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Government of Madras.

Public Works DEPARTMENT.
Con - 10/6/37

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<u>32-34</u> Dated <u>12-6</u>	<u>18 37.</u>

Not to be folded or roughly handled*14/5/38*

Read the following Papers.

No. 32. From Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq.,
Secretary to Government, dated 12th April 1859, No. 9490.

With reference to the orders of Government conveyed in Extract Minutes Consultation under date 8th December 1858 No. 2663, I have the honor to forward copy of a letter under date 23rd March 1859 No. 76, from the District Engineer of Malabar, reporting on the state of the Perambady Ghaut on Trunk Road No. 4.

2. Rupees 8,000 for metalling the Ghaut were sanctioned by Government on the 12th November 1856,* a further sum of Rupees 4,700 on the 29th August 1857,† and Rupees 30,000 on the 16th November 1858,‡ this latter sum being about the moiety of an Estimate prepared by Lieutenant-Colonel Lawford, and entered in the Budget for 1858-59, the balance Rupees 31,000 to be expended on the sanction of the Budget 1859-60. The expenditure on the three amounts up to the 28th February 1859 has been Rupees 13,251-8-2.

3. From the want of gravel or any good road material on the Ghaut, the road-way up to the season of 1856-57 was much cut up by the heavy traffic, and during the monsoon months was converted into a mass of mud rendering it impassable for wheeled traffic; an almost similar state of things prevailed in 1857-58; a further sum is being expended this year, and the District Engineer has every hope of the Ghaut being rendered passable for wheeled conveyances during the ensuing monsoon.

4. The traffic on the line is very heavy, averaging nearly 1,000 baudies a day, it cannot therefore be expected that any permanent hard surface can be obtained in such a damp situation, until a thoroughly good coating of metal has been laid on, requiring perhaps heavy repairs for the next two or three years after each monsoon, independent of the annual allowance which provides only for trifling repairs.

5. Great difficulty is experienced in procuring labor at times, the coolies making great objections to working on the Ghaut, on account of the dense jungle and prevalence of fever, consequently the work has not progressed so quickly as might have been expected.

6. Between the foot of the Ghaut (near the 38th mile stone from Cannanore) and the Wat-tacoolay Bungalow, near the 44th mile stone, on the top of the Ghaut, considerable work has been already done, metalling is also ready for 3½ miles, and the District Engineer anticipates the completion of a coating to the whole Ghaut before the setting in of the monsoon.

No. 33. Minute by the Honorable the President, dated 13th May 1859.

In general, I think it inadvisable to levy tolls on roads in this Country, but this seems a fair case for making an exception, and I suggest that a toll of 2 Annas on each Cart and 6 pie on each Bullock should be levied and accounted for by the Department of Works—the whole sum collected being appropriated to the improvement of the road.

* Modelled upon that in the Act of 1851.

A Table of tolls* should be submitted by the Chief Engineer for approval together with the other arrangements proposed by him to give effect to this decision.

(Signed) C. E. TREVELYAN,

No. 34. ORDER THEREON, 1st June 1859, No. 1341.

Para. 1. In the letter above recorded the Chief Engineer reports on the condition of the Perambady Ghaut in the District of Malabar, in compliance with the requisition of Government dated 8th December 1858, on behalf of the late Court of Directors.

2. This Ghaut is on the line of road from Cannanore into Mysore; the length of the Ghaut is six miles, and the whole road to the Mysore frontier is sixty-eight miles. Besides the heavy general traffic which it carries, it is extremely important as a Military line of communication. The pass was opened and the Road made between the years 1848 and 1853, and both appear to have been left by Captain Francis, (who superintended the work,) in an efficient and complete state, except that they were not metalled. The sum allowed for the annual maintenance of this line was originally Rupees 50 per mile, and although this was subsequently increased to Rupees 100 per mile or Rupees 6,800 for the entire length, the increased amount would not appear, from the heavy traffic now passing on it, to be at all adequate to the object. The correspondence that has taken place during the last few years respecting this piece of road and especially respecting the pass, shews that it has been neglected by the local Engineer Officers; that the persons immediately charged with the expenditure of the funds allowed for its repair have been inefficient; and that the work has been badly done.

