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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Ge. 29. 10. 37

G.O. No. 2024 Press Mis.

608-109

Dated 25-10- 1937

Not to be folded or roughly handled

No. 108. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 10th October 1857, No. 4400.

SIR,

1. In Extract from the Minutes of Consultation, No. 368 dated 26th February 1857, it is stated that the Right Honorable the Governor in Council will await the receipt of an explanation on the apparent discrepancy observable in the two following Statements.

1 Letter from the District Engineer Canara dated 16th September 1857, No. 262 with 2 enclosures.
1 Report of the Acting Collector of Canara dated 18th September 1857.

1st. In submitting a Bill, amounting to Rupees 5,373 for tracing a new ghaut in the Canara District, in lieu of the Kuddagal Ghaut which communicates between the Nuggur District of Mysore, and the road between Bugawady and Mangalore. The Chief Engineer remarked, that the result of the undertaking had been most beneficial, and that the whole ghaut within the Canara District, was practicable for bullock traffic. The above bill was sanctioned by Government on the 29th November 1855.

2nd. With his letter dated the 28th of January 1857, No. 9823, the Chief Engineer submitted an Estimate, amounting to Rupees (6000) six thousand, for further improving this Ghaut, and stated in the 3rd para of that letter, that "8 miles of Ghaut in the Canara District from "Moodegherry to Charmandy are now being made passable for this season for bullock traffic "out of the District funds."

2. The discrepancy *will* be seen to be only apparent, when it is pointed out, that it was previous to the 29th November 1855, that the ghaut was reported practicable for bullock traffic, and that it was on the 28th of January 1857, that it was reported that money was being expended to *render* it passable "*for this season* for bullock traffic."

3. During this interval, the trace which originally had been made fit only for bullock traffic, had been exposed to three monsoons, two from the North-east, and one from the Southwest hence it is not to be wondered at, that it required a fresh expenditure to recover that original condition, namely, of a communication practicable for bullock traffic in fine weather.

4. The explanation now submitted is obviously the correct one. The question was submitted to the Collector and to the District Engineer of Canara for their reports but neither of these Officers appear however to have clearly understood the nature of the reference, owing to their having joined the District after the ghaut had been first thus partially opened.

5. The District Engineer in a letter No. 262, dated 16th September 1857, states most decidedly that the ghaut is not open, but he is evidently alluding to the portion of the new trace, commenced in November last, under the Superintendence of Lieutenant Law. The Collector on the other hand believes it to be used for bullock traffic, but then he again is referring to the original line, which though a useful and practicable, is still a faulty one. The Collectors opinion is given in his report dated 18th September 1857.

6. The faultiness of the original trace is very fully pointed out and indeed denounced in the report of Captain Walker contained in his report on important Public Works for 1855-56.

7. With these explanatory observations, I have now the honor to re-transmit for the orders of Government, the estimate amounting to Rupees (6,000) six thousand, which provides for cutting 8 miles of new road on the Charmaudy Ghaut in the Canara District; and which I strongly recommend for His Lordships favorable consideration, the rates being moderate and sufficient. It may be added, that Lieutenant Law's recent re-appointment to the Department Public Works and to the Canara District, is an additional reason for resuming operations, on which so much of the Mysore Coffee traffic depends.

Letter from Lieutenant J. GODDARD, District Engineer of Canara; to Colonel C. E. FABER, Chief Engineer, dated Mangalore, 16th September 1857, No. 262.

SIR,

In obedience to the orders conveyed in Extract Proceedings Chief Engineer No. 3104* of 22nd August 1857, I have the honor to note as below.

* Reminding the District Engineer Canara that the information called for in Extract Proceedings Chief Engineer No. 10593 on para 2 of Ext. Min. Cons. No. 368 dated 26th February 1857, has not yet been supplied.

† No. 10593. Resolved that in forwarding Extract Minutes Consultation No. 368 of the 26th February, to the Collector and District Engineer of Canara, the former Officer be particularly requested to fully supply the information called for in the 2nd para. of the orders of Government.
Central office of P. W. } (Signed) C. C. JOHNSTON,
Fort Saint George 3rd March 1857 } Actg. Suptg. Engr. N. C.

1. In Chief Engineer's Resolution No. 10593 of the 3rd March 1857, copy of which is entered in margin† *the Collector* is praticularly requested to fully supply the information called for in the 2nd para. of Extract Minutes Consultation No. 368 of the 26th February 1857.

