MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.

Dated

Not to be folded or roughly handled.

No. 59. Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to T. PYCROFT, Esq., Chief Secretary to Government, dated 10th July 1858, No. 1849.

SIR,

Copies of letters viz.
1 Report No. 2 of 17th May 1858.
1 Letter from District Engineer of Canara No. 48 of 17th June 1858.
1 Memo from Collector of Canara 18th June 1858.

I have the honor to forward for submission to Government, a Report by Lieutenant Drever, the Executive Officer in immediate charge of the Dharwar and Coomptah-Road together with a letter from the Acting District Engineer and a Memorandum by the Collector.

2. Lieutenant Drever, who possesses a most intimate acquaintance with the Road and from his experience is specially well qualified to judge of the means required to keep it in order, clearly and circumstantially details the causes which render the present annual allowance of Rupees (18,000,) eighteen thousand for its repair totally inadequate and his reasons for recommending that it be increased.

3. The total length of the Road from the Dharwar frontier to Coomptah is about eighty miles, of which fifteen are difficult ghauts, and Lieutenant Drever shows that with labor so scarce and expensive as it is in Canara, owing to the scantiness of the population, and to the consequent necessity of permanently entertaining men brought from great distances, who can only work occasionally in that climate, the wear and tear of a large traffic during the dry season and of the rains during the monsoon cannot be properly met with the present allowance, which averages only Rupees $222\frac{1}{2}$ per mile, he furnishes a statement of the Establishment which he thinks it is absolutely necessary permanently to maintain for the ordinary conservation of the road, and which costing from Rupees 108 per mile above the ghaut to Rupees 280 per mile for the ghauts themselves, leaves only Rupees 5,000 five thousand to cover all the charges of extra labor, purchase of materials &c. This being manifestly quite insufficient he recommends that for the fifteen miles of ghaut on which the traffic is on the scale of a first class road and the labour of maintenance comparatively much greater than in the plains, the allowance recognized by Government as being required for a first class road or Rupees (659) six hundred and fifty-nine per mile should be granted, and that the Rupees (18,000) eighteen thousand now authorized for the entire length of road should be spent on the other sixty-five miles at the rate of Rupees (277) two hundred and seventy-seven per mile or in other words, that the present annual grant for repairs should be raised to Rupees (27,885) twenty-seven thousand eight hundred and eighty-five.

4. The Acting District Engineer not having yet had time to make himself personally acquainted with the road is unable to give any specific information regarding it, but he appears to think, Lieutenant Drever's proposition unexceptionable and the Collector concurs with him, simply expressing an opinion of the comparative magnitude of the Establishment proposed.

5. The Government is so fully aware of the value of the Dharwar and Coomptah-Road as the out-let for the Cotton and other produce of the interior and so much correspondence has lately taken place regarding its deteriorated condition, that it is needless for me to dwell on the vital importance of placing upon an effective footing the means of keeping that road and more especially the ghauts upon it in the most effectual state of repair, but agreeing entirely with the views of the Officer best qualified from his local knowledge and experience to judge of the requirements of the road, I warmly support his suggestion, and strongly recommend that as he proposes the annual maintenance grant be raised from Rupees (18,000) eighteen thousand to Rupees (27,885) twenty-seven thousand, eight hundred and eighty-five.

Letter from Lieutenant W. S. DREVER, Executive Engineer; to Lieutenant J. N. HUNTER, Acting District Engineer of Canara, dated Camp Sircy, 17th May 1858, No. 2.

SIR,

1. The inadequacy of the present annual maintenance allowance for the road from Dharwar to Coompta has for some time been forcing itself upon my attention, and I think I should be doing wrong were I to allow you to leave Canara without bringing the matter before you, as

from your practical knowledge of the District, you are better able to judge of its requirements than your successor can be for some time at least.

2. The distance from the Dharwar frontier to Coompta is very nearly 80 miles, and for our purposes may be considered exactly so.

