

1. Number of pages. 56
2. Date of repair. 7-6-37
3. Initials of Receiver.

M.R.O. 1-32,400-32-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
Cons. to 2-5-7

G.O. No.	294	Press
		Mis.
Dated	24-25	10-2-1857

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 10th February 1857.

appear to have influenced the Acting Collector's judgment, and it is fairly to be presumed that it deserves no weight.

8. As the estimate has not been revised, or the trace examined by any Officer superior to Mr. Revenue Surveyor Williams; and as Captain Ouchterlony expresses himself doubtful of its sufficiency for the formation of a Cart road, I am unable to report the exact extent of improvement (beyond the establishment of a maximum slope of 1 in 20) that will be effected by it, but with the large addition I have proposed, I cannot have any doubt that the entire line will be thrown open, and improved, to an extent that will greatly facilitate the export of the valuable produce of Wynaud, and I am very unwilling by returning the papers to ensure the postponement of all improvement to another year. The preparation of new estimates fully explanatory in details would involve the most serious delay of an undertaking which must be considered as urgently required.

No. 25.

ORDER THEREON, No. 294; dated 10th February 1857.

The Chief Engineer submits an estimate to the total amount of 48,000 Rupees for a road from Calicut by the Tambracherry Pass into Wynaud. The estimated amount for the pass itself is 32,000 Rupees, that for the road above and below is 12,000 Rupees, and the Chief Engineer adds 4,000 Rupees to make up for omissions. He states also that the line of the ghaut will need to be materially altered.

2. The importance of a good road up the Tambracherry Pass is fully proved by the papers before Government, and in particular by Mr. Robinson's Memorandum on the subject. A road by Carcoor has been advocated in preference; but Government entertain no doubt that so far as Wynaud is concerned, a road by Tambracherry is of far more consequence.

3. The present estimate however is avowedly imperfect, and the Government are not willing to allow its entry in the Budget in its present state. The Chief Engineer will therefore be good enough to adopt measures to submit in time for the Budget of 1858-59, a more complete report and estimate accompanied by a survey of the Pass.

4. The Chief Engineer reports that the owners of Coffee plantations near the head of the Pass offer to contribute Rupees 12,500 towards the cost of the work, or to submit to a toll on the Pass. The Government are of opinion that a toll is preferable to a contribution of a part of the first cost, because it will be permanent, will increase with increasing traffic, and will distribute the burthen more equally. Colonel Faber will therefore be so good as to submit when the proper time arrives, a scheme matured in communication with the local Officers for the collection of a toll.

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

No 634

The Chief Engineer
Dept Public Works.

Sir,

I have the honor to submit for your consideration an Estimate of the expense of cutting a new ghaut at an inclination of 1 in 20 up the lower or steeper portion of the Tambracherry Pass amounting to Rupees 28,431. together with a survey of the proposed trace by Mr. Revenue Surveyor Williams, and a sketch map exhibiting the locality in which it is situated and the portions of the District more immediately affected by the maintenance of the road of which it forms an important feature.

2. It was my intention to have delayed bringing this subject before you until I could have enjoyed an opportunity of personally inspecting the trace which has been defined, but the
Continuance

continuance of the monsoon and any
lameness rendering it improbable that
I shall be able to command one on an early
date and the importance of commencing
operations in the feverish pages of the
District as soon after the cessation of
the rains as possible, induce me to address
you upon the subject in order that a
decision as to the work to be undertaken may
become to without further avoidable delay.

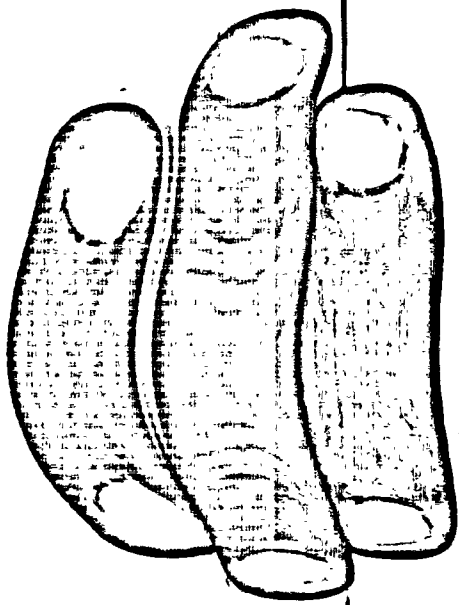
3. My own opinion is that the
sum estimated for, which Mr. Williams
known experience in ghaut work induces
me to believe, in no way exaggerated, is
altogether incommensurate with the commercial
advantages which the most sanguine, or the
most interested could anticipate from the
works which it provides for. Nor, if the
ultimate object of the projectors, viz. the
rendering of the ghaut practicable for
laden carts, be fully carried out, does it