2. This order reached my address on the 15th March 1857, in Camp at Sircy and as it was my intention to be in Mangalore in April, I let the matter be until arrival at Mangalore, whither arriving I spoke to the Collector on the subject. Mr. Fisher however had no time he said, to discuss the matter, and the subject of the Report dropped until the 28th April, when I wrote to the Collector, on the subject but elicited no information‡.

‡ Vide my letter No. 582 of 27th April 1857, to Central Office.

3. Mr. Fisher proceeded to England in the early part of May without having done what Government ordered him to do, and what I asked him to do.

4. My records afford me nothing very tangible about the Charmody Ghaut except that it was not open on the 9th June 1856, vide Captain Walker's Report upon "*Important Public Works*" for 1855-56, dated 19th June 1856.

5. I now report the Ghât to be unopened up to this date, and am very much astonished to observe in the letter‖ noted in margin from which an Extract is furnished, that Mr. Maltby reported the Ghât open at a date prior to my arrival in Canara.

‖ From Mr. Fisher Assistant Collector of Canara ; to Lieutenant Walker Civil Engineer 3rd Division dated 10th September 1855.

I report decidedly that the Ghât is *not* open.

6. The reason of its not being opened is rendered apparent in Captain Walker's paper above quoted from which an Extract is made and appended.

7. Lieutenant Law begun to retrace the Ghât in November last, and would have completed the trace, and opened the Ghât in April had he not been ordered to China in March 1857.

8. Previous to his departure for China, he was obliged to suspend all work and dismiss his Coolies, as there was no one available to take up his work and on the order sending him to China being cancelled, on his returning to Canara, all his Coolies had scattered owing to the advanced period of the working season and he was unable to collect new parties.

Extract from Lieutenant WALKERS Report on Important Public Works for 1855-56 in Canara District.

(Here enter Nos. 19 and 20.)

" Of Nos. 19 and 20 the latter is an example of good work done by the unaided exertions of the Revenue Authorities who have laid out and formed on excellent cart road the whole way from the foot of the Charmady Ghât to Buntwal a distance of 36 miles through a difficult Country. The former is a caution against attempting too much without professional assistance, for the Ghât trace itself is believed by the Civil Engineer from the sole inspection he has been able to make of it, to be very faulty. Fully impressed with the importance of an improved Ghât in this locality and without questioning the correctness of the general line adopted, he is of opinion that it is quite possible to save 2 out of the 16 miles of its length, and such reduction making all the difference between a fatiguing and a reasonable day's march on a Ghât where there is but one halting place for cattle, where the supply of forage is scanty and which is at present infested by wild Elephants he thinks well worth attending even at the cost of a heavier outly the absolute necessity of incurring which he does not however admit."

" The Ghât has been laid out entirely by the Head Maistry of Mysore to whom it does great credit; but it is evident to the Civil Engineer that he was not quite competent to take a comprehensive view of so extensive a work. He has laid out as he would have done a road trace in the hilly country above i. e. bit by bit so as to avoid certain prominent difficulties occurring on the separate features of the country which policy does not hold good in tracing a continuous line of Ghât on which it is often better to encounter a considerable difficulty once for all. The novice in such work is apt to be deterred by an awkward precipice or deep nullah especially while tracing in thick jungle which prevents his seeing the exact nature of the obstacle and of the ground beyond, and he alters his slope or zigzags in a different direction. This especially he appears when working continuously in one direction either up or down in complete ignorance of the details of the ground in advance."

" With these views the result of long Ghât practice and with the certainty that the distance can be reduced considerably without increasing the slopes, the Civil Engineer has thought it his duty to state his decided opinion that further operations should not be carried out on the present traces. He has further condemned the Collector's Proceedings unauthorizedly and without professional advice spending nearly double the amount sanctioned for the trace in attempting to widen it for immediate use by cattle new traces should be put in hand early after next Monsoon the cost being defrayed from the District Funds. Lieutenant Law's services will be available for the purpose and his experience on the Soopah traces qualifies him for the task.

(True Extract.)

(Signed) JOHN GODDARD, Lieutenant,
District Engineer of Canara.

Extract from a letter from Mr. W. FISHER, Acting Collector of Canara ; to Lieutenant G. W. WALKER, Civil Engineer, 3rd Division, dated 10th September 1855.

" The whole Ghât within this District is now practicable for Bullock traffic and will come into use when the next season opens."

(True Extract.)

(Signed) J. GODDARD, Lieut,
District Engineer of Canara.

Remarks by Acting Collector of Canara, on Lieutenant GODDARD'S letter, dated 16th September 1857, No. 262.