3. To maintain this length of first class road, the annual allowance is Rupees 18,000 or Rupees 222½ per mile.

4. Of the value of the line itself, it is needless for me here to speak, the sum of Rupees 47,000 having during the past 6 months been placed at my disposal for its repair, is a sufficient guarantee that the Government are fully aware of its vital importance.

5. The traffic upon it has for some years been rapidly increasing, and the better the road is, the more will it be used. The average number of carts daily, during the season, is from 5 to 700, and of Pack cattle, from 1,500, to 2,000. This traffic it is true only continues for about 6 months, but when it ceases, the rains commence and do infinitely more injury to the road than either Bandies or Bullocks.

6. The soil generally speaking is of the very worst description, viz of a red or whitish clay; gravelling material has therefore to be carted long distances. This is particularly the case along the Ghauts, or from the 10th to 26th mile-stone west of Sircy.

7. While the traffic is going on [i e during the dry season] but little repairs to the road-way itself can be effected, all workmen being *then* employed in preparing material to be spread during the Monsoon; while *it* lasts however, labor is so miserably scant, that to secure any of it, higher rates must be given to the coolies, and such is the violence of the Monsoon that at times, nothing human can stand [or work] against it, while these bursts last, our highly paid laborers give us no return for our outlay, yet we *must* keep them on, for many of them have come from places 150 miles off, and the country is so thinly populated that temporary Coolies could not be procured in the vicinities where they might be wanted.

8. The workmen frequently suffer from fever during the rains, and as they *must* be paid whether they are sick or not, Government are again direct losers.

9. A permanent Establishment as per margin was the allotment Captain Walker made some years ago for the road maintenance, but at that time the traffic was very much less than it now is, and even then it is evident that the Establishment was much weaker than it should have been, such as it was, it existed till July 1857, when as you are aware, it was by your orders broken up. I have now reorganized it, and in doing so, have been necessitated to increase the number of men per mile, as well as the Superintendence.

1 Cooly per mile at 4 Rupees per month.
1 Darvah every 10 miles at 10 Rupees per month.

10. I believe myself that in this District there is no system better adapted for the maintenance of a road than a permanent Establishment, but it must be organized with regard to particular localities; for it is manifest that some portions of a long line of 80 miles of road, must require more care and attention than others, and in forming the present Establishment I have been guided accordingly.

11. I have the honor to append a statement showing the distribution made by me, and I do not think it possible to "keep up" the road with a less force. I must not omit to mention that although the Establishment has been thus permanently organized, no permanent mile-houses have yet been constructed for the men, nor will it be in my power to build them out of the present allowance. Temporary thatched sheds have been run up, but pucka houses are positively requisite and to build these on the Ghauts alone will cost Rupees 5,000 and from what has been said in para. 8 it will be seen I think, that the matter is as broad as it is long, what we save in one way, is lost in another.

12. It will be observed that the cost per annum of my Establishment is Rupees 13,000, leaving me but the small balance of Rupees 5,000 for extra labor for the purchase of Tools, Bandies Cattle &c. and it will be borne in mind, that of our permanent Establishment, many of its members are of necessity often paid for doing nothing as explained in paras. 7 and 8.

13. Of the entire line, the portion between the 10th and 26th mile-stones west of Sircy, comprising as it does, the run of the Western Ghauts, is certainly the most important, as well as the most difficult section to keep in order, of these 15 miles 3¼ miles have been fully macadamized this season, but it is absolutely essentional that at least 3 more miles should be similarly treated ere the road is again opened to traffic, and for this purpose I trust the balance of Lieutenant Hankins estimate (Rupees 9,000) will suffice. Of the remaining 8¾ miles *many* bad pieces here and there, *must* likewise be macadamized, these portions can however be gradually accomplished if funds are forthcoming.

14. The expenditure upon the repairs of these 15 miles, has always formed a very considerable portion of the entire annual Grant, thereby preventing repairs to other portions of the line, which though much needed, were not so imperative, as the conservation of the ghauts. I have only further to draw attention to the fact that all coolies &c. employed on this section of the road, receive higher rates of pay than any other workmen, and shall now proceed to state the additional sum I would beg to propose for the whole line.

