promise that he would derive much pleasure from a visit to this district, which, suffering as it is from the neglect of years, offers few attractions; but for that very reason there is no part of Wynaad which is so much in need of

His Lordship's inspection. The month of December would be a suitable time for accomplishing a visit, the weather being then usually fine, the climate healthy and enjoyable, and Crop operations in full swing.

We have the honor to be,

Sir,

Your most obedt servants,

Jannet Brown, Supt.

I. S. Roberts, Proprietor of the Mery Estate

pp. Hunderlo

[illegible]

(The native signatures are those of 27 Moplah Proprietors)

P.S. Since the foregoing was written the District has been favored with a visit from Mr. Athol Macgregor, the present Collector of Malabar, who was understood to promise that the project of a cross road from Sera to Matellot should receive favorable consideration.

[illegible]

At Kuttiadi Ghaut, the rates shall be similar to those levied at Peria Tamberacherry and Karcur Ghauts as noted below.

	Rs.	A.	P.
On every 4 wheeled carriage	1	0	0
Do. 2 Do.	0	12	0
Do. Cart drawn by 4 bullocks buffaloes horses ponies asses or mules if laden	0	8	0
Do. Do. if not laden	0	4	0
Do. cart drawn by two bullocks buffaloes horses ponies asses or mules if laden	0	4	0
Do. Do. if not laden	0	2	0
Do. Buffaloe or bullock per head laden	0	1	0
Do. Do. unladen	0	0	6
Do. Elephant	1	8	0
Do. Horses laden or ridden.....	0	1	6
Do. Do. unladen or led...	0	0	9
Do. every camel if laden.....	0	8	0
Do. if not laden	0	4	0
Do. every tattoo or mule if laden or ridden	0	0	9
Do. unladen or led	0	0	6
Every ass if laden or ridden	0	0	6
Do. unladen or led	0	0	3
On every sheep goat or pig	0	0	1
Do. every palankeen manchil dooly palna or tomjon with 8 bearers.....	1	0	0
Do. 6 Do....	0	12	0
Do. 4 Do.....	0	8	0
Do. 2 Do	0	4	0

J. C. HANNYNGTON,
President of the Local Fund Board.

1. കല്ലാറ തെക്കെ വയനാട.
2. ശ്രുഡല്ലൂര തെക്ക കിഴക്ക വയനാട
3 നിലമ്പൂര പുഴ ഏറനാട.
4 ഒറവപാലം വള്ളുവനാട.
5. പാലക്കാട്ട കച്ചേത്തി പാലത്ത ന്റെറ വടക്കഭാഗം സന്ധിയിൽ.
6. ക്കുഡാളി പാലം
7. കുടകവഴി മാനന്തൊടിനിന്ന മയിസൂക്കുള്ള വഴിയോട ചേരുന്നോട

ഗവമ്മേന്റിന്റെ കല്പനക്കനുസരിച്ച താഴേ
രം വിധപ്രകാരം മാങ്കിൽചേത്ത സ്ഥലങ്ങളിൽ
രം വരുന്ന സത്തേമ്പ്ര മാസം 1-ാം നു- മുതൽക്ക
കൂലി വസൂൽചെയ്യുന്നതാകുന്നു.

8. കുറിയാടി മുരം.

കല്ലാറ- ശ്രുഡല്ലൂർ- നിലമ്പൂർ- ഒറവപാലം- കുടാളി- തോബിനപ്പ- രം സ്ഥല
ങ്ങളിൽ മുകത്തിന്റെ വിതം.

വില്ലിന്മേലുള്ള എല്ലാ നാലു ചക്രവണ്ടിക്കും	0	8	0
വില്ലിന്മേലുള്ള എല്ലാ രണ്ടു ചക്രവണ്ടിക്കും	0	4	0
ഭാരം കയറിയിരിക്കുന്ന എല്ലാ ജഡക്കാ വണ്ടിക്കും വില്ലിന്മേലുള്ള കാള കെട്ടുന്ന രണ്ടു ചക്ര വണ്ടിക്കും ആളുകളെ പോത്തുകളെ കാളകളെ കുതിരകളെ മുട്ടുകളെ കഴുതകളെ കോവർ കഴുതകളെ വലിക്കുന്ന ഭാരം ഏറിയ ചുമട്ട വണ്ടിക്കുംകൂടി ...	0	4	0
ഭാരം കയറാത്തതിന്ന	0	2	0
ഭാരം വഹിച്ചിരിക്കുന്ന ഓരോ പോത്തിനും കാളക്കും	0	1	0
ഭാരം വഹിച്ചിരിക്കുന്നേയൊ ആളം കയറിയിരിക്കുന്നേയൊ ഓരോ കുതിരക്ക ...	0	2	0
ഭാരം കയറാത്തെയൊ ആളം കയറാത്തെയൊ കുതിരക്ക	0	1	0
ഭാരം കയറിയിരിക്കുന്നേയൊ ആളം കയറിയിരിക്കുന്നെയൊ ഓരോ മുട്ടത്തിനും കഴുതെക്കും	0	1	0
ഭാരം കയറാത്ത കാളക്കൊ മുട്ടത്തിനൊ കഴുതെക്കൊ തെളിക്കുന്ന ആളോടകൂടി ...	0	0	6
ഓരോ ആനെക്ക	1	0	0
ഓരോ ഒട്ടകത്തിന്ന	0	4	0
ചുമട എടുത്ത ആളുകൾക്ക	0	0	3
ചുമട എടുക്കാത്ത ആളുകൾക്ക	0	0	2
മഞ്ചലിന്നും ഹമാലിമാർക്കും കൂടി	0	2	0
പല്ലക്കിക്കും ഹമാലിമാർക്കും കൂടി	0	4	0
ഓരോ ചെമ്മരി ആട്ടിനൊ കോലാട്ടിനൊ പന്നിക്കൊ	0	0	1