it by any means represent the entire sum
which Government will be called upon
to outlay; for as will be seen by the
sketch map, it will become necessary to
widen and improve both in gradient
and constitution a difficult and expensive
line of road ^{the hilly range which it traverses embracing both} both above and below 60
and 70 miles; otherwise the improved portion
will stand isolated on a line of commu-
-nication as, comparatively, impracticable
as before the improvement was established.
It will moreover be seen by Mr. Williams survey
that tho' the actual linear distance achieved
is only 10 furlongs, or $1\frac{1}{2}$ miles, the extent of
surface traversed by the improved trace is no
less than 66 furlongs, or $8\frac{1}{2}$ miles; and as much
blasting is required along the proposed line and
as the returns are numerous and acute, I consider
that the operation of forming such a ghaut
would be a very costly as well as a very tedious
one, especially looking to the difficulty of
collecting

collecting and keeping coolies in mags on a
work in such a locality, and to the short
duration of the working season.

4. Difficulties in the way of
carrying out this scheme have also arisen, as will
be seen by the accompanying correspondence of a different
character. The planters for whom immediate benefit
it has been devised, are at variance as to the line
which the new road should follow; and one of them, a
Mr. Kennedy, whose estate Mr. Williams line, would
if prolonged from the point where the yellow
line in his survey is arrested, intersect, has protested
against the invasion of his rights in a manner
which has induced the collector to propose either
to abandon the design in toto, or bring the
Act XX of 1852 into operation, to compel
acquiescence on his part, - a course which I
conjecture Government would, under the
circumstances, be averse to adopt, if it
could possibly be avoided.

5. After due consideration given
to all the bearings of the case, I am induced
strongly



1x
I strongly to recommend that the project be
abandoned; and that in lieu thereof we rest
contented with carrying out considerable and per-
manent improvements in the existing Tambora
cherry ghaut, so as to render it in as short a space
of time as possible, fully practicable for laden
cattle of all descriptions. The operations necessary
to attain this end will probably entail an outlay
of Rupees 4000 - which sum might be dram-
atically expended during the ensuing working
season if early sanction is given for the purpose
and if good mairies can be engaged to
superintend it: and I therefore trust you will
have the goodness to bring the subject under
the consideration of Government at as early
a date as you may consider expedient.

6 I propose to forward this letter with
the survey and estimate thro' the collector, in
order that that gentleman may accompany the
proposal with an expression of his sentiments
either adverse or in support. Mr. Clarke
will be far more competent than myself to
give

give a reliable opinion upon the true value, present
and prospective, of the line of communication under
review, and will be able to speak with certainty where
I can only employ conjecture, as to the probability of
the local traffic acquiring an importance which
should call now or hereafter, for a road of a
higher class than that which I venture to deem
sufficient for its purposes. To me I confess it seems
that with the Peria Road and Pass on the one side,
practicable throughout its length for wheel'd an-
-veyances to transport (as it now does) all the produce
of the upper Wynnad to the commodious shipping port
of Tellicherry and with the [prospective] grand route
to Mysore and the Nilgherries by Cooroor on the other,
to convey salt, sea borne produce and foreign
imports into the interior, the Traffic by the Tambacherry Ghaut,
must for many years to come be confined almost exclu-
sively to a downward trade, by pack animals,
in Coffee and dry grains, exported from the Southern portion
of the Wynnad on account of growers who select
Calicut as their port of shipment from consi-
derations of local interest which may at any
time

4.
time, by change of proprietorship, cease to weigh
against the advantages offered by the more readily
& more economically accessible port of Tellicherry.
That the South Wynnad planters will be dissatis-
fied with the abandonment of the project for an
entirely new line of Ghaut I have very little
doubt; but that they will have no very great

reason to object to the work proposed in
substitution may I would submit be fairly
deduced from the circumstance that up to the
present time the planters on the Cooroor
Steppe have year after year been compe-
-led, in consequence of the utter imprac-
-tability of their Pass for beasts of bur-
-then, to send their produce by the devious
route of the Tambacherry road; and
hence the complaints of those whose plan-
tations are situated close to the summit of
the Ghaut, with only the few miles of rough
descents to encounter, must lose much of
their title to attention when it is seen that the
others have been contented to find the route which to them
involved such a sacrifice of time & cost in the transit
of their Crops to the Coast, maintained by Govt. in an
absolutely - if not fairly practicable state.