15. Taking into consideration the difficulties to be contended with in "keeping up" the Ghauts, I would strongly recommend that the Government allowance for a 1st class road viz. Rupees 659 per mile, be sanctioned for these 15 miles annually which would amount to Rupees 9,885. I would propose that the Rupees 18,000 be continued as at present, for the remaining 65 Miles, which would only be at the rate of Rupees 277 per mile per annum.

16. With less than the aggregate of these two sums, or Rupees 27,885 for 80 miles per annum, I am fully assured that we never can expect to keep the road in even tolerable order, for with less than this we can make no head against the traffic, the monsoon, and we shall every now and then consequently be obliged to close the road to enable us to recover lost ground. The direct loss in the Salt revenue, the vast injury done to public and private trade by our having been necessitated this very year to adopt this course, will I feel sure be sufficient to convince Government, that it can only be to their interests and the good of the country by all means in their power to prevent the re-currence of a similar catastrophe.

17. At the close of the official year the press of office work is so great, that I trust the shortcomings of the present report may be over-looked, should you think that I have not gone as fully into the subject as you might have wished, my reasons for *now* taking it up are given in para. 1. I have only further to request you will obligingly give the matter your earliest consideration.

Dharwar and Coompta Road-Establishment as proposed by Lieutenant Drever.

		Distance.		Per month.	Per annum.	Remarks.
		M				
From Sircy	to Moondagode ..	40	4 Darogahs @ 10 Rs. each ₱ month.	40	480	
,, ,,	,, ,, ..	..	80 Coolies @ 4 do. each ₱ month.	320	3,840	
,, ,,	,, Sumpakund ..	10	1 Darogah @ 10 do. each ₱ month.	10	120	
,, ,,	,, ,, ..	..	20 Coolies @ 4 do. each ₱ month.	80	960	
,, Sampakund	,, Devamunny ..	10	2 Darogahs @ 11 do. each ₱ month.	22	264	Bundet Ghaut
,, ,,	,, ,, ..	..	30 Coolies @ 5 do. each ₱ month.	150	1,800	
,, Davamunny	,, Kutgull ..	10	3 Darogahs @ 11 do. each ₱ month.	33	396	Devamunny ghaut.
,, ,,	,, ,, ..	..	40 Coolies @ 5 do. each ₱ month.	200	2,400	
,, Kutgull	,, MonkeyFerry ..	6	1 Darogah @ 6 do. each ₱ month.	6	72	
,, ,,	,, ,, ..	..	12 Coolies @ 4 do. each ₱ month.	48	576	
,, Monkey ferry	,, Coompta ..	4	1 Darogah @ 6 do. each ₱ month.	6	72	
,, ,,	,, ,, ..	..	8 Coolies @ 4 do. each ₱ month.	32	384	
			Total labour and Superintendence.....		11,364	
			Repair of tools @ 1 R. per mile per month.		960	For 80 miles.
			Sundries per annum.....		676	
			Grand Total.....		13,000	

(Signed) W. S. DREVER, Lieutenant,
Executive Engineer.

Sircy,
7th May 1858.

(Signed) J. N. HUNTER, Lieutenant,
Acting District Engineer Canara.

Letter from Lieutenant J. N. HUNTER, Acting District Engineer Canara; to Colonel C. E. FABER, Chief Engineer, dated Mangalore 17th June 1858, No. 48.

SIR,

I have the honor to forward for your consideration a report from Lieutenant Drever addressed to my Predecessor, strongly urging the insufficiency of the present maintenance allowance viz. 18,000 Rupees for the repair and maintenance for 1858-59, of the 80 miles of road from Dharwar to Coomptah.

Dated 17th May 1858, No. 2.

2. Lieutenant Drever lays particular stress on the difficulty of keeping up the fifteen miles comprised between the 10th and 26th mile-stones west of Sircy, as being the most important, the most used and the least prepared part of the road, he recommends that for these fifteen miles the Government sanction of Rupees 659 per mile or 9,885 Rupees for the 15 miles, be allowed, and that the 18,000 Rupees sanctioned for the whole eighty miles be spent on the remaining 65 miles, he gives many reasons, such as the necessity for hutting the workmen, attending to their Commissariat arrangements &c. for requiring a larger supply on these ghauts, for which coolies have to be brought from a distance, than would be wanted on an ordinary line of road, where workmen can be employed and dismissed at pleasure.