I have had no opportunity of personally visiting this Ghât since I came to this part of the District, and am not therefore entitled to pronounce any decided opinion one way or the other. But this much I may say, that I have always understood that the Ghat has done, and still does, good service, and that a large Coffee trade finds its way down it during the open season. No traffic returns have been kept, and I am unable therefore to support my assertion by that best of all evidence, but the Coffee exports latterly from this port have been Candies 7,618 and 5,898 for the years 1855-56 and 1856-1857 respectively, against a trade of Candies 4,205 for the year prior to its construction.

With all deference to professional opinion, and allowing that there may be striking defects of execution, still the line has no doubt been greatly utilized by what has been done for it through the Revenue Department, Messrs. Maltby and Fisher's estimate of its value, present and prospective, is not to be lightly questioned and set aside.

A Gentleman who has extensive plantations in that neighbourhood informs me, that laden Bullocks have come down the Ghat this year and that he consider it *fully* open for such traffic, nor in fact has ever heard the point questioned.

Collectors Cutcherry, Mangalore, 18th September 1857. } (Signed) J. ROBINSON,
Acting Collector.

Fort Saint George, Public Works Consultation of 29th October 1857.

No. 109. ORDER THEREON, No. 2024; dated 28th October 1857.

On the 28th January last, the Chief Engineer submitted an estimate amounting to Rupees 6,000, for improving the Charmaudy Ghaut in the Canara District, which, it was reported, was being made passable for the season for Bullock traffic, from District funds. This statement being at variance with that made by the Chief Engineer in his letter* of 14th November 1855, that the whole Ghaut within the Canara District had been rendered practicable for Bullock traffic under the sanction granted in Extract Minutes Consultation of the 6th April 1854, No. 157, the Government, in their orders† of the 26th February last, requested that the discrepancy might be explained.

* No. 2640.

† No. 368.

2. In reply to this order, Colonel Faber, in para. 3 of his letter above recorded, states that, during the interval between 1855 and 1857, the trace was exposed to three monsoons, and that it is not to be wondered at therefore, that it requires a fresh expenditure to recover its original condition. From this it would appear that the sum of Rupees 6,000 applied for on the 28th January last, was to be expended on the trace sanctioned on the 6th April 1854, while, from what is stated in paras. 5, 6 and 7 of the same letter, the Government gather that the money is to be laid out in improving a new trace commenced in November 1856 from District funds, under the superintendence of Lieutenant Law. They therefore request the Chief Engineer will obtain and submit definite information on this point, as also a sketch shewing the relative direction of the old and new traces.

(Signed) H. FORBES,
Acting Secretary to Government.

Central Office of R. W.
No. 4400 Fort St. George, 10 October 1857.

From
The Chief Engineer
To
The Secretary to Government
R. W. Department

Sir

Enclosures
1 Letter from the Collr. Canara dated 16 Sept 1857. No. 262 with 2 Enclosures.
1 Report of the Asst. Collector of Canara dated 28 Sept/57.
1 Estimate

1. In Extract from the Minutes of Consultation, No. 368 dated 26 February 1857, it is stated that the Right Honorable the Governor in Council will await the receipt of an explanation on the apparent discrepancy observable in the two following Statements.

1st In submitting a bill amounting to Rupees 5373 for tracing a new ghaut in the Canara District, in lieu of the Ruddagal Ghaut which communicates between the Nuggur District of Mysore, and the road between Bungawady and Mangalore; - the Chief Engineer remarked, that the result of the undertaking had been most beneficial, and that the whole ghaut within the Canara District, was practicable for bullock traffic. The above bill was sanctioned by Government on the 29 November 1855.

2d With his letter dated the 28

of

of January 1837. No 9823, the Chief Engineer submitted an Estimate, amounting to Rs: /6000/ Six thousand, for further improving this Ghaut, and stated in the 3d paree of that letter, that 8 miles of Ghaut in the Canara District from Moodgherry to Channaidy, are now being made passable for this season for bullock traffic out of the District funds:

2 The discrepancy will be seen to be only apparent, when it is pointed out, that it was previous to the 29th November 1835, that the Ghaut was reported practicable for bullock traffic, and that it was on the 28th of January 1837, that it was reported that money was being expended to render it passable for this season for bullock traffic:

3 During this interval, the lines which originally had been made fit only for bullock traffic, had been exposed to three monsoons, two from the South-East, and one from the South West: hence it is not to be wondered at, that it required a fresh expenditure

to

to recover that original condition, namely of a communication practicable for bullock traffic in fine weather:

