M.R.O. 1—32,400—22-11-30.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 2-9-16-5-7

G.O. No. 523-25 Press Mis.
(2023)
16-(2)
Dated 25-6- 18 S?

Not to be folded or roughly handled

No. 106. Read the following Extract from the Proceedings of the Chief Engineer, dated 15th October 1857, No. 4492.

Read the following letter from W. ROBINSON, Esq., Acting Collector of Malabar; to Colonel C. E. FABER, Chief Engineer, dated Calicut 6th October 1857, No. 4608.

SIR,

With reference to Extract from the Minutes of Consultation, dated 29th August and in consideration of the very grievous consequences to the country during this year of scarcity, which have arisen from the impassable state of the Perambaddy ghaut and considerable portion of the Trunk road No. 4, I took a very recent opportunity of carefully inspecting the entire line to the top of the ghaut. The monsoon rains had already lighted off 'ere I inspected it.

2. The ghaut and considerable portion of the road have been impassable to wheel carriage throughout the monsoon, and they are practically speaking still in that state. The matter truly requires early and earnest attention. The attention of Government was drawn very anxiously to the condition of this fine line of road by the Commissary General in August 1856. Things were very bad then but the unanimous testimony of all parties is that the road has been much worse during the past season.

3. The best test of a road is to be taken from the traffic and its effect on prices. The distance from Veerajunderpett to Cannanore is about 75 miles. At Veerajunderpett and in Coorg and Mysore abundance of Rice has been procurable at prices within 2 Rupees per Mooda throughout the Monsoon, while at Cannanore the other terminus of this short line of road which has cost upwards of 3,500* Rupees per mile, Rice has scarcely been procurable at 4 to 5 Rupees per Mooda. Great anxiety has even been felt for the peace of the District and of the Cantonment of Cannanore, while rice at these prices has been in abundance in the neighbourhood (it may be said) it has been found necessary to Telegraph to Bombay for supplies to be sent by Steamer, for the Troops at Cannanore at a rate of 4 and odd Rupees per India Maund, with I fear a large additional charge for expenses of the Steam transport "Pioneer" It has practically been impossible to bring rice down the Ghaut on bandies.

* Within 10 years.

4. The Brigadier Commanding the Provinces has felt that the movement of Troops had they been required would have been found next to impossible. When for instance the small detachment of Sappers and Miners stationed at Cannanore was ordered to join the field column under General Whitlock, the utmost difficulty was experienced in getting it out of Malabar and into Mysore. No wheel carriage could be used on the road and even with Elephants the trip was accomplished with great difficulty serious consequences must have arisen.

5. When I passed up and down the ghaut I found an unfortunate convoy of about 50 bandies carrying Sandalwood to the Coast. It had got about two thirds of the way down the ghaut. The merchant assured me that he had been five days on the Ghaut, and he considered that he had three or four more days work 'ere he should get out of the mud. He had travelled the road with bandies ever since it was opened but had never seen it in such a state. Several serious upsets had occurred. I myself witnessed Bandies of this convoy moved through sloughy parts of the road with 10 men besides the Bullocks, and an empty Bullock bandy was going up the ghaut with a pair of Bullocks and four coolies.

6. Almost all the traffic is on Coolies heads, by which mode of conveyance all the rice now coming into Malabar by this most important Trunk road is being brought down. I have rarely witnessed a more distressing site.

7. In estimating this condition of the Perambaddy Ghaut and road it must be borne in mind that it is one of the most perfectly Engineered of the roads that lead over the Western Ghauts. The maximum slope in no part exceeds, if my memory serves me aright 1 to 25 the average being perhaps 1 in 30. At all events there is no part of the Ghaut, up which, were it but sound under foot a pony would not canter with scarcely sensible fatigue (indeed I have frequently done

this five years ago) and a laden bullock bandy might trot down at five miles an hour. Where the road in any thing like reasonable order (and bullock drivers are not fastidious) there is not the smallest reason why a bandy from Coorg should not reach Cannanore the 3rd day or at least on the morning of the 4th day, but I should be afraid to say the number of days now occupied.