3. Not having had an opportunity hitherto of inspecting the work in question, I am unable to offer any remarks or opinions of my own; but Lieutenant Drever appears to have considered the subject so fairly, and gone so closely into the details, that I feel that I cannot do better than submit his original report for your consideration, merely observing, that the sanction to be useful should be speedy, as the monsoon the proper time for road-work, has already commenced.

Memo: on Lieutenant Drever's Report.

The establishment proposed by Lieutenant Drever appears to me to be very large, but it will of course be subject to future modification, if necessary. I am not in a position to gainsay any thing that Lieutenant Drever advances, whilst his experience on the road in question qualifies him to judge correctly of its wants and to estimate the amount of labor and Superintendence requisite to keep the road in good order when it is once more opened for traffic.

Collector's Cutcherry:
Mangalore
18th June 1858.

(Signed) W. FISHER,
Collector.

No. 60. ORDER THEREON, No. 1556; dated 7th August 1858.

1. The Officiating Chief Engineer submits a letter from the District Engineer of Canara, forwarding one from the Executive Engineer in charge of the Dharwar and Coomptah road, who represents the inadequacy of the annual allowance of Rupees 18,000 granted for the repair of that road, and requests that it may be increased to Rupees 27,885.

2. The length of the road from the Dharwar frontier to Coomptah is about 80 miles, of which 15 miles are a difficult ghaut. Owing to the scantiness of the population in the vicinity of the road, it has not been found practicable to procure daily laborers, and coolies are consequently brought from great distances, and permanently entertained, at higher rates than would otherwise be necessary, to induce them to accept employment. The cost of the permanent establishment organized by the Executive Engineer is Rupees 13,000 per annum, leaving only Rupees 5,000 out of the annual grant to cover all the charges of extra labor, purchase of materials, &c. In addition to the scarcity of labor, and the wear and tear of a large traffic, averaging daily during the dry season from 500 to 700 carts, and from 1,500 to 2,000 pack cattle. † The violence of the Monsoon, it is stated, not only prevents the coolies from working, but causes more injury to the road than all the traffic which passes upon it. The Executive Engineer therefore strongly recommends that for the 15 miles of Ghaut, which is the most important, the most difficult, and the most expensive part to keep in order, an annual allowance should be granted of Rupees 659 per mile, being the rate recognized* by Government as required for a first class road, and that the

* Grant's C. O. B. page 488

present annual grant of Rupees 18,000 should be expended in the maintenance of the remaining 65 miles at the rate of Rupees 277 per mile, making in all an annual grant of Rupees 27,885 for the repair of the entire road.

3. Looking to the great importance of the Dharwar and Coomptah road as the outlet for the Cotton and other produce of the interior, and adverting to the difficulties represented to be experienced in keeping it in repair, owing to the causes above stated, the Governor in Council is pleased, at the strong recommendation of the Officiating Chief Engineer, to increase the annual allowance for its maintenance from Rupees 18,000 to Rupees (27,855) twenty-seven thousand, eight hundred and fifty-five. The grant will take effect from the 1st May 1858, and be disbursed from the general funds placed at the disposal of the District Engineer for expenditure during the current official year; care being taken to enter it in Statement No. 3 of future Budgets.

(Signed) T. PYCROFT,
Chief Secretary.

No. 2.

To,

The District Engineer

of Canara.

Sir,

1. The inadequacy of the present Annual maintenance allowance for the Road from Dharwar to Coompta, has for some time been forcing itself upon my attention, and I think I should be doing wrong, were I to allow you to leave Canara without bringing the matter before you, as from your practical knowledge of the District, you are better able to judge of its requirements, than your successor can be for some time at least.