3. In the Budget of 1858-59 an Estimate was inserted for metalling this Road at a cost of Rupees 61,000 to be expended in two years, but the report of the District Engineer now before Government does not indicate that the management of the expenditure is much improved, and the mode of performing the work as described in para. 9 appears very primitive. It is evident also that there are difficulties in the work, arising both from the fact that the Ghaut and a large part of the road are in the Coorg Country while the work is under the superintendence of the District Engineer in Malabar, and also from the unhealthiness of the Ghaut.

4. The Government are quite satisfied that a change is urgently and immediately called for. A large outlay, probably much larger than that provided for in the sanctioned Estimate mentioned above, will be required for metalling the whole length; and the Road requires and ought to have better and more energetic superintendence. A Road of 68 miles through such a Country requires at least one efficient and trustworthy European Overseer with nothing else to attend to, and with an adequate Staff of efficient Natives. Considering the unhealthy character of a part of the line, arrangements ought to be made to enable the Overseer to do his work without sleeping in that part during the unhealthy season; and during the rains, when little or no work can be done, he might be allowed a holiday, to compensate for his hard and trying work at other times.

5. With regard to the funds necessary for keeping up the Road, the Government see no reason why it should not be made self supporting. The traffic is very heavy, stated at a thousand carts a day besides pack bullocks. A toll might be levied under Act VIII of 1851; and it would be difficult to find a better situation for levying a toll. It might be levied either at the Irritty bridge at the foot of the Ghaut, or at some point near the top. The former probably would be the best, unless the place is feverish. A traffic of 1,000 carts a day would probably require not less than 400 Rupees a mile yearly for the whole distance, to keep the road in good repair. This would amount for 68 miles to 27,200; a toll of 2 annas a cart on a thousand carts for 300 days would give 37,500 Rupees in a year; enough probably to pay all charges including superintendence, and even supposing that the number of carts stated is somewhat exaggerated. There are also the pack bullocks on which it will be expedient to charge a light toll, to avoid discouraging the use of carts.

6. - Under ordinary circumstances the Government deem it inadvisable to levy tolls on roads in this Country, but the present seems a fair case for making an exception, and the Governor in Council resolves to impose a toll under the Act above quoted of 2 annas on each ordinary cart, and six pice on each pack bullock. The Chief Engineer will submit in concert with the Board of Revenue details of the arrangements for carrying this resolution into effect together with a scale of tolls for the various kinds of vehicles other than the common cart. It is to be understood that the toll will not be imposed till the Ghaut shall have been put in thoroughly good repair.

7. Colonel Bell will make immediate arrangements for carrying on the repair of the Ghaut efficiently, or stop it entirely until he can make such arrangements. He will further report

whether the sanctioned Estimate is sufficient to put the road in really good order; and if not, he will state how much will be necessary for that purpose, sending up at the same time a carefully prepared Estimate. He will also submit an Estimate of the annual allowance that will be necessary for maintaining the line in good condition, and state what superintendence he would assign to the road,

(Signed) J. D. BOURDILLON,

Secretary to Government.

who

Central Office of P.
St. George.
12th April 1859.

N. 9490

From

The Chief Engineer

To The Secretary to Government

Public

With reference to the order of
Government conveyed in S. Min. Ord.
under date 8th December 1858. N. 2663, I
have the honor to forward copy of a
letter under date 23rd March 1859 N. 1
from the District Engineer of Malabar
reporting on the state of the Perambur
Shank on Trunk Road N. 4.

2. Rs. 50,000 for installing the
Shank were sanctioned by Government
on the 12th November 1856. a further sum
of Rs. 4700 on the 29th August 1858
and Rs. 30,000 on the 16th November 1858
the latter sum being about the moiety
of an Estimate prepared by Lieut. Col.
Lanford, and entered in the Budget for
1858/59, the balance Rs. 31,000 to be
expended on the sanction of the Budget
1859/60. The expenditure on the three

+ N. 2111.

+ N. 1656.

+ N. 2168.