8. The nature of the soil is clearly the main cause of this, but this ought in some measure to have been rectified by the outlay which has already taken place since the first opening of the road. I regret to add that neglect is likewise observable throughout the line, and the inspection cannnot but raise the most painful impression of gross abuse of the liberality of Government in regard to the line. Light earth slips are unremoved, side drains uncleaned, fallen trees are unremoved, guard drains unopened and the jungle, which, when the road was first opened, was cleared back in most parts from 20 to 25 yards, has grown up again in tangles all the worse for having been cut and burnt by Captain Francis. Most discreditable carelessness as regards the surface drainage is apparent throughout and has contributed largely to the present condition of the road the standing pool *or* guttering water course became "a bad place" and the gangrene has spread till the portion of the road became an almost impassable slough. Even where the soil is naturally firmer, the surface has in places worked up, in consequence of the water not leaving it, into something resembling a ploughed field in a thaw. The partial attempts at ballasting the road have not been satisfactory. The thin coating has been broken through (probably it never was laid on sufficiently thick to bear) and the subsoil has protruded again, the ruin of the ballast only now adding to the roughness and difficulty of the road.

9. When it is borne in mind that besides the very liberal annual allowance, this road has had the pay and Establishment of a Sub Overseer, constantly employed on it and paid from the general funds of the Department of Public Works it cannot but be admitted that a lamentable instance of waste and inefficiency probably of fraud is arrived at.

10. After Inspection of this road and Ghaut and most careful consideration of the matter I must venture* to express a most serious doubt of the expediency of transferring the road to the Superintendence of the Mysore and Coorg Governments.

* With reference to Extract Minutes of Consultation No. 1656, dated 29th August 1857, para 10.

11. Coorg is but very moderately interested in the Perambaddy Ghaut and road. The Mercara and Mangalore Ghaut is emphatically the Coorg Ghaut. The Perambaddy Ghaut passes through certain unhealthy uninhabited vallies and revines of the Western Ghaut which pertain to Coorg but it is through a very small portion of the extreme southern and of the less habitable part of the Coorg Country that the road passes above the Ghaut. It is therefore of little comparative value to Coorg and I do not think Coorg could justly be made chargeable with the cost or maintenance of that portion of this road which was uncomparably the most costly of construction and must be even the most expensive and difficult of maintenance. I fear that if thrown on the Officer's of Coorg it will naturally perhaps very justly secure but second rate supervision and attention.

12. The same argument may be opposed to its transfer to Mysore. It is of commercial value to Mysore but of little political and Military importance. The line enters the Mysore country many miles beyond the Ghaut where only the difficulty commences, and I cannot feel satisfied that the careful superintendence and adequate expenditure will be assigned to a work which geographically lies in Malabar.

13. On the other hand the Perambady Ghaut and Trunk road No. 4 are of the most essential importance to Malabar commercially, politically and in a Military point of view, and its superintendence and management can only be effectually and safely managed by the Engineer Establishment of this District. This was carefully considered and decided upon at the time of construction, and I must add that years only add strength to the arguments then used. The change may relieve us of trouble &c., but I venture to predict disappointment as regards the great object in view the thorough efficiency of this most important Malabar road.

14. Again I must venture to remark that the distribution of the funds for maintenance of the road is not a fair one. The annual allowance, for mere maintenance, of 100 Rupees per

mile for the whole length of the road is not an illiberal one if fairly done by, but it will not do to assign it mile for mile at equal rates. There is a stretch of 18 to 20 miles between Mattanoor and Cannanore which would be well maintained at 25 or 30 Rupees per mile for several miles further inland 50 Rupees per mile should suffice, while the Ghaut and part beyond Stony river will constantly require 150 to 200 per mile. My astonishment that Colonel Green should have accepted the transfer of the sloughs of the Perambaddy Ghaut and part of road east of the Stony river at all in their present state has been much increased by learning that he has accepted for its maintenance the mileage allowance at 100 Rupees per mile.

15. I regret that it is not in my power to recommend a toll on the road in its present state, as I have little doubt that were it in a really efficient state it would eventually pay liberally the cost of its maintenance.

Letter from Lieutenant J. BEAN, District Engineer Malabar; to Colonel C. E. FABER, Chief Engineer, dated Calicut, 21st September 1857, No. 1112.

SIR,

I have the honor to acknowledge the receipt of your order conveyed in Extract of Proceedings No. 3415, dated 3rd September and beg to state that I have requested the Chief Engineer Mysore to furnish me with an estimate for the metalling required in his District to Trunk road No. 4, also the Acting Collector for information regarding the expenditure on repairs in late years. On receipt of this information I shall submit the report called for by Government.

Resolved to submit copy of the foregoing letter No. 4608, dated 6th October 1857, from the Acting Collector of Malabar, reporting the result of his recent personal inspection of the Perambady Ghaut for the information and orders of Government.