2. The distance from the Dharwar frontier to Coompta is very nearly 80 Miles, and for our purposes may be considered exactly so.

3. To maintain this length of first Class road the Annual allowance is Rupees 18000 or Rs 222½ per Mile.

4. Of the value of the line itself, it is needless for me here to speak, the sum of Rs 47000 having during the past 6 Months been placed at my disposal for its repair, is a sufficient guarantee that the Government are fully aware of its vital importance.

5. The traffic upon it has for some years been rapidly increasing, and the better the road is,

the

the more will it be used — The average number of Carts daily, during the season, is from 5 to 700 and of Pack Cattle, from 1500. to 2000 — This traffic it is true only continues for about 6 Months, but when it ceases, the rains commence, and do infinitely more injury to the road, than either Bandies or Bullocks.

8. The Soil generally speaking is of the most worst description. Viz of a red or whitish clay, so gravelling material has therefore to be carried long distances. This is particularly the case along the Ghauts, or from the 10th to 25th Mile stone. Either of Sings-

9. While the traffic is going on, (i.e. during the dry Season) but little repairs to the roadway itself, can be effected; all workmen being then employed in preparing material to be stored during the Monsoon; While it lasts however, labor is so miserably scant, that to secure any of it, higher rates must be given to the Coolies, and such is the violence of the Monsoon that at times, nothing human can stand for a work against it. While these hursts last, our highly paid laborers give us no return for our outlay, yet we must keep them on, for many of them have come from places 150 Miles off, and the country is so thinly populated that temporary Coolies could not be procured in the vicinities where they might be wanted.—

10. The workmen frequently suffer from a fever

fever during the rains, and as they must be paid whether they are sick or not, Government are again direct losers.—

9. A permanent Establishment as per Margin was the allotment Captain Walker made some Years ago, for the road maintenance, but at that time the traffic was very much less than it now is, and even then it is evident that the Establishment was much weaker, than it should have been, such as it was, it is enrolled till July 1857, when as you are aware, it was by your orders, broken up.— I have now re-organized it,- and in doing so, have been necessitated to increase the number of men per Mile, as well as the Superintendence.—

1 Coolly per Mile at 4 Rs per Month—
1 Daroah every 10 Miles at 10 Rs per month—

10. I believe myself that in this District there is no System better adapted for the maintenance of a road than a permanent - Establishment but it must be organized with regard to particular localities; for it is manifest that some portions of a long line of 80 Miles of road, must require more care and attention than others, and in forming the present Establishment, I have been guided accordingly.—

11. I have the honor to append a Statement showing the Distribution made by me, and I do not think it possible to "keep up" the road with a less force. I must not omit to mention that although

altho the Establishment has been thus permanently organized, no permanent mile houses have yet been constructed for the men, nor will it be in my power to build them out of the present allowances. Temporary thatched sheds have been run up, but pucka houses are peculiarly requisite and to build these on the Ghauts alone will cost Rupees 5000. and from what has been said in para 8 it will be seen I think, that the matter is as broad as it is long, what we save in one way, is lost in another. —

12. It will be observed that the cost per annum of my Establishment is Rupees 15000. leaving me but the small balance of Rupees 5000 for extra labor for the purchase of Tools, bandies Cattle &c., and it will be borne in mind, that of our permanent Establishment, many of its members are of necessity often paid for doing nothing, as explained in paras 7 and 8.

13. Of the entire line, the portion between the 10th & 20th Miles stones West of Sirey, comprising as it does, the runs of the Western Ghauts, is certainly the most important, as well as the most difficult section to keep in order — Of these 15 Miles, 3⅓ Miles have been fully macadamized this season but it is absolutely essential that at least 3 more Miles should be similarly treated ere the road is again opened to Traffic, and for this purpose I trust the balance of Lieut. Hawkins Estimate (Rupees 9000) will suffice. Of the remaining 8⅔ Miles, many bad pieces here and there, must likewise be macadamized, these portions can however be gradually accomplished, if funds are forthcoming? —

14. The expenditure upon the repairs of these 15 Miles, has always formed a very considerable portion of the entire Annual Grant, thereby preventing repairs to other portions of the line, which though much needed, were not so imperative, as the conservation of the Ghauts — I have only further to draw attention to the fact that all Coolies &c employed on this section of the road, receive higher rates of pay than any other workmen, and shall now proceed to state the additional sum I would beg to propose for the whole line. —

15. Taking into consideration the difficulties to be contended with in "keeping up" the Ghauts, I would strongly recommend

recommends that the Government allowance for a 1st Class Road Rupees 659. per Mile, be sanctioned for these 15 Miles annually which would amount to Rupees 9885.....