Amount

who

amounts up to the 28th February 1859
has been Rs. 13,251. 8. 2.-

3. From the want of gravel or any
good road material on the Ghank, the
roadway up to the season of 1856/57
was much cut up by the heavy traffic,
and during the monsoon months
was converted into a mass of mud.
rendering it impossible for wheeled
traffic, an almost similar state of
things prevailed in 1857/58, a further
sum being expended this year
and the District Engineer has every
hope of the Ghank being rendered pass-
able for wheeled carriages during the
coming monsoon.

4. The traffic on the line is very
heavy, averaging nearly 1000 Baulies
a day, it cannot therefore be expected
that any permanent hard surface can
be obtained in such a damp situation,
until a thoroughly good coating of
metal has been laid on, requiring
perhaps heavy repairs for the next
two or three years after each monsoon
independence of the Annual Allowance
which provides only for trifling
repairs.

G. M. A.

5. Great difficulty is experienced
in procuring labor at times, the Chief
making great objections to working on
the Ghank, on account of the dense
jungle and prevalence of fever, con-
sequently the work has not progressed
so quickly as might have been ex-
pected.

6. Between the fork of the Ghank
near the 38th mile stone from Cannanore
and the Wiltacooly Bungalows near
the 44th mile stone, on the top of the
Ghank, considerable work has been
already done, including the laying
of 3 1/2 miles, and the District Engineer
anticipates the completion of a coating
to the whole Ghank before the setting
in of the monsoon.

To Mr. George
13th April 1859

G. B.
S. S. C.

To The Secretary to Government
P. B.

I have the honor to be,
Sir,
Yours most obedient servant,
The Chief Engineer

Memorandum

In this letter the Chief Engineer reports on the condition of the Perambandy Canal in the Malabar District, in obedience to a call made on him by Government on behalf of the late Honorable Court of Directors.

2. This Ghant is on the
line of road from Cannanore
into Mysore; the length of the
Ghant is six miles, and the
whole road to the Mysore frontier
is only sixty eight
miles. The Pass was opened
and the road made in the years
1848 to 1853, both appear to have
been left by Captain Francis
who

Price: 14. * December / 38 off 20
 " 13. * January / 36. * 543
 " 12. * February / 37. * 366.388
 " 16. * November / 38. off 415.

Sept 9th 1859
Dear Mr. Brewster
I have the chief concern
in the day to find
that

Vol. 12
12
Aug 490

Recd. 14th June 1889.

Ministers in the various
 City of a letter from the
 National Congress of
 Ministers, informing on
 the effect of the Decreeing
 Church on June 10 and
 11th

W. J. L. 1819 228

who superintended the work, in an efficient and complete state except that they were not metalled. The road appears never to have been provided with adequate maintenance funds, and the correspondence that has passed respecting it during the last few years, and especially respecting the P.W.D., shows that it has been neglected by the local Engineer Officers, that the persons immediately charged with the expenditure of the funds allowed for its repair have been inefficient, and that the work has been very badly done. A sum of 6,000 Rupees was granted last year for its complete repair, to be expended in two years; but the present report of the District Engineer does not indicate that the management of the expenditure is much improved, and the mode of performing the work as described in

11
in Para 9 is very primitive. It is evident also that there are difficulties in the work, arising both from the fact that the Ghaut and a large part of the road are in the Coorg Country while the work is under the superintendence of the Malabar Engineer, and also from the unhealthiness of the Ghaut.

3. Some change appears to be certainly required. In the first place if the road is to be kept up, a large outlay is necessary for metalling, apparently far beyond the present sanctioned Estimate. Next, the road, requires, and ought to have, better superintendence. There ought to be one efficient and trustworthy European Overseer upon it, with nothing else to attend to, and with an adequate staff of efficient

efficient Native. Considering the
unhealthy character of a part of
the line, arrangements ought to
be made to enable the Overseer
to do his work without sleeping
in that part, during the un-
healthy season; and during
the rains, when it is to be
supposed little or no work
can be done, he might be
allowed a holiday to compen-
sate for his hard and trying
work at other times.