I have the honor to be &c.
J. G. S. Ouchterlony
Chib. Eng. to the Govt. of Malabar
1856.
True

/True copy/

Asst. Coloneel,
Chief Engineer.

Calcut 5th September 1856

N^o 2409

To,

Messrs Hills, Vernon, Doughty, Hensley,
Bookey, Ferguson & Glasson
Hyderabad.

Gentlemen,

I have the honor to inform you that
an Estimate for cutting a new ghaut into the Tamber-
cherry Hill has been forwarded to me from the
Civil Engineer in charge of Malabar.

2. This Estimate amounts to Rs 2843/-
and if the new line be adopted a road up the ghaut
of a rise of only 1 in 20 will be secured but with
this Estimate Captain Ouchterlony has also forward-
ed me an Estimate for putting the present ghaut
into repairs, this Estimate amounts to Rs 4,000/-
In forwarding these Estimates Captain Ouchterlony
submits the question whether the outlay will be
at all counterbalanced by the Commercial advantage
which

Copy in 22 letters to Doughty
dated 31st October 1856
of 1856.

On advice in a letter
from the Civil Engineer
Hyderabad to Government
dated 3rd Decr 1856

Enc 1
22nd Decr 1856

Copy of a letter from
the Civil Engineer Malabar
Hyderabad dated 1st Decr 1856
to the Secy of Govt
Hyderabad
a copy of which is forwarded

22-1856

which the most sanguine or most interested could anticipate from the new ghaut, and after due consideration he is led to the opinion that the projects should be abandoned and that in lieu thereof considerable and permanent improvements be made on the existing ghaut.

3. Before transmitting Captain Ouchterlony's letter to the Chief Engineer I am anxious to place before the gentlemen who are chiefly interested in the improvement of the ghaut this opinion in order that they may consider whether it may be worth their while to guarantee payment of the difference between the amount required to repair the old ghaut and that estimated for the new line, and I wish clearly to understand whether the new line will be allowed to be carried through without let or hindrance on the part of those through whose Estate it may pass.

4. Should any objection be raised it will rest with Government to determine whether they will

15.
will press and force on those most interested the intended improvement by putting into operation Act XX of 1852 or whether in considering the relative value of the two proposals they will permit such objection to have any weight in arriving at a conclusion of the advantages likely to be conferred by the new project.

I have &c

(Signed) J. Clarke
Collector

South Wynnad
11th October 1856.

W. Robinson Esquire
Acting Collector of Malabar
Calicut.

Sir,
We have the honor of acknowledging the receipt of a letter from the Collector of Malabar dated the 5th ultimo N^o 2489 regarding the proposed new line of Road from Calicut to the top of the Jambercherry Pass.

We have the honor of enclosing you
herein

herein the resolutions we have unanimously agreed to and we trust you will give them your support when you forward the matter on to Government.

He may add that we should for many reasons prefer a Toll to be levied on all traffic passing along the new Road, but should Government object to that system we are prepared to stand by Resolution No 1.

We have seen
(Signed) John Wells
J. S. Ingemann
Alfred Vernon
P. Doughtlin
G. S. Glafson.

At a meeting held on the "Bulli" Estate South Hyndland on the 2^d day of October 1856 The following resolutions were unanimously agreed to.

1st Proposed that a letter be addressed to

to the Collector of Malabar, signed by the Planters present, that it be forwarded with these resolutions for the signature of those who are unable to attend this meeting acknowledging the receipt of the letter from Mr. Clarke, Collector of Malabar dated the 5th Instant, and at the same time explaining the reason of its not having been answered at an earlier date.

2. Proposed that the Planters Assembled hereby agree that the Road be permitted without any opposition to pass through their Estates, but reserving to themselves the right of endeavouring to better the Line selected by the Surveyor.