I would propose that the Rupees 8229 be continued as at present, for the remaining 65 Miles, which would only be at the rate of Rupees 277. per Mile per annum.—

16. With less than the aggregate of these two sums, or Rupees 17,885. for 80 Miles per Annum, I am fully assured that we never can expect to keep the roads in even tolerable order, for with less than this we can make no head against the Rains, the Monsoons, and we shall every now then consequently be obliged to close the roads to enable us to recover lost ground. The direct loss in the Salt revenue the material injury done to public and private trade, by our having been necessitated every year to adopt this course, will I feel sure be sufficient to convince Government that it can only be for their interests and the goods of their country by all means in their power to prevent the recurrence of a similar Catastrophee

17. At the close of the Official Year the press of Office work is so great, that I trust the shortcomings of the present report may be over looked. Should you think that I have not gone as fully in to the subject, as you might have wished, my reasons for now taking it up, are given in paragraph 1.

I have only further to request you will obligingly give the matter your earliest consideration.—

I have &c.

Signed H. S. Drever Lieut.
Executive Engineer.

Signed J. H. Hunter Lieut.
Asst. Dist. Engr. Canara

Camp Sirsy
17th May 1858.

Dharwar and Comptee Roads Establishment as proposed by Lieutenant Drever

From		To		Distance			per Month		Per Annum		Remarks
				Ms.							
From	Sirsy	to	Hoondagode	10	4.	Darogahs (a)	10 Rs each per month	40	- -	480	- -
"	"	"	"	"	80.	Coolies (a)	4 " " "	320	- -	3840	- -
"	"	"	Sumpakund	10	1.	Darogah (a)	10 " " "	10	- -	120	- -
"	"	"	"	"	20.	Coolies (a)	4 " " "	80	- -	960	- -
"	Sumpakund	"	Dewanmuny	10	1.	Darogah (a)	11 " " "	22	- -	264	- - } Bundel Shaut
"	"	"	"	"	30.	Coolies (a)	5 " " "	150	- -	1800	- - }
"	Dewanmuny	"	Kulgulli	10	3.	Darogahs (a)	11 " " "	33	- -	396	- - } Dewanmuny Shaut
"	"	"	"	"	40.	Coolies (a)	5 " " "	200	- -	2400	- - }
"	"	"	Monkey Ferry	6	1.	Darogah (a)	6 " " "	6	- -	72	- -
"	Kulgulli	"	"	"	12.	Coolies (a)	4 " " "	48	- -	576	- -
"	"	"	Coomsi	6	1.	Darogah (a)	6 " " "	6	- -	72	- -
"	Monkey Ferry	"	"	"	8.	Coolies (a)	4 " " "	32	- -	384	- -
"											
"							Total Expence of Establishment			11364	- -
							Salaries of Establishment for 80 Miles			960	- - For 80 Miles
							Contingencies per Annum			676	- -
							Grand Total			13,000	

Sirsy
17th May 1858

(Signed) H. Hunter Lt
Asst Distt Engr Sirsy

(Signed) W. L. Drever Lieut
Asst Engineer

7

Dharwar 6th Engineer Office
Canara
Mangalore 15th June 1858.

No 648

From,
Lieutenant W. L. Drever
Acting Assistant 6th Engineer
Canara

To
The Chief Engineer & Secretary
Public Works Department
Fort St George

Sir,

I have the honor to forward for your information a proposed Establishment for the Dharwar and Comptee Roads, strongly urging the indispensable necessity of the proposed establishment allowance being sanctioned by the Government for the repair and maintenance of the Roads for the 80 Miles of road from Dharwar to Comptee.