4. With regard to the
funds for keeping up the road,
no reason appears why it
should not pay for itself. —
The traffick is very heavy, —
stated at a thousand carts a
day besides pack bullocks. A
toll might be levied under Act III of
1857, and it would be difficult —
to find a better situation

situation for levying a toll. It might be levied
either at the Christy bridge at the foot of the
Ghat, or at some point near the top. The
former probably would be the best, unless
the place is feverish. A traffic of 1000 carts
a day would probably require not less than 200
Rupies a mile yearly for the whole distance,
to keep the roads in good repair. This would
amount for 68 miles to 27,200; supposing 100 of
the 1000 carts to be empty and to be allowed
to pass free, a toll of 2 annas a cart on the
remaining ^{number} 600 for 300 days would give ^{37,500} 22,500
Rupies in a year. ^{three annas} would
give 3,3750 Rupies, ^{probably} enough to pay all ^{charges} in-
cluding superintendence even supposing
that the number of carts stated is
somewhat exaggerated. There are also the
pack bullocks on which it might be in-
convenient to charge a light toll, to avoid
discouraging the use of carts. ||
5. The only roads, as far as I know,
on which a toll is levied in this Presiden-
cy are the Daramung ^{and Arbis} Ghat in Canara,
where

where there is a toll on bundles of a particular construction which specially damage the road. It is said without complaint. It has often been proposed to levy tolls on roads, and especially on carts, but hitherto nothing has been done. There seems no good reason why this course should not be adopted in situations where, as in this case, the benefit of the traffic is undoubtedly far beyond the amount of the toll, and where payment cannot be evaded. It is quite fair that the cost of maintaining roads should be met by special taxation on those who use them.

In general, I think it inadvisable to levy tolls on roads in this country, but this seems a fair case for making an exception, and I suggest that a toll of 2s on each cart and ^{6d} on each Bullock should be levied and accounted for by the Department of Works - the whole sum collected being appropriated to the improvement of the road. A table of tolls should be submitted by the Chief Engineer for approval together with the other arrangements proposed for the effect to the ^{Secretary} ~~Commissioner~~ of the Public Works Department. I enclose in the proposal a model for the toll in the Act of 1851.

Mr. Pearce
Well

to levy tolls on carts and laden Bullocks on the Perambury Pass. In a Military view it is an important line of communication and ought to be maintained in a state of efficiency on that account as well as because of the immense traffic on it. From what I understood myself when travelling over this Pass in March 1858 I do not think that a ~~small~~ Bandier per day could be found for an adequate estimate. J. G.

I fully concur in the propriety of imposing the proposed toll on this ~~road~~ ^{Pass}. I must further express my approval of the principle of imposing tolls generally wherever a large outlay of public money in time, labor, war, or other means of carrying out so greatly saved & persons making use of the improved roadway. I am convinced no tax more equitable or more justly paid will more cheerfully acquiesce. J. G.

Bridges are kept in best repair such as the present one are fairly good & having the charge of tolls well performed

Public Works 1859 Dept.
Cons: 10th June.

No 1458.

Minute by the Honorable
the President.
Of 13th May 1859.

A toll of 2 annas each cart
& 6 Pies on each bullock cart passing
on the Perambur Road to the
to be considered for by the
P. W. D. The Chief Engineer to
submit for the approval of Govt.
a table of tolls together with other
arrangements proposed by him to
give effect to this decision.

No 33.

41 May 1859 - 28

Memorandum.

A No. 902.
Perambur Road.

P1. On the 3rd November 1817 the
late Court of Directors sanctioned an
estimate of Rs 200,376 for forming
this road from Cannanore to the Mysore
frontier a distance of 68 miles. Captain
Francis had the construction of the
work. It was commenced in Feb
1848 and completed in April 1853.
at a trifling above the estimate.