3. This meeting observes that Captain Ouchterlony's Estimate for completing the new line of road from Bulicut to the top of the Gamblecherry Pass providing a good Bandy Road the whole way at no place exceeding an inclination of one in twenty amounts to Rupees 28,431. In consequence of the largeness of the sum he proposes to

abandon the project, and expend in repairing the old line the sum of Rupees 4000.-

This meeting learns with deep concern that such a proposition should have emanated from so high an authority as Captain Auchterlony they think this proposition must have originated in consequence of his having been misinformed of the nature of the present Pass, or that if Captain Auchterlony ever has been over it, years must have elapsed and that he has forgotten what the ascent is, and the form of the ground, also that a considerable portion of it is over a bed of hard granite, that during the Monsoon several parts of the tract is a water course inches deep and that the whole ascent is made in two miles, i.e. that taking the new line at eight miles - the ascent at 1 in 20 - the old line averages 1 in 5 in several parts it is 1 in 3 - in those parts it is not possible to deviate from its present course as on one side there is a wall of Granite - on the other a deep Precipice It is under these circumstances that this meeting begs respectfully to urge Government for

117
for the general good of the country to carry out the new proposed line of road which has been traced and surveyed - for it is the firm conviction of this meeting that it is impossible to make the old line up the Pass a serviceable road, even if Rupees 4000 was annually expended upon it.-

It is Proposed that this meeting feeling the great benefit the new line of road and Pass would be to the Coffee Planters whose Estates are situated in the southern part of Mysnad and Acting upon the suggestion contained in the letter from the Collector of Thalabar they beg respectfully to propose that Government will accept from them in the following manner one half of the difference between Rs. 28431 and Rupees 4000 in the shape of a voluntary Road Tax at the rate of Rupees (2) two per acre per annum on all the Estates now opened until the sum of Rupees (12,215-8-) twelve thousand two hundred and fifteen and Annas eight be paid to Government. This meeting estimates that about 1500 acres

acres of Land is now planted with coffee in the Southern part of Iyemaad. This calculation does not include Mrs. Buchterlang's and other Estates near Grootdane--

It will thus be seen it will take only about four years to pay the sum of Rupees 12,215-8. perhaps less as there will be several new Estates opened yearly which will of course submit themselves to the voluntary tax--

This meeting has come to the resolution of raising this sum to Government instead of the amount suggested by the Collector of Thalabar for the following reasons--

There are thousands of acres of fine Single Land now waste which will doubtless shortly be cultivated with coffee. as new Estates are annually being opened and parties are now purchasing Land for the purpose of planting it with coffee. This meeting feels that under these circumstances it would be hard on those who have

61x
have already run the great risk and in many instances lost in opening out Estates and proving that Iyemaad is adapted for the cultivation of coffee to put the cost of the new line of road and pass on those who have already done so much to benefit the Country--

Further as the new road and Pass will be of the greatest benefit to the native Cultivators throughout the Line which it passes-as it will open out and develop the resources of the Country-enabling the native Cultivators to bring numerous products to the Coast, which are now by reason of the present expensive mode of transit worthless--

Moreover the Natives themselves are becoming large Cultivators of coffee - and the new road and Pass will be of much benefit to them, on this head - by enabling them to send their Coffee in good condition to the Coast--

5. Proposed that if the government should not concur in proposition No 4 that the Government

Government be solicited to levy a Toll on all
cattle travelling along the new line of Pass. this
even at a very small Tax per head would soon
repay the whole cost of the road and form a fund for
keeping it in excellent repair.

Doubtless when the new line of Pass
is made the line of road will be continued and
carried out from the top of the Pass to the Mysore
Frontier, as contemplated by Captain Francis.
then the Traffic along this road will increase in
enormity and one of the finest parts of India
opened to European Capital and enterprise.

(Signed) John Halls. Lockadie Estate

J. J. Ferguson - Bulli

Alfred Vernon - Channarayana

S. Soughlin - Bulputty & Carluce.

Being unable to join the meeting I agree
to pay my share of the sum named viz 12,215 Rupees
& annas as long as it does not exceed the sum of
one thousand five hundred rupees being at the
rate

rate of 2 Rupees per acre for 150 acres payable
in 4 years provided (it is necessary with the clear
understanding) the road is made a good Bondy
road from Calicut to the top of the Ghaut.