2 Lieutenant W. Drever has charge of the Roads on the Assistant Engineer's establishment, and is in every way competent to carry out the duties of the Roads in question.

3 The Roads are in a very bad state, and require immediate attention, as being the most important part of the road, the recommended sanction of Rupees 676 per mile for establishment charges for the 80 miles

Dharwar 6th Engineer Office
Canara
Mangalore 15th June 1858.

No 648

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Lieutenant W. L. Drever
Acting Assistant 6th Engineer
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3 The Roads are in a very bad state, and require immediate attention, as being the most important part of the road. The recommended sanction of Rupees 676 per mile for establishment charges for the 80 miles

mile or 9885 Rupees for the 15 Miles, be allowed, and that the 18000 Rupees sanctioned for the whole eighty miles, be spent on the remaining 65 Miles. He gives many reasons, such as the necessity for putting the workmen, attending to their Commissariat arrangements &c. for procuring a larger supply on these Points, for which Cookies have to be brought from a distance, than would be wanted on an ordinary line of road, where workmen can be employed and dismissed at pleasure.

3 Not having had an opportunity of inspecting the work in question, I am unable to offer any remarks or opinions of my own. But Lieutenant Dreyer appears to have considered the subject so fairly, and gone so closely into the details, that I feel that I cannot do better, than submit his original report for your consideration, merely observing, that the sanction to be asked should be speedy, as the Monsoon the proper time for road work, has already commenced.

I have the Honor to be Sir
Your most obedient Servant
Signed Jno. T. Gunter Lieut.
Offg. Dy. Engr. Canara

Mangalore
17th June 1858

Forwarded through the Collector of Canara.

17

Memo: on Lieutenant Dreyer's Report.

The establishment proposed by Lieutenant Dreyer appears to me to be very large, but it will of course be subject to future modification, if necessary. I am not in a position to gainsay any thing that Lieutenant Dreyer advances, whilst his experience on the road in question qualifies him to judge correctly of its wants and to estimate the amount of labor and superintendence requisite to keep the road in good order when it is once more opened for traffic.

Signed W. Fisher
Collector

Collectors Cutcherry
Mangalore
18th July 1858.

True Copies
Lawford Major
Offg. Chief Engineer

1858 Dep.t

No.

Enclosures in a letter

From the Offg. Chief Engr.

To The Secretary to Govt.

P.W.D.

Dated 10th

Rec.d 3 July 1858.

No. 1849

M.M. 1539/57

Correspondence, regarding the maintenance allowance required for the Coomptta and Darwar roads.

difficult ghauts and Lieutenant Drever states that with labor in some progress could be in Canara, owing to the unsettled state of the population, and to the consequent necessity of permanently encountering such immense gross distances, with scarcely any wood, continually in that climate of the most rank vegetation, traffic during the rainy season must cease, during that season commodities must be forwarded with the present establishment, which averages only Rupees 232½ per mile. The formation & Establishment of the Establishment which he considers it to be absolutely necessary permanently to maintain for the ordinary conservation of the road, and which averaging from Rupees 100 per mile in some the ghaut to Rupees 360 per mile in the ghauts themselves leaves only Rupees 5000 a Year remaining to cover all other charges of Service Collection of Customs &c. This being manifestly quite inadequate he recommends that for the fifteen miles of ghaut on which the traffic is on the nature of a first class road and the duties of maintenance comparatively much greater than on the plains the allowance recognized by Government as being required for a first Class road or Rupees Six hundred and fifty nine per mile should be granted, and that the Rupees 18,000 Eighteen Thousand now authorized for the entire length of road should be spent on the other

sixty

sixty five miles at the rate of Rupees 277 Two hundred and Seventy seven per Mile or in other words that the present annual grant for repairs should be raised to Rupees 29885 Twenty nine Thousand Eight hundred and eighty five.