Cons. 6 Dec 1853 P. 2

In October 1853 the late Super-
intendent of Roads laid before Govt
the Diary of Captain Andrew, then
Civil Engineer of the 7th Division, written
as it is asserted, after a careful exa-
mination of the of line and road.
He said that he did not consider the
state of the road to be any thing like
"so good as it should be considering
the importance and natural excellence
of the line." Its principal defects, he
said, were insufficiency of drainage
and the absence of metalling nearly
throughout. He pointed to various
defects and deficiencies along the line,
and

and remarked that the $2\frac{1}{2}$ miles between the stony river bridge and of about foot, "are without question the worst part of the whole line, so bad indeed that I can hardly suppose them to have ever been completed as originally intended." The Superintendent of Roads submitted Capt. D. S. Low's estimate for metalling and draining portions of the line and completing it with other works amounting to Rspees 13131 and recommended that the annual maintenance allowance should be increased from 50 to 100 Rs per mile, or from Rspees 3400 to 6800 for the 68 miles. After observing that the condition of the road was very unsatisfactory the Government complied with both the above recommendations, and expressed a hope that with these aids the Civil Engineer would be enabled in the ensuing year to give a more satisfactory account of this important line.

On the 1st of February 1856 the Chief Engineer submitted a report from

Note: Capt. Francis's letter has been forwarded to the District Office & is put up with the papers. It does not appear that Capt. Francis's letter has been returned to the District Engineer.

In September 1856 the Commissioner General submitted a letter from the Commissioner of the District of Malabar and Canara reporting that a portion of the road was so bad as to be quite impassable during the rains. The condition of the road is given in detail by Captain Holston, and the Govt. in their order of the 1st October 1856 called for a full report on both the State and road as well as for an estimate of the work necessary to make it passable through the

from Captain Francis dated 19th Aug. 1856 with an estimate of 14,000 Rupees for metalling and gravelling the worst places on this road. The papers came too late for entry in the Budget of the coming year and were returned in consequence to the Chief Engineer. Captain Francis refers to this letter in a late communication as containing "some information on the then state of the road," but this information is not now forthcoming in the Central Office as Captain Francis's letter has been returned to the District Engineer.

the monsoon. They at the same time expressed regret that a road of such an importance should have been left in the state described by Captain Colston.

On the 21st October 1856 the Chief Engineer stated that Captains Auchterlony and Francis had been requested to prepare the report called for by Govt. on the Perambalur ghat and road, but that as he had received intimation of the intended march of the 11th and 20th Regts Native Infantry by that route about the end of December and January following, he would call for sanction for an urgent expenditure of 8000 Rupees to put those parts of the ghat and road in as well 16 miles represented to be impassable, pending the preparation of an ~~more~~ ^{estimate} estimate in detail. This amount was at once placed at the disposal of the District Engineer of Malabar, with instructions "for the immediate execution of the repairs so that no difficulty might be experienced by the 11th & 20th Regts M.B. when passing that road."

On

Comm. 25th Nov 1856 3/15-16.

17th Oct 1858 p. 2

On the 3rd November 1856 the Chief Engineer forwarded a letter, from Captain Francis dated 17th October, in which he referred to his report of the 19th January, 1856 as containing some information on the then state of the road, and the causes of its getting so much damaged, and he referred also to the estimate of Dupree 13801 (probably altered in the Central office to 14,000 Rupees) for further repairs. Captain Francis says "I remember when Captain Ludlow showed me his report on the road some years back I was amazed to read his opinion after the state of finish in which I had left it after its construction." He alluded to the remarks of Government when passing Captain Ludlow's estimate for Rupees 13131, and explained that metalling was not provided for in the original estimate for the ghat, and added, "it is now clear that Captain Ludlow's estimate was quite insufficient as was my duplicate estimate" meaning the one for Rupees 13801 and that it ^{is} necessary eventually to metal the whole road lying under the influence of the western

monsoon,

monsoon, until the region of hard gravel is reached" which, he said, could not be done under 1000 Rupees a mile and he computed a present outlay of 40,000 Rupees besides an additional sum for graveling other parts; and he thought it would be necessary to augment the maintenance allowance for the jungle stages viz 2 1/2 miles, from 100 to 200 Rupees a mile. Captain Francis at the same time suggested the mode in which the repairs should be carried out, and considering them of importance the Chief Engineer proposed to communicate them to Captain Auchterlony for the guidance of the Officer who might be deputed to prepare the Estimate.

7. The Government proposed to await the report on the Perambady ghāt and road which was called from Capt. Auchterlony as well as the Estimate for putting it in order; but no report from Captain Auchterlony appears to have been received.