(Signed) G. J. Glasston

(True Copies)

(Signed) W. Robinson

Acting Collector

A true copy

W. Robinson
Chief Engineer

Comp^d

J. H.

Lam cherrey Ghant

I have included in the Budget & must give my most earnest support to the proposed outlay for the opening a new Ghant by the so called Lam cherrey Paps from the Wynuad Country to the harbour at Calicut and the Rail and Port at Byspor. The Converging lines from the items as per Margin of the Budget. This line I consider indispensable to the proper development of that fine Country, which has drawn large sums, and is increasingly attracting European Capital, intelligence, and enterprise; and towards it, those interested propose a liberal Contribution. The strides in improvement which Wynuad has made during the last 10 years, can only be understood by those who knew it, prior to that time; it surpasses the expectation of the most sagacious, as of the most sanguine. Coffee planting, has become a certainty, and is most remunerative. Some 2,000 acres are under Coffee Plantation immediately above the Lam cherrey Paps, and in the road leading to

Amount of Est. 28431
 For conveying roads by
 N. 34 Stationment 14,300
 " 35 - do - 3,600
 " 36 - do - 4,000
47,331

94 for

Ant. of Estimate 28431 -
 D. proposed to be
 subscribed by the
 Resident-Planters 12215-8
Balance 16215-8

Chy in as letter to England
 dated 31 October 1873
 of 1873.

Enclosure in a letter
 from the Chaplain
 of

Walter St. Andrew &
 Co

Walter St. Andrew &
 Co

W. St. Andrew &
 Co

W. St. Andrew &
 Co

Chy in as letter to England
 dated 31 October 1873
 of 1873.

to it, and a large Capital is, at this moment seeking investment there. The European peace, cannot fail to affect the prospect of this fine Country. Wynaud has itself become, and becoming yearly more so, a great producing Country, of valuable articles for the European Market, and, besides usefully employing labor (especially Nopla) and affecting the local prosperity of the Country, the investment of European Capital there is giving a great stimulus to Commerce and trade in the Coast. - The Coffee exports for the last 3 years are shown in the Margin ^{July} $\frac{1263}{1853/54}$ 34050 ^{9. 10. 2} and the out-turn of the Current Season will show ¹²⁶⁴ $\frac{1854/55}{1854/55}$ 28087 still further increase. The great bulk of this ¹²⁶⁵ $\frac{1855/56}{1855/56}$ 37650 comes from Wynaud. As a Consuming Class the wants of European Settlers are telling on the import of articles of luxury & European manufacture.

Its Communications therefore deserve immediate attention and I am so impressed of the value of Wynaud and its prospects that I would most earnestly urge, that, no reasonable expense and kind and indulgent Consideration should be spared to attract to this very suitable Country, and eligible investment, the valuable class of European Settlers. The Country was almost useless till they entered it, it is gradually becoming

becoming a garden. In this sentiment, I express the views of every officer acquainted with the Country, especially of the late Mr. Conolly.

Some large Estates have been settled in the back woods (to use the term) of Wynaud above the Karcor Pass and other settlements will no doubt be made; but the great tendency is, and will be, to settle in Wynaud proper, and indeed the greater part of the Estates already settled, are quite in the western or leeward direction of the Province. As regards the wants of ^{the} population of the Country generally, Resident and Commercial, there cannot be a difference of opinion, that opening of the Central and Southwestern part of Wynaud ^{is} incomparably more important, than that of Kodaloor and other distant neighbourhoods.

Again a large and increasing export from Mysore moves Coastward through Wynaud as its most natural and wholesome line, entering at Sultan's Battery (the Ganiapathyvalla of the Map), and I should consider more than merely inexpedient the proposal to lead the goods and traffic of Mysore and of Wynaud proper, by the Carcor jungles to the Coast, instead of thro' the fine comparatively open Climate

climate and Country of Central Wynnad
At all events I cannot for a moment com-
pare the hardship of forcing all Commu-
nication with South and Central Wynnad
into the leacoor valley, with the inconvenience
said to the Brinjaries visiting Goodaloor:-

Vide Capt. Buchtelong's
memo. on the leacoor
ghaut 2/36 July 1854,
para 2.-

A moment's examination of the Maps
shows that the requirements of Wynnad are to
give it two good lines of road. One line & W
in the direction of Tellicherry, and this exists
by the Periah Pass - for the improvement of
which with the lines leading to it I would
propose a liberal Estimate in next year's im-
budget - and the other over the South west-
Corner of the Wynnad range, leading to Calicut
and Beypoor Ports of export, and to join the
rail. For this latter the Tambercherry Pass
or some eligible slope, in that neighbourhood
is unquestionably the right line. Indeed
the sagacity of ages has determined this
point - there is, and ever has been a ghaut
at Periah leading to Tellicherry, and a
communication with the Coast, by the Tamber-
cherry Ghaut is not of yesterday, and could
not be easily closed. - The question ought
now

now to be, are these natural outlets in
a condition commensurate with the re-
quirements of the times?