5 The Acting Deputy Engineer not having yet had time to make himself personally acquainted with the road is unable to give any specific information regarding it, but he appears to think Lieut. Drever's proposition unexceptionable and the Collector concurs, with the exception simply expressing an opinion of the comparative magnitude of the Establishment proposed.

10 The Government is so fully aware of the value of the Dharwar and Coompta to Ghaut road to the nutrit for the Canara and other produce of those provinces and so much correspondence has lately taken place regarding it's deterioration that it is needless for me to dwell on the vital importance of placing upon an effectual footing the means of keeping that road and more especially the ghauts upon it, in the most effectual state of repair, but agreeing entirely with the views of the Officer best qualified from his local knowledge and experience to judge of the requirements of the roads, I warmly support his suggestion, and strongly recommend that

20 as

...ce the foregoing the annual maintenance grant
...ee hundred thousand Rupees (3,00,000) Eighteen thousand
...ht Rupees (2,18,800) Twenty seven thousand
Eight hundred and Eighty four -

Central Office of P.W.D.
Fort St. George
10th July 1858

I have the honor to be
Sir
Your Most Obedient Servant
Stamford Raffles
Officiating Chief Engineer

Public Works Dept

No 1556.

Extract from the Minutes of Consultation

Under date the 7th ~~August~~ 1858.

Read the following letter from the Offg

-ing Letter from the Offg

Chief Engineer.

Here enter 10th July 1858
No 1819

The Officiating Chief Engineer sub-mits a letter from the District Engineer of Canara, forwarding one from the Executive Engineer in charge of the Dharwar and Gooty road, who

is representing

representing the inadequacy of the annual allowance of Rupees 850 granted for the repair of that road, and requesting that it may be increased to Rupees 27,885.

2 The length of the road from the Khan-war frontier to Coompta is about 80 miles, of which 15 miles are a difficult & Route. Owing to the scantiness of the population in the vicinity of the road, it has not been found practicable to procure daily labourers, and Coolies

are consequently brought from great distances and permanently entertained, at higher rates than would otherwise be necessary, to induce them to accept employment. The cost of the permanent establishment organized by the Executive Engineer is Rupees 15,000 per annum, leaving only Rupees 5000 out of the annual grant to cover all the charges of extra labour, purchase of materials &c. In addition to

to the scarcity of labour,
and the wear and tear
of a large traffic, averag-
-ing daily during the
dry season from 500
to 700 Carts, and from
1,500 to 2,000 pack
Cattle. The violence of
the Monsoon, it is stated,
not only prevents the
Coolies from working,
but causes more injury to the Road than all the traffic which passes upon it. The Executive Engineer therefore strongly recommends that for the 15 miles of Ghaut, which is the most

* Ground Plan & Estimate 1888.

most important & the most difficult, and the most expensive part to keep in order, an annual allowance should be granted of Rupees 659 per mile, being the rate recognized by Government* required for first class Road, and that the present annual grant of Rs 18,000 should be expended in the maintenance of the remaining 65 miles at the rate of Rupees 277 per mile, making in all an annual grant of Rupees 27,885 for the

the repair of the entire road.

3 Looking to the great importance of the Dharwar and Coomptah road as the outlet for the Cotton and other produce of the interior, and adverting to the difficulties represented to be experienced in keeping it in repair, owing to the causes above stated, the Governor in Council is pleased, at the recommendation of the Officiating Chief Engineer, to increase the annual allowance for its maintenance from Rupees 18,000 to Rupees (27,855) twenty seven thousand Eight hundred and fifty five. The grant will take effect from the 1st May 1858, and be disbursed from the general funds placed at the disposal of the District Engineer for expenditure during the current Official year, care being taken to enter it in Statement No 2 of future Budgets.

Public Works 1856 Depart.

Ord. to Comr. Wm. Sargent

No 1856.

Expend. Bridges & Causeways

Sept. 17. Aug. 4. 56.

Under the recommendation
stated grant herein by par
ing the annual allowance
granted for the Repair of the
Bearwar and Comflat Road
Canara from Rs 18000 to Rs
553 the gra
from 1st. A

No 3 of 60.