2. It is unnecessary for the Chief Engineer to repeat his own strong opinion of the necessity of adopting the earliest possible measures for placing this important communication in an efficient state, but it now rests with the Mysore Department of Public Works to furnish the estimate called for by Government, and Colonel Faber considers that the early attention of the Commissioner of that Territory should be requested to the subject, in order that suitable provision for the work may be made in the Budget of 1858-59 copy of Mr. Bean's letter on this point is enclosed.

No. 1112, dated 21st September 1857.

3. It is also to be observed that although the transfer of the ghaut to the charge of the Chief Engineer in Mysore has been conditionly sanctioned by the Madras Government yet the acceptance of the charge and the means proposed for carrying on the works have not been notified to this Department and the Collector of Malabar has recorded a strong opinion against the Measure.

4. It appears to the Chief Engineer that all the steps proper for him to take in this matter have been followed. The reports of the Departmental and Revenue Officers have been laid before Government, and with the former has been communicated such general estimate (15,000 Rupees per mile) as the Superintending Engineer of the Circle was able to make. The information respecting past expenditure has not yet been received, and to delay the submission of Mr. Robinson's urgent representation on that account would probably defeat every object that gentleman had in making it.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 107. ORDER THEREON, No. 2023; dated 28th October 1857.

These Proceedings are no reply to the Extract Minutes of Consultation of the 29th August. In para. 8, certain specific and detailed information was called for about the Ghat, with a sketch map, and until this be supplied the Government can give no order upon the subject.

2. The Chief Engineer refers, in para. 3, to the Acting Collector's objection to the transfer of the care of the Ghat to the Mysore authorities. The Government remark that no such transfer has been made by them, and that in para. 10 of the order of the 29th of August last, they expressly said that no such intention had ever been recorded.

3. In para. 5 of his letter to the Chief Engineer of the 3rd June last, Major Lawford said that, being aware that such a determination had been come to by Government, an assumption which, as said above, was wholly erroneous, he had forwarded to the Chief Engineer of Mysore a statement of the balance now available for metalling the Ghat, and had requested the District Engineer to place that amount, and a moiety of the maintenance allowance, at Colonel Green's disposal. Pending the receipt of the information called for from the Chief Engineer, the Government, in para. 10 of their order already referred to, decided that the transfer of the Ghat made, not by the Government, but by Major Lawford, should, to prevent inconvenience and confusion, remain in force; but it will be open to Government to pass any further order on the subject they may deem expedient, on being supplied with the information required from the Chief Engineer, and which he is now again requested to submit. In para. 4 of his present Proceedings, the Chief Engineer says that it appears to him, that all the steps proper for him to take in the matter have been followed. This is a very erroneous conclusion, and one that Colonel Faber could only have arrived at by entirely forgetting the whole scope of the order of the 29th of August.

4. It was there said that the Government were under the impression that the supervision of the work on the Ghat had been most inefficient, that large sums had been sanctioned for metalling the road, and that a maintenance allowance had been given, that they had no knowledge of how these sums had been expended, and had been informed only that, after an expenditure of Rupees 2,35,000, the Ghat was absolutely impassable.

5. The Chief Engineer will be so good as to refer to the order, and act upon it at an early date.

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

No 1112.

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From

Lieutenant J. S. Beans
District Engineer Malabar.

To

Colonel C. E. Faber
Chief Engineer D. P. W.

Sir,

I have the honor to acknowledge the receipt of your order conveyed in Extract of Proceedings No. 3415 dated 3rd September and beg to state that I have requisitioned the Chief Engineer Mysore to furnish me with an Estimate for the Metalling required in his District to Trunk Road No. 4. also the Acting Collector for information regarding the expenditure on repairs in late years. On receipt of this information I shall submit the report called for by Government.

Distt. Engr. Office
Malabar Calicut
21st Septr. 1857

I have the honor to be &c.
(Signed) J. S. Bean
Distt. Engr. Malabar

No 4608.

From

W. Robinson Esquire
Acting Collector of Malabar.

To

Colonel C. E. Faber
Chief Engineer D. P. W.
Fort Saint George.