The general line of the South and
Central Wynnad now proposed to be im-
proved, leads through a wholesome tolerably
peopled Country, where British Capital is
already largely invested. It passes down
a short comparatively healthy pass, free
from wild beasts &c. - This, it is proposed
to make fit for wheel Carriage at an outlay
to the state of 16,000 - - - Rupees, and by a
short route the Traffic reaches Calicut or
is conveyed to Beypoor; and an Estimate
is submitted for a short, and good road to
Mopuram, a most eligible point on the
Beypoor river.

At present the Wynnad South
line and especially the Tambercherry Ghaut,
are in a miserable, the latter in a nearly
impassable state. The Estimate will
improve it, into a good wheel traffic
road from Calicut and Mopuram, to
Sultan's battery, and provide a new
ghaut (already traced) and I would

prop

being the amount of the
Estimate left the Plan
two subscription

2/36

prep its sanction as one of the works most-
needed in the District in a general point-
of view, as well as, in the interest of the Coffee
Planters who, have responded in a sufficiently
liberal manner to Mr. Lelark's Call on them

The accompanying Correspondence
shows the nature, and result of this reference
and though Mr. Lelark had no opportunity
of recording his opinion, I know his senti-
ments to be quite in accordance with those
stated above.

A copy of the resolutions came to, forms
an enclosure, from which it appears that,
although preferring a toll on the road and
Ghaut, as taking in all Clases who benefit
by the road, the subscribers are prepared
to refund 12,215-8-0 Rupees of the Esti-
mated Cost by a voluntary tax of 2 Rupees per
acre on their Estates for four years, and I
would recommend that this offer be accepted
and liberally met by Government by a sanction
being accorded to the works now proposed.

Calicut- } /Signed/ W. Robinson
27th October 1856 } Acting Collector

Comp^d At^y }
A true copy }
Attested }
This Engineer

No 830

Copy

3^d June 1856

From

The Civil Engineer
to the Acting Collector of

Sir,

Malabar

I have the honor to acknowledge
the receipt of your letter No. 3381 of 27th
Ultimo together with the 4 Gillab Budget
Lists for 1857/58 which shall be forwarded
to the Central Office as soon as the State-
ment of Total anticipated expenditure
can be completed, by including in it the
Estimates for the Military Stations which
have not yet been received.

2 I willingly give my adhesion
to the measure you propose for esta-
-blishing a new grant to ascend the
Pambencherry heights under the altered
Circumstances which your Correspondence
with

Copy in as letter to Bangalore
dtd 16 31st October 1856
of 1856.

Enclosure in a letter
from the Civil Engineer
of 1856

Secretary Government
222

Encl. 3
Recd. 1st Dec 56

1856

P.M. 29/20/56

Copy of the Memo
from the Acting Collector
of Malabar in the
Compendious Form

with the Planters of South Wymond sets forth, tho' I confess I think it would have been more satisfactory to the Controlling authorities, especially if the difficulty which your predecessor Mr. Clarke pointed out to me in the facts of absolute and demonstrative opposition to Surveyor William's trace by one of the subscribing parties Mr. Kennedy had been either Explained away, or the means of surmounting it defied. I accept therefore your substitution of your No. 34 for Rs. 11,300 for mine of a smaller amount for improving the roads above and below the ghats.

3 I observe your remarks in reference to my Estimate for improving the road between Goodaloon and Sultan's

sultan's battery by Kellianum that 250 Rs. per mile is as much as you would be disposed to recommend for outlay in this line. In pursuance of this I have altered the rates to this mileage allowance, and the total of Estimate now becomes Rs. 6825 instead of Rs. 8,000. I trust this meets your approvals.