8. On the 31st June 1857, Major Lennox, ^{Comm. 1st Dept. 1857} ^{N. 26/28.} Superintending Engineer Southern Circuit after -

after a personal inspection of the line reports on its condition in different parts, and says that this magnificent road, one of the greatest improvements in Southern India only needs durability and permanent efficiency to render it perfect. The road however is not metalled, and the soil is of that description which "at one season is pulverized to a degree ^{which} renders it extremely heavy, and in the rains becomes all but impassable from mud. Between these extremes there are but few days in which the surface is really good; and on the whole the state of the road must be pronounced very unsatisfactory."

9. ^{12,700 Rs for metalling & patching the ghāt only a den} ^{Estimate of 20,000 Rupees has been offered.} ^{and that in a very doubtful manner.} The Overseers employed here during the past two years in keeping the ghāt in repair on the annual allowance of 100 Rupees per mile have unavoidably been left almost unattended, and it is to be feared that much money has been wasted, if not worse. Overseers Church and Drys dala have both died

died from the effects of intemperance, and
the repairs have for some time been entirely
in the hands of a native writer on 20th Dec^r
a month, who is placed in circumstances
of temptation which are most unfavour-
able. Accordingly I find this man had
allowed the Contractors for metals to use
river shingle or pebbles instead of
broken stone which, I need not say, must
be entirely removed.

The Government reviewing
the whole subject from the commence-
ment of proceedings for opening this
line to the date of Major Lawford's letter,
observe as follows, "Major Lawford states
that the road is not metalled, and is
impassable during the rainy season, &
on the whole, he pronounces the state of
the pass to be very unsatisfactory. He
considers that not less than 1500 Rupees
a mile, or about one Lakh of Rupees for
the whole distance of 68 miles, should be
laid out on the road in the next five
years. He also observes that out of Rupees
8000 which was sanctioned by Government
on 12th November 1856, on emergency for
metalling

metalling and gravelling the ghaut, only
a sum of Rupees 2047 has been expended,
and that too, in a very doubtful manner.
It is evident from Major Lawford's letter,
that there was no control whatever over
the overseers employed on the road, and
that much of the money spent has in
consequence been wasted.

(30) "The Right Honorable the Governor
in Council cannot but feel surprised
that, with an outlay of nearly 235000 Rupees
since 1848, the Darabady ghaut and
road should be in the condition describ-
ed by Major Lawford. It is obvious
how inefficient a supervision must
have been hitherto exercised over the work.
The Government must have now a
clear explanation before them as to
what has been done with the sum
of 11,000 Rupees sanctioned on 2nd Dec^r
1853 for metalling the road and with
that part of the 8000 Rupees sanctioned
in November 1856, which has been already
expended, and in what manner the
maintenance allowance of 100 Rupees
a mile has been expended. A sketch
map should also be submitted showing
what

what portions of the road have been metalled, and what requires to be metalled, with an estimate of the actual outlay that will be necessary to put the road into an efficient state. In the same order the Government sanctioned an estimate for repairs amounting to Rspees 12,700 or deducting Rspees 8,000 already sanctioned on emergency to Rspees 4,700.

11. Mr. Robinson the Acting Col. Com 29 Oct. 1857. 106.107. of Malabar after carefully inspecting the entire line to the top of the Ghant. gives altogether a bad account of it, in his letter of the 6th October 1857. In para. 8 he says "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 cannot but raise the most painful impression of gross abuse of the liberality of Govt."

not liberal
A hundred Rs. a mile
must be utterly insufficient
- present for met.
a road with 20
being "two feet
five times that for
in front foot and
centuries with the
much -

27
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 discreditably careless. 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 become "a bad place" and the gangrene has spread till the portion of the road became an almost impassable slough.

"(p. 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 Dept. of Public Works, it cannot but be admitted that a lamentable instance of

green remarks "it seemed to engage
no ones attention in particular." The
work I found going on showed how
little inspection had been exercised since
river pebbles were being used for
metalling. The accounts of Overseers Church
and Drysdale, are not forthcoming.