Sir,

With reference to Extract from the

the Minutes of Consultations dated 29th August and in Consideration of the very grievous Consequences to the Country during this year of Scarcity, which have arisen from the impassable state of the Perambadoly Ghaut and Considerable portion of the Trunk Road No 4, I took a very recent opportunity of carefully inspecting the entire line to the top of the Ghaut. The monsoon rains had already lighted off ere I inspected it.—

2 The Ghaut and considerable portion of the road have been impassable to wheel Carriage throughout the monsoon, and they are practically speaking still in that state. The matter truly requires early and earnest attention. The attention of Government was drawn very anxiously to the Condition of this fine line of road by the Commissary General in August 1856. Things were very bad then but the unanimous testimony of all parties is that the road has been much worse during the past season.—

3 The best test of a road is to be taken from the traffic and its effect on prices. The distance from Veerajunderpett to Cannanore is about 75 miles. At Veerajunderpett and in Coorg and Mysore abundance of Rice has been procurable at prices within 2 Rupees per Candy throughout the Monsoon, while at Cannanore the other terminus of this short line of road which has cost upwards of 3,500 Rupees per mile, Rice has scarcely been procurable at 4 to 5 Rupees per candy. Great anxiety has even been felt for the peace of the District and of the Cantonment of Cannanore, while rice at these prices has been in abundance in the neighbourhood, it may be said) it has been found necessary to telegraph to Bombay for supplies to be sent by Steamer, for the Troops at Cannanore at a rate of 14 candy Rupees per Indian Candy, with a large additional charge for expenses of the Steam transport "Pioneer". It has practically been impossible to bring rice down the Ghaut on Bandies.—

4 The Brigadier Commanding the Province has felt that the movement of troops had they been required would have been found next to impossible. When for instance the small detachment of Sappers and Miners stationed at Cannanore was ordered to join the field Column under General Whitlock, the utmost difficulty was experienced in getting it out of Malabar and into Mysore. No wheel Carriage could be used on the road and even with Elephants the trip was accomplished with great difficulty Serious Consequences must have arisen.—

5 When I passed up and down the

* within 10 years—

the

the Ghaut I found an unfortunate Convoy of about 50 bandies carrying Sandalwood to the Coast. It had got about two thirds of the way down the Ghaut. The Merchant assured me that he had been five days on the Ghaut, and he Considered that he had three or four more days work ere he should get out of the mud. He had travelled the road with bandies ever since it was opened but had never seen it in such a state. Several serious upsets had occurred. I myself witnessed 7 Bandies of this Convoy moved this slough[y] parts of the road with 10 men besides the Bullocks, and an empty Bullock bandy was going up the Ghaut with a pair of Bullocks and four Coolies.—

6 Almost all the traffic is on Coolies heads, by which mode of Conveyance all the rice now coming into Malabar by this most important Trunk Road is being brought down. I have rarely witnessed a more distressing sight.—

7 In estimating this Condition of

of the Perambaddy Ghaut and road it must be borne in mind that it is one of the most perfectly engineered of the roads that lead over the Western Ghauts. The maximum slope in no part exceeds, if my memory serves me aright, 1 to 25 the average being perhaps 1 in 30. At all events there is no part of the Ghaut, up which, were it but sound under foot, a pony would not canter with scarcely sensible fatigue (indeed I have frequently done this five years ago) and a laden bullock bandy might trot down at five miles an hour. Where the road is in any thing like reasonable order (and bullock drivers are not fastidious) there is not the smallest reason why a bandy from Coorg should not reach Cannanore the 3d. day or at least on the morning of the 4th. day, but I should be afraid to say the number of days now occupied.—

8 The nature of the soil is clearly the main cause of this, but this ought in some measure to have been rectified by the outlay which has already taken place since the first opening of the road. I regret

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to add that neglect is likewise observable throughout the line, and the inspection cannot but raise the most painful impression of gross abuse of the liberality of Government in regard to the line. Light earth slips are unremoved, side drains uncleaned, fallen trees are unremoved, guard drains unopened and the jungle, which, when the road was first opened, was cleared back in most parts from 20 to 25 yards, has grown up again in tangles all the worse for having been cut and burnt by Captain Francis. Most discreditable carelessness as regards the surface drainage is apparent throughout and has contributed largely to the present condition of the road. The standing pool or guttering water course became a bad place" and the gangrene has spread till the portion of the road became an almost impassable slough. Even where the soil is naturally firmer, the surface has in places worked up, in consequence of the water not leaving it, into something resembling a ploughed field in a thaw. The partial attempts

attempts at ballasting the road have not been satisfactory. The thin coating has been broken through, probably as never was laid on sufficiently thick to bear, and the subsoil has protruded again the ruin of the ballast only now adding to the roughness and difficulty of the road.