4 I am sorry you are disposed to throw out the Estimate for improving the road leading off to Goodaloon from a spot near the Mysore frontier. The Brengaries bring in large quantities rice, raggy, tobacco, Curry stuffs, cloths &c. &c. from Mysore to supply the population (more extensive I think than is generally known) of the steppe above

above the Caroor pass, consisting of Burghers,
Kothers, Coorombars, and Nairs, and they carry
back the indigenous produce of the Country,
or in the season, take loads of Coffee from
the plantations to the Coast and convey
again into Mysore salt and Commodities
of the Maritime District. The road is
good in some places, but almost oblite-
rated in others, and the Nemboly Colley
river presents, after rain, an insur-
mountable obstacle to traffic. I would
in my humble opinion be unjust to the
population of the districts I refer to, as
also to the very considerable number
of Coolies who now annually resort to
the plantations established in it, and
who probably average 12 to 1500 ⁱⁿ constant
daily employment, to say nothing of
the proprietors of the Estates in which
they
D. L. S.

they work, to withhold the improvement
recommended, and it would afford me
much satisfaction if while consenting
to every measure proposed for the benefit
of South Mysore, with considerable
amplification of the means to be em-
ployed, you could be found also sup-
porting the solitary two Estimates which
figure in the Budget for 57/58 on
the side of the hitherto much neglected
Eastern portion of the same province.
The one after 20 to 25 years of de-
velopment boasts upon the showing
of its settle is 1500 acres of planted
land while the other in less than 10 years
has, if my information be correct, al-
ready almost equalled it in this respect.
I must say, I think each tract is entitled
to its fair share of Government patronage
and

and of the revenues which they equally
Contribute to maintain.

I have &c.

(Signed) J. Ouchterlony

Civil Engineer Malabar

(A true Copy)

(Signed) J. Ouchterlony

Civil Eng: Malabar

to
Dorothy Smith

Copy in as letter to England
dated 31st October 1856

1856 Department

Sulima

has been asked

from the

From Capt. Ouchterlony
Civil Eng. Malabar

The Acting Collector
of Malabar

Dated 3rd Nov. 56.
No. 40830.

States that the 4 Budget
lists for 1857/58 received
with the 29th Collector's letter
of the 27th Oct. 1856 will be
forwarded to the Central Office
to form on the statement of
the State anticipated ex-
penditure (including the Ex-
tinctives for Military station)
can be completed; and ex-
pressing his opinion ~~that~~
the utility of the increased am-
t of Rs 11300 for the new grant
to ascend the Tamborcherry hills
for improving the road between
Sudaloor and Sultan's Battery
by Kallalium at 250 Rs a mile,
or for the whole about Rs 6825, and
states at length his reasons as
to the necessity and utility of
improving the road leading off
to Sudaloor from the Mysore frontier,
directed to by the Collector of Malabar.
No 2420 of 1856.

Public (roads)

Abstract of Estimate No

[New Work]

of 1855/5

Road No

District. Malabar

Work. Improving Roads above and below Tamborcherry Ghaut

Quantities	Description of Work	Rate	Amount	Amount for each part
C. Yds.		Rs at P.	Rupees	Rupees
11 Miles	Repairing the Road from Sultan's Battery to bulpettah } 100 " "		1100	
	of Mile			
8 D.	from bulpettah to Vyteree } 130 " "		1040	
	clearing jungle on each side of Road		120	
2 D.	Repairing road from Vyteree to Luckaddy } 120 " "		240	
8 D.	from foot of ghaut to Tamborcherry } 400 " "		3200	
2 1/2 D.	from D. to bolcutt } 220 " "		5280	
	Wooden Bridges over small stream		320	
	Superintendence		700	
Total Company's Rupees				12,000
				Rs 300

Central Office of P.W.
Fort St. George
3rd December 1856.

Mr. Baker Colonel
Chief Engineer P.W.

<i>Quantities</i>	<i>Description of Work</i>	<i>Rate</i>			<i>Amount</i>	<i>Amount for each part</i>
<i>C. M. S.</i>		<i>R^s</i>	<i>A^s</i>	<i>P</i>	<i>Rupies</i>	<i>Rupies</i>

Copy in a letter to England
dated 31st October 18th 1856 of 1856

Enclosures
An

From
The Chief Engineer
D. P. W.

To
The Secretary to Govt.
D. P. W.

P. W. 2720/56

Dated 3rd Decr/56
Received

N. S. S. G.

Abstract Estimate for
Improving Roads above and
below Tambacherry ghaut in
the District of Malabar.

Amounting to Rs. 32000-0-0
12.000

Public (roads) [New Work]
Abstract of Estimate No. of 1855
Road No.
District of Malabar
Work forming a new ghaut in the Tambacherry road.