14. Col. Falcir's letter of the 8th July 1853,
contains the following passages. (p. 3) "How the
annexed statement it appears that, out of
the sum of 13,131-7-10, sanctioned on the
2nd December 1853, only 1835-10-7 was expended
up to January 1856, in metalling, so that
the general road surface was but little
improved. Under Captain Ludlow's estimate
which was chiefly employed in constructing
bridges and drains."

(p. 4) "There is no account furnished
of any expenditure out of this estimate
after the date of Captain Francis' letter,
and it is certain that the Grant was
much neglected by the Overseers Church
and Drysdale, who had charge of it
until 1857."

15. The letter from the Dir. Dyer which
came enclosed in the Chief Engineer's
the above date accounting for the smallness
of the expenditure to July 1857, out of the estimate
for metalling, says "The Overseers stated that
Cooler could not be pursued on account
of Cholera raging at the time."

16. In the Budget of 1858/59
an estimate for metalling the road
amounts to Rs. 61000 ^{was accepted, with} ~~as well as an~~
an expenditure of Rs. 30000 for that year.
A description of the condition of this
road is given in pages 23, 24 & 25
and one passage of the report is
thus given: "It has been since reported that
"a combination of unfortunate circumstances
"has resulted in the great deterioration of
"the road, great damage was caused
"to the road by very heavy rain, and it
"was ill supplied with labor in a
"jungle tract where provisions are
"scarce and the climate is most unhealthy.
"It is admitted also that much money
"has been misapplied by the class of men
"who were placed in charge of the road.
"Owing to the paucity of Superior Officers
"in the Department of Public Works, the
"the supervision of the roads was entirely
"in the hands of two Overseers, who
"followed each other in succession. One
"was dismissed for intemperance and
"subsequently died, and the other died,
"also from the effects of intemperance;
"and their accounts too are not forthcoming."

17. The Govt. of India having
sanctioned the expenditure of 20000

proposed for the year 1858/59, orders
were issued in Nov. 1858 for the Com-
mencement of the work, which
it may be said is in progress.
18. The late Comtee of Directors
in their letter of the 16 June 1858
casually, observed with reference to
the correspondence that was previously
going on, that they would wait for the
Chief Engineer's report on the drainage
work, that Officer was called upon to
furnish a special report upon
the present condition of that work. The
letter was submitted to him in the
reply to their reference. Here also, al-
-lusion is made to the great difficulty
experienced at times in procuring
labor on account of the distractions
made by the cooler to working on
the bank in consequence of the then
prevalent prevalence of fever.

[Signature]

16 May / 59
-W.

902.

35

1344

Proceedings of the Madras Government

Under date the 1st June 1859.

Recd the following Pay

From the Chief Engineer.

(Here enter 12 April 1859 2291, 9)

Mine to by the Double the President.

Here enter 13th May 1859

P.P. In the letter ^{above recorded} the Chief Engineer reports on the condition of the Peramburghy Ghats in the District of Madras in compliance with the requisition of Government dated 8th December 1858 on behalf of the Late Court of Directors -

2. The Ghent is on the
line of road from Coimbatore
into Mysore, the length of
the ghent is six miles, and
the whole road to the Mysore
frontier is sixty-eight miles.
The Pass was opened and the
road made between the years
1848 and 1853, and both appeared

^x Besides the heavy general
traffic which it carries,
it is an extremely important
as a military line of
communication.

CH May 12 19th

to have been left by Captain Francis, (who superintended the work,) in an efficient and complete state, except that they were not metalled. The sum allowed for the annual maintenance of this line was originally Rupees 50 per mile, and although this was subsequently increased to Rupees 100 per mile or Rupees 6,800 for the entire length, the increased amount would not appear, from the heavy traffic now passing on it, to be at all adequate for that purpose. The Correspondence that has taken place during the last few years respecting this piece of road is, and especially respecting the Coy's, shows that it has been neglected by the local Engineer Officers; that the persons immediately charged with the expenditure of the funds allowed for its repair have been inefficient; and that