9. When it is borne in mind that besides the very liberal annual allowance, this road has had the pay and Establishment of a Sub Overseer, constantly employed on it and paid from the general funds of the Department of Public Works it cannot but be admitted that a lamentable instance of waste and inefficiency, probably of fraud is arrived at.

10 After inspection of this road and [illegible] and most careful consideration of the matter I must venture to express a most serious doubt of the expediency of transferring the road to the superintendence of the Mysore and

*With reference to Extract Minutes of Consn: No. 1166 dated 29th August 1857 Para 10.

and Coorg Government.

11 Coorg is but very moderately interested in the Perambaddy Ghaut and road. The Mercara and Mangalore Ghaut is emphatically the Coorg Ghaut. The Perambaddy Ghaut passes through certain unhealthy uninhabited valleys and ravines of the Western Ghaut which pertain to Coorg, but it is through a very small portion of the extreme Southern and of the less habitable part of the Coorg Country. That the road passes above the Ghaut. It is therefore of little comparative value to Coorg and I do not think Coorg could justly be made chargeable with the cost or maintenance of that portion of this road which was incomparably the most costly of construction and must be ever the most expensive and difficult of maintenance. I fear that if thrown on the Officers of Coorg it will naturally perhaps very justly secure but second rate supervision and attendance.

The

12 The same argument may be opposed to its transfer to Mysore. It is of commercial value to Mysore but of little political and Military importance. The line enters the Mysore Country so many miles beyond the Ghaut where only the difficulty commences, and I cannot feel satisfied that the careful superintendence and adequate expenditure will be assigned to a work which geographically lies in Malabar.

13 On the other hand the Perambaddy Ghaut and Trunk Road No. 6 are of the most essential importance to Malabar, Commercially, politically and in a Military point of view, and its superintendence and management can only be effectually and safely arranged by the Engineer Establishment of this District. This was carefully considered and decided upon at the time of construction, and I should add that years only add strength to the arguments then raised. The Change may relieve us of trouble but I venture to predict this appointment

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as regards the great object in view the thorough efficiency of this most important Malabar road.—

14 Again I must venture to remark that the distribution of the funds for maintenance of the road is not a fair one. The annual allowance, for mere maintenance, of 100 Rupees per mile for the whole length of the road is not an illiberal one if fairly done by, but it will not do to assign it mile for mile at equal rates. There is a stretch of 18 to 20 Miles between Mattanoor and Taunanore which would be well maintained at 25 or 30 Rupees per Mile for several miles further inland 50 Rs per mile should suffice, while the Island and part beyond Stony River will constantly require 150 to 200 per mile. My astonishment that Colonel Green should have accepted the transfer of the Sloughs of the Perambaddy Island and part of the road east of the Stony River at all in their present state, has been much increased by learning that he has accepted

for

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for its maintenance the mileage allowance at 100 Rupees per Mile.—

15 I regret that it is not in my power to recommend a toll on the road in its present state, as I have little doubt that were it in a really efficient state it would eventually pay liberally the cost of its maintenance.—

I have the honor to be &c

Calicut } (Signed) W. Robinson
6th October 1857 } Acting Collector

(True Copies)

Colonel

Chief Engineer

T 4492

Extract from the Proceedings of the Chief Engineer in the Department of Public Works.

Under date the 13th October 1857.

Read the following letter from the Collector of Malabar.

(P.C. No 4608 of 6th Oct 1857)

Resolved to submit copy of the foregoing letter No 4608, dated 6th October 1857, from the Acting Collector of Malabar, reporting the Result of his Present personal inspection of the Perambadey Plant for the information and orders of Government.

2. It is unnecessary for the Chief Engineer to repeat his own strong opinion of the necessity of adopting the earliest possible measures for placing this important Communication in an efficient state, but it now rests with the Mysore Department of Public Works to furnish the estimate called for by Government, and Colonel Faber Considers that the early attention of the Commissioner of that Territory should

Copy in a G.L.O. to C.E. of 31st July 1858 No 141. Encl 4.

Enclosure in Chief Engineer's Letter to the Chief Secretary to Government dated 15th October 1857.

Dated 15th October 1857.

Read

Ordered that the Chief Engineer be requested to take the necessary steps for the Construction of the Perambadey Channel in accordance with the Recommendation of the Collector of Malabar.