Quantities	Description of Work	Rate		Amount	Amount for each part
		R ^s	a ^s p.	Rupies	Rupies
6. Yds.					
32105	Hard soil	"	1 6	3010	
46312	Gravel soil	"	2 "	5789	
20254	Rocky soil	"	6 "	7595	
2951	Blasting soil	2	" "	5903	
3919	Revetment	1	8 "	5879	
	Superintendence & Contingencies	"	" "	3824	
Total Companies Rupies				32000	

Central Office of P. W.
Fort Saint George,
8 December, 1856.

Mr. Peter Colonel
Chief Engineer D. P. W.

<i>Quantities</i>	<i>Description of Work</i>	<i>Rate</i>			<i>Amount</i>	<i>Amount for each part</i>
<i>C. H. S.</i>		<i>R^s</i>	<i>A^s</i>	<i>P</i>	<i>Rupies</i>	<i>Rupies</i>

Copy in a letter to England
dated 31st October 1860 of 1862.

Enclosure

From

From

The Chief Engineer
2/10/17

To
The Secretary to Govt
2/10/17

1st 27/20/56

Dated 3rd Dec/56
Received

N^o 7589

Abstract Estimate of forming
a new Ghaut in the Tambach
road in the District of Malabar
Amounting to Compaing Rs. 32000-

P. W. Cons. 15th April 1861 N^o 8-7
" 14th Aug 1861. 37-38
" 25th Sept 1861 12-13
" 25th Aug 1861 26-27
" 3rd July 1861 38-44.

Copy in a letter to England
dated 31st October 1860
of 1862.

Pub. Works Dept
Cons 10th February 57
N^o 2726

The Chief Engineer
The Secy to Govt
MD

Recd
Dated 3rd Dec/56
Received 3rd Dec/56
6 Encls. N^o 7589
S. P. W. 24/10/56

in spirit with redress
and to the mind of the
500 of 9th April 1861. It takes
relative to the present state
and proposed improvement
of the Taluk road leading
from Calicut to South Wynad
and that the road above
below the pass. Express
the road as the same
has not been raised on the
examined by an Engineer
to Rev. Secretary and Capt. B. B.
tailoring expression himself and
could not be possible. Report
the least extent of road in
the present but that with the
any addition proposed there
is no doubt that the entire
road will be thrown open.

No 24

24th July 1831 to 4th July 1897

N^o 294

Extract from the Minutes of our attention
Under date the 11th February 1857

I read the following
letter from the Chief
Engineer.

(There enter 3^d Dec/56
N^o 8589)

The Chief Engineer submits an estimate to the total amount of 4,8000 Rs. for a road from Calicut by the Tantracherry Pass into Wynad. The estimated amount for the pass itself is 32000 Rs., that for the road above and below is 12000 Rs., and the Chief Engineer adds 4000 Rs. to make up for omissions. He states also

A

W. H. M.

explanatory in details would involve
the most serious delay of an undertaking
which must be considered as urgently
required.

Central Office of the
Port & Harbour
3^d December 1856.

Yours Most Obedient Servant
W. H. M.
Chief Engineer

also that the line of the
Ghaut will need to be
materially altered.

2 The importance
of a good road up the
Tambacherry pass is
fully proved by the
papers before Govt and
in particular by Mr.
Robinson's Memorandum
on the subject.
A Road by Learcoor has
been advocated in pre-
ference, but Govt are
certain no doubt that
so far as Wyand is
concerned, a road by
Tambacherry is of far
more consequence.

3 The present Es-
timate however is un-
doubtedly imperfect and the
Govt are not willing
to allow its entry in
the

the Budget in ^{the present} ~~that~~
state. The Chief Engi-
neer will therefore
be good enough to adopt
measures to submit
in time for the Budget
of 1858/59 a more com-
plete report and
Estimate accompanied
by a survey of the Pass.
4- The Chief Engineer
reports that the owners
of coffee plantations
near the head of the
pass offer to contribute
Rs. 12,500 towards the
cost of the work, or to
submit to a toll on
the pass. The Govt
are of opinion that to
levy a toll is ^{preferable} ~~better~~
than to receive a part
of the first cost, be-
cause it ^{will} ~~would~~ be
permanent.

permanent, ~~would~~ ^{will} in-
crease with increasing
traffic, and ~~would~~ ^{will} dis-
tribute the burthen
more equally. Colonel
Tabor will therefore
be ^{so} good ^{as} to submit when
the proper time arrives,
a scheme ^{matured} settled in com-
munication with the
local officers for the
collection of the toll.
M R

9 Copies to the Chief Engr.
Dep't 11.