37 2
that the work has been badly done.
2 In the Budget of 1858/59 an estimate was inserted for metalling this road at a cost of Rupees 6,000 to be expended in two years, but the report of the District Engineer now before Government does not indicate that the management of the expenditure is much improved, and the mode of performing the work as described in paragraph appears very primitive. It is evident also that there are difficulties in the work, arising both from the fact that the Ghat and a large part of the road are in the Boory Country and while the work is under the superintendence of the District Engineer in Malabar, and also from the unhealthiness of the Ghat.
3 The Government are quite satisfied that a change is urgently and immediately

immediately called for a large outlay, probably ~~much~~ much larger than that provided for in the sanctioned estimate mentioned above, will be required for metalling the whole length, and ~~the~~ the Road requires and ought to have better and more energetic Superintendence. A road of 68 miles through such a country requires at least one efficient and trustworthy European Overseer ~~in~~ with nothing else to attend to, and with an adequate staff of efficient natives. Considering the unhealthy character of a part of the line, arrangements ought to be made to enable the Overseer to do his work without sleeping in that part during the unhealthy season, and during the rains, when it is ~~to be supposed~~ little or no work can be done, he might be allowed a holiday to compensate

compensate for his hard and trying work at other times.

5. With regard to the funds necessary for keeping up the road, the Government see no reason why it should not be made self supporting. The traffick is very heavy, stated at a thousand carts a day besides pack bullocks. A toll might be levied under Act VIII of 1857; and it would be difficult to find a better situation for levying a toll. It might be levied either at the Britty bridge at the foot of the Ghaut, or at some point near the top. The former ~~is~~ probably would be the best, unless the place is feverish. A traffic of 1000 carts a day would probably require not less than 100 Rupees a mile yearly for the whole distance, to keep the road in good repair. This would amount for 68 miles to 27,200; a toll of

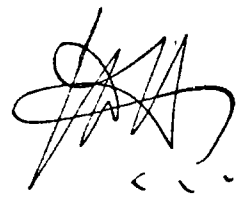
2 annas a cart on the number
for 300 days would give 37500
Rupees in a year enough
probably to pay all charges
including superintendence,
and even supposing that
the number of carts started
is somewhat exaggerated.
There are also the pacht on
bullocks on which it might
be expedient to charge a
light toll, to avoid discourag-
ing the use of carts.

5. Under ordinary
circumstances the Government
would deem it inadvisable
to levy tolls on roads in
this country, but the present
seems a fair case for mak-
ing an exception, and the
Council resolves to ~~as~~
~~Government would wish~~
impose a toll under the
~~that a toll of two annas on~~
~~act above quoted of 2 annas~~
~~each cart but free on~~
on each ordinary cart
~~each bullock should be~~
and six paise on each for
~~to be assessed for~~
pacht bullock. The Chief
by the ~~Department Public~~
Engineer

is to be understood that
the toll will not
be imposed till the ground
shall have been
put in thoroughly good
repair -

Engineer will submit in con-
sultation with the Board of Revenue
the details of the arrange-
ments for carrying this
resolution into effect together
with a scale of tolls for
various kinds of vehicles
other than the common cart. Lt
Colonel Bell will make im-
mediate arrangements for
carrying on the ^{of the ground} repair effi-
ciently, or stop it entirely
until he can make such
arrangements. ~~Colonel Bell~~
will further report whether
the sanctioned estimate is
sufficient to put the road
in really ^{good} efficient order,
and if not, he will state
how much will be necessary
for that purpose, sending
up at the same time a
carefully prepared es-
timate. ~~Colonel Bell~~
will also submit an
estimate of the annual
allowance that will be
necessary for maintaining
the

the line in good condition
and state what Superinten-
dence he would assign
to the road.



10 Copies to the Chief Eng^r District
3 — — — — — R. S. Ruel

Public Works 1859 Departt.
Cons. 10th June.

c 10/14/4.

• Sec. of the Madras Govt.
25th June 1859.

From the Chief Eng^r 15th Sept/59
{ No 2437 in Cons 14 Oct
170-171 }
From do 28th Nov/59 C/o 3091-

Referring orders on the
state of the Madrasdy District
in Malabar.

c 1032 at 34.

May