(True Extract)

(Signed) [illegible]

should be requested to the subject in order that suitable provision for the work may be made in the Budget of 1858/59. Copy of Mr Beane's letter on this point is enclosed.— No 1143 of 1121 Sept 17/57.

3 It is also to be observed that although the transfer of the Bank to the charge of the Chief Engineer in Mysore has been conditionally sanctioned by the Madras Government yet the acceptance of the charge and the means proposed for carrying on the works have not been notified to this Department and the Collector of Malabar has recorded strong opinions against the measure.

4. It appears to the Chief Engineer that all the steps proper for him to take in this matter have been followed. The reports of the Departmental and Revenue Officers have been laid before Government and with the former has been communicated such general estimate (1500 Rupees per mile) as the Superintending Engineer of the Circle was able to make. The information respecting park expenditure has not yet been received, and to delay the submission

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submission of Mr Robinson's urgent representation on that account would probably defeat every object that the Gentleman had in making it.—

[illegible]

[illegible]

S.E.S.C. [illegible] Colonel

Chief Engr

To Secretary to Government

P.W.D.

21

Public Works Dept

No. 2023.

Extract from the Minutes of Consultation

Under date the 3rd October 1857.

Read the following Extract from the Proceedings of the Chief Engineer.

Here enter 15th October 1857 No. 1692/

These Proceedings are in reply to the Extract Minutes of Consultation of the 29th August. In Para 8, certain specific and detailed information was called for about the Khals, with a sketch map, and until

Dy. Secy. to Govt. 1st Dept. 3rd Oct. 1857.

Submitted for the information of the Chief Engineer.

Dy. Secy. to Govt. 3rd Oct. 1857.

Chief Engr's Office 12th Oct. 1857.

Secretary

Copy in a letter No. 2023 dated 3rd Oct. 1857 Para 4

Dy. Secy. to Govt. 1st Dept. 5th Oct. 1857.

Executive Engr. Soil Operation & Collector

Forwarded for information and guidance a Collection from the Khals of Malabar. Pertaining to the Kaveri Delta, received in connection with the Irrigation of the Tanjore Plains.

Collector 21

until this be supplied the Government cann give no order upon the subject.

2 The Chief Engineer refers, in para 3, to the Acting Collector's objection to the transfer of the care of the Road to the Mysore authorities. The Government remarks that no such transfer has been made by them, and that in para 10 of the order of the 29th of August last, they expressly said that no such intention had ever been recorded.-

3 In para 5 of his letter to the Chief Engineer of

of the 2d June last, Major Lawford said that, being aware that such a determination had been come to by Government, an assumption which, as was said above, was wholly erroneous, he had forwarded to the Chief Engineer of Mysore a statement of the balance now available for metalling the Road, and had requested the District Engineer to place that amount, and a moiety of the allowance for maintenance, at (balance) Greenhill's disposal. Pending the receipt of the information called for

for from the Chief Engr. the Government, in para 10 of their order already referred to, decided that the transfer of the Rath made, not by the Government, but by Major Sandford, should, to prevent inconvenience and confusion, remain in force. But it will be open to Government to take any further order on the subject they may deem expedient, on being supplied with the information required from the Chief Engineer, and which he is now again requested to submit.

In para 4 of his present proceedings the Chief Engineer says that it appears to him, that all the steps proper for him to take in the matter have been followed. This is a very erroneous conclusion, and one that Colonel Faber could only have arrived at by entirely forgetting the whole scope of the order of the 29th of August.

It was there said that the Government were under the impression that the

the supervision of the work in the Ghat road been most inefficient, that large sums had been sanctioned for metalling the road, and that a minute allowance had been given, that they had no knowledge of how these sums had been expended, and had been informed only that, after an expenditure of Rs. 2,50,000, the Ghat was absolutely impassable.

The Chief Engineer will be so good as to refer to the order, and such report it

as

at an early date.

GD

A Copy to the Chief Engr. Dist.

Cons 1st Sept 57 N 36 Ch.

Copy in a Gl. L to C.
d/ 3rd Feb 1859 No 1
Para 4.

Public Nor. R 15 57 Dcht
Rec to Cons: 29th October

No 2028.

Extract Mins: of Cons:
Dated 28th Oct 57.

Rec.
From the Chief Secy to G/S
Nov 57 C No 2179 inclg 12 Maps

Calling again for
Certain specific and detailed
information on the Peram:
Caudy Ghât in Malabar

No 106 & 107.

Ch. Cost 1821