4 The explanation now submitted is obviously the correct one. The question was submitted to the Collector and to the District Engineer of Canara for their reports, but neither of these officers appear however to have clearly understood the nature of the reference, owing to their having joined the District after the Ghaut had been first thus partially opened:

5 The District Engineer in a letter No 262, dated 16 September 1837 states most decidedly, that the Ghaut is no open, but he is evidently alluding to the portion of the new trace, commenced in November last, under the Superintendence of Lieutenant Law. The Collector on the other hand believes it to be used for bullock traffic, but then he again is referring to the original line, which though a useful and practicable, is still a faulty one. The Collectors opinion is given in his report dated 18th September 1837.

6 The faultiness of the original trace is very fully pointed out, and

indeed

indeed denounced in the report of Captain Walker contained in his report on important Public Works for 1855/56.

With these explanatory observations I have now the honor to retransmit for the orders of Government the Estimate amounting to Rupees /6000/ Six thousand, which provides for cutting 8 miles of new roads on the Chamundy Ghaut in the Canara District; and which I strongly recommend for His Lordships favorable consideration the rates being moderate and sufficient.

It may be added that Lieutenant Law's recent reappointment to the Department Public Works and to the Canara District is an additional reason for resuming operations, on which so much of the Mysore Coffee traffic depends.

I have the honor to be
Sir
Your most Obed.t Servant

Central Office
Dept of Pub.c Works
Fort St George
16 October 1857.

Lt Colonel
Chief Engineer

P.W.D.

No 2021.

Extract from the Minutes of Consultations
Under date the 28th October 1857

Read the following
letter from the Chief
Engineer

(Here enter 18th Oct/57 No 4400)

On the 20th January
last the Chief Engineer sub-
-mitted an Estimate amt
to Rs 6,000, for improving
Charmandy Ghaut in the
Canara District, which, it
was reported, was being mad
-passable for the season for
Bullock traffic, from Dis
-trict funds. This state
-ment being at variance
with that made by the
Chief Engineer in his letter
of 14th November 1855, that
the whole Ghaut in the
the Canara District had be
rendered practicable

for

Rs 2040

By Comr. Canara Div. No 1345 Dated 19th Oct. 1857
Rec'd 21st Oct. 1857
No 2029

From
The Chief Engineer
To The Secretary to Government
P.W.D.

Dated Bangalore
Rec'd 23rd October 1857

No 2044. 28th October
Submitted
Sd/- H. Elliot
Secretary to Govt.

Affording explanation as to
guinea Estimate in Lr.
from Comr. Rs 368 of the 20th
February 1857, and submitting
Estimate amounting
Rupees 6000 for cutting
& Drains of new road in
the Charmandy Ghaut
in the Canara District.

No 1086.

C 23. Col. No 27.

for Bullock traffic
under the sanction granted
in C.M.S. of the 6 April
1854 to 59, the Govt. neither
orders of the 26 Febry last, × No 368.
requested that the dis-
crepancy might be
explained.

In reply to this order,
Col Faber, in para 3 of
his letter above recorded,
states that during the
interval between 1855 and
57, the trace ~~has been~~ was
exposed to three monsoons,
and that it is not to
be wondered at therefore,
that it requires a
fresh expenditure to re-
cover its original condition.
From this, it would ap-
pear that the sum of
Rs 6000, applied for on the
28 Jan 1 last, was to be
expended on the trace
sanctioned on the 6 April
1854, which, from what

is

is stated in paras 5, 6 and
7 of the same letter, the
Govt gather that the
money is to be laid
out in improving a
new trace commenced in
November 1856 from Bi-
-trich funds, under the
superintendence of Lieut
Law. They therefore
request the Chief Engr
will obtain and submit
definite information on
this point, as also a
sketch shewing the
relative direction of
the old and new traces.

J.D.

G Copies to the Chief Engr Cipher 29
† Returned with 5 Orig.ls Enc: 2/12/57.

Cons: 3d March /57 No 445

Public Works 1857 Dpt
Dº to Cons: 29th October

No 2024.

Extract Mins: of Cons
Dated 28th October /57.

From the Chief Engr 22/25.
Jany /58 C No 201 inb: 9 Mar.

Requesting the Chief Engr to submit definite information regarding the Estimate amounting to Rupees 6,000 for cutting 8 Miles of new road in the Charmandy Ghaut in Canara, as also a sketch shewing the relative directions of the old and new traces.

No 1084 109.

C 23: 1857 #