S. O. N° 529 - 25th April 1873 Fin. Dept.

If would require nothing less than a miracle to get any of these with the Ghaut. ! !

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S. O. N° 529 25th April 1873 Fin. Dept.

To The Collector of Malabar

Sir,

I have the honor to forward herewith a Notification fixing the rates of Ferry Boat Hire at the Kuttiadi Ghaut, and to request that you will be pleased to cause the same to be published in the Malabar Gazette.

I have the honor to be
Sir
Your most obedient Servant
J. C. Hannyngton
President of the Local Fund Board

Kuttiadi 18th April 1873

Copy forwarded to the Collector of Malabar for information and publication in the Malabar Gazette.

By order
Illegible
Secretary

11-12-71

SUPPLEMENT
TO THE
MALABAR GAZETTE

CALICUT, SATURDAY 26th AUGUST 1871.
കോഴിക്കോട ഛവ്വാഛ ആഗസ്ത ൨൬ -൦൦ തിയ്യതി ശനിയാഴ്ച

Notice by the Local Fund President.

1. Kalpetta South Wynad.
2. Gudalur South East Wynad.
3. Nelambur river Ernad.
4. Wattapalum bridge Walluvanad.
5. Junction North of Kalpatty bridge, Palghaut.
6. Kudaly bridge.
7. Dhoby Nullah near Junction of Coorg road with Manantoddy and Mysore road.
8. Kuttadi Ghaut.

NOTICE

Is hereby given that under orders of Government tolls at the rates noted below will be collected at the places specified in the margin from the 1st September next.

The rates to be levied at Kalpetta. Gudalur, Nelambur. Wattap alum bridge, Kudaly and Kuttadi

	Rs.	A.	P.
On every four wheeled carriage on springs	0	8	0
Do. two Do. Do.	0	4	0
Do. Jatka hackery on springs or cart drawn by men buffaloes bullocks horses ponies asses or mules laden	0	4	0
Do. Do. not laden	0	2	0
Do. Buffalce or bullock laden.....	0	1	0
Do. Horse laden or ridden	0	2	0
Do. not laden or ridden	0	1	0
Do. Poney or ass laden or ridden ...	0	1	0

	Rs	A.	P.
Do. Bullock poney or ass unladen with driver.....	0	0	6
Do. Elephant	1	0	0
On every Camel	0	4	0
Do. foot passenger laden.....	0	0	3
Do. do. unladen.....	0	0	2
Do. Manchel with bearers	0	2	0
Do. Palankeen with do.	0	4	0
Do. Sheep goat or pig.....	0	0	1

At junction North of Kalpatty bridge Palghaut the rates of tolls shall be those prescribed by act IV of 1871 as under.

	Rs.	A.	P.
On every four wheeled carriage on springs	0	8	0
Do. two Do.	0	4	0
Do. Jatka, hackery on springs or cart drawn by men buffalloes bullocks horses ponies asses or mules laden	0	4	0
Do. Do. not laden	0	2	0

	Rs.	A.	P.
Do. Buffaloe or bullock, laden	0	1	0
Do. Horse laden or ridden	0	2	0
Do. not laden or ridden	0	1	0
Do. Poney or ass laden or ridden....	0	1	0
Do. Elephant	1	0	0
Do. Camel	0	4	0

No 24

Malabar Collector's Office
Calicut 29th March 1873.

From

A. Macgregor Esqr:
Collector of Malabar

To

The Honorable H. Sudlestow
Chief Secretary to Government
Fort St. George.

Sir.

I have the honor to return Petition forwarded with your Endorsement of the 2nd December 1871 with a full report on the subject. The matter was brought before the Local Fund Board at the beginning of last year, but it was determined that no decision could be come to regarding the more important of the matters brought forward, namely the question of connecting the District of Kurotta with the head of the Peria Ghaut by a Cart road, in the absence of an examination and report by the Engineers. I accordingly postponed reporting on the petition until this could be done, not at the time anticipating that so long a period would elapse.

2. The

2. The country which is an extremely difficult one has now been thoroughly examined and a line traced, and I have just returned from inspecting it in company with Major Kennedy and the Range officer Mr Hasler who has actually carried out the tracing.

3. The result shews that the memorialists have taken an over sanguine view in stating that the distance is only 6 miles, and that a road could be made rapidly and at a small cost.

4. The distance in a straight line measured on the Trigonometrical Map is over 9 miles, and in a broken hilly country a considerable amount of winding must be expected. The trace as now laid out has been surveyed and is between 9½ and 10 miles in length. It has been found necessary to pass between the main drainage and the crest of the Ghaut which necessitates the bridging of numerous streams, and Major Kennedy roughly estimates the average cost of the line including bridge work at 4,000 Rs or nearly 40,000 Rs for the whole work. The finances of the circle at present barely admit of the existing main

lines with their bridges being maintained and unless therefore a loan is sanctioned there is no prospect of funds to that extent being available at any early date.

5. A fine weather road could, it is estimated, be constructed at a cost of 400 Rs a mile, and this is the most that it is likely the Local Fund Board will be in a position to find funds for. Such a road should, I am of opinion, be at once commenced on, and I will bring the matter before the Board at the next meeting.

6. In connection with the subject of this line of road is a letter recently received from Mr. Roberts, the proprietor of the Kuary Estate at the Head of the Kotiaddy Ghaut. This gentleman may be regarded as representing the European element of the Memorial, the only three European signatures of that document being those of himself, his Superintendent and his visiting Agent.

7. There is but one European resident Proprietor in the District, and the memorial does not bear his signature.

8. It will be observed that in his letter

Letter not rec'd.

of

of the 5th December. Mr: Roberts objects to the direction taken by the trace, and proposes that instead of leaving the road near Koroth and passing through Koorioto (these being the only two considerable native villages in the country) it should do so at a point much nearer the crest of the ghaut, and therefore nearer his own Estate. The native Estates however in the vicinity of Koroth represent an interest enormously preponderating over that of the head of the ghaut, so that the proposal amounts to this, that the majority of the traffic is to go several miles out of its way in order that two European Estates may have a shorter road. It is suggested that the road should not pass through Kooriote on account of the bad moral character of the inhabitants; but even if the character given the place were admitted as correct, this principle of road tracing combined with the natural difficulty of the country would in Malabar, & especially in Wynad, lead to very round about communications.

9. There is no foundation for the statement that

that the road as traced passes through much coffee cultivation or valuable land, and there can, I think, be no doubt as to its being the true engineering line of the country as well as in other respects convenient. It leaves the main line very near Koroth, the most important native town in Wynad next to Manantoddy, having a Travellers Bungalow, Police Station Cazgar &c. The point has been so fixed that a bridge over the large river close to the junction will serve both this line and the road from Manantoddy to the head of the Ghaut. The line joins the Peria Ghaut close to the Peria Police Station at a point where there are a considerable number of houses, and meets the desideratum of leaving the shortest mileage of new line to make and maintain. It is suggested by Mr: Roberts that the line should be made to join the main line near the head of the Peria Ghaut; but a greater distance of new line would be thus necessitated independently of what

I

I believe to be a fact, namely that the present extremely favorable gradients would be replaced by some very heavy inclines, as the lowest saddle that occurs in that direction would be considerably higher than any point in the line as traced.

10. I consider that no good grounds has been shewn against the line which has been very carefully traced by Mr: Hasler under great difficulty (the country being very much broken and intersected by impenetrable ravines full of jungle) and approved by Major Kennedy whose experience in road tracing in Nepaul is unrivalled. The work if carried out would be of the greatest value to an important section of the Talug and would soon repay its cost by tolls. Every endeavour should I think be made to open it at an early date as a fine weather road.

11. The next point of the Memorialists to be noticed is their argument in favor of the construction of a cart Shaut to Kotiaddy.

Whether this or Peria were the better line to adopt need not now be discussed. It is generally admitted that the three existing Shauts are a mistake, and that one or at most two would have been preferable. In the face of the difficulties experienced in completing and maintaining the three existing Shauts, the proposal to construct a fourth appears altogether out of the question.

12. The statement of the memorialists that the Kotiaddy Shaut could be made passable for carts at a comparatively small cost is I conceive based on insufficient enquiry. I came down the Shaut in January and took readings at each mile post with an aneroid barometer. The observations shew that the Head of the Shaut is about 3100 feet above sea level, and the Kotiaddy Bungalow 570 giving a height of 2530 feet to be ascended.

13. The marginally noted figures indicate approximately the elevation gained in each mile, commencing from the Kotiaddy Bungalow to the present Shaut.

Mile	Feet
1.	0
2.	30
3.	20
4	50
5	213
6	360
7	458
8	589
9	445
10	388.

14. Distributing the elevation of 2530 feet over 10 miles gives an average of 253 feet a mile. The heaviest

heaviest Gradient now considered admissible for a Cart Ghaut is 1 in 20. which would admit only of a rise of 264 feet per mile supposing the maximum Gradient to be continuously maintained which in practice is impossible.

15. The Gradients as shown in the existing Ghaut are for the first four miles so much below what they ought to be as they are excessive in the last five, and it is in the last degree improbable that these 9 miles could be so traced as to fit on to the 5th mile at both ends. It may therefore be safely asserted that not a single mile of the existing Ghaut could be utilized as a cart trace, and that for this purpose an entirely new Ghaut would be necessary. The height to be got over is much the same as that in the case of the Tamberacherry and Peria Ghauts, and there is nothing in the character of the Ghaut at this point to render it likely that a Cart Ghaut could be constructed cheaper than elsewhere. or under several lakhs of Rupees.

16. The memorialists further complain that the tax on bullocks is proportionately heavier than that on carts. This is true though not to the extent alleged.

17. It is however a mistake to suppose that the circumstance affects the proprietor at the head of the Kotiaddy ghaut alone as quantities of coffee come down the other ghauts. The scale is fixed by law, and any modification should be in the direction of increasing the rates on carts a sum of four annas representing a very small fraction of the saving ensured by a cart road. It may be remarked that coffee going down the Kotiaddy Ghaut can be placed in boats at the foot and carried either to Calicut or Tellicherry without any further payment of tolls. In the case of the other three ghauts one or more additional tolls have to be paid.

18. The memorialists complain that their District is the only one in Wynaad which has not the advantage of a cart road, but it is an important

important fact that several other similarly isolated tracts owe their possession of such accommodation to their own expenditure and combined exertion, notably the Dechterlony Estates, the Estates along the Mupeyna road (who with little assistance have constructed a road 55 miles long) and the Estates in the Pirunelly valley.

19. It only remains for me to notice the complaint of want of representatives at the Local Fund Board meeting. There are two European gentlemen belonging to North Wynaad on the Board, and it was in consequence of my attention being drawn by one of them to the want of the line which has since been traced that I visited the District at the end of 1871, and had the necessary enquiries set on foot: and I may add that I then heard nothing of the memorial though I met both the European Residents. Considering that there are but two European members for North Wynaad, and but two European Residents in the Kurumbi District, it

it is, I think, asking too much that one of them should be appointed. It would be an advantage if a native member who would attend meetings could be found; but I fear that this is impossible as the native proprietors chiefly from Badagherry, and could not afford the time or expense of visiting Tellicherry.

I have the honor to be
Sir
Your most Obd't Servant
A. Macpherson
Collector.

Copy of Rec'd
Collector of Malabar
No. 85 of 1872
Order to Commutation - in Mal. Coll. No. 55/72

1873

Trinl Dept.

From

The Collector of Mealabe

To the Chief Secretary to Govt
Fort St George

Dated 29 March
Recd 7th April 1873
No 625 April 73 Jos 115
No 24.
No 658 Rec No 1 Dept

Reporting on the subject
of memorial forwarded
with endorsement of
2d December 1871.

With an order.

8/4/73.

13

25th April 73 - No 529.

Read that the Govt
is pleased that the Govt learn
by the report from the Coll. that
attention is being given to the
construction of a cart road from
Koorkee to the Kotiadi & Immanutty
road to the Peria road. That
there is a prospect of funds being
available for the construction of
the Kotiadi & Immanutty cart
road.

The Govt wish to be prepared
to consider favourably an appln
for a loan for making the
road from Koorkee to the Peria
line if the Bd of W. Works fit
to submit one under the act

Gov[illegible] {1873} Madras.

Financial.

To the Board of Revenue.

Dated April 25

Recd. [illegible]

G O, 8th April, 1873, No. 529.

Nos. 114. 116.

Informing certain Coffee Planters of Wynaad, with ref. to their Memorial, that Govt. learn that attention is being given to the Constn. of a Cart-road from Koroth to the Peria road & that, Shd. the L.F. Bd. apply for a Loan under the Act. for that purpose, Govt. will be prepared to consider the application favourably.