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MADRAS RECORD OFFICE.

Government of Madras.

Education DEPARTMENT.

G.O. No. <u>1703</u>	Press Min.
Dated <u>10-1-37</u>	18

Not to be folded or roughly handled

Read the following papers.

No. 70. From Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDIL-
LON, Esq., Secretary to Government, dated 13th May 1859, No. 421.

With reference to Extract Minutes Consultation of the 24th November 1858, No. 2504,

- 1 Letter from District Engineer
Canara, No. 176, dated 4th January
1859.
- 1 do. No. 206 of 11th February
1859.
- 1 Map.

I have the honor to forward two original letters, as per margin,
from the Acting District Engineer of Canara, with a sketch
map of the roads in the three road circuits of that District,
affording, as far as he can, the information omitted to be given
in the letter which was submitted with the one from this office
of the 26th October 1858, No. 4874, in reply to Extract
Minutes Consultation of the 14th idem No. 2167, in continua-
tion of previous correspondence on the subject of roads in those circuits.

No. 117 dated 7th September 1858.

2. The Acting District Engineer, after stating that the roads included in the three cir-
cuits, for which maintenance allowances are granted, may be said to comprise all the important
communications of the northern portion of the province, except the Dharwar and Coompta

* Cooloor ghaut, Arbyle ghaut, Gar-
soppah ghaut.

road and Devamany ghaut, and three* other ghauts possessing
separate small allowances of Rupees 500 each, goes on to shew
what has been done in each, section by section, with the funds

at his disposal, and explains, that although the calculations on which the maintenance allow-
ances granted to the circuits were based upon the principle of permanently employing a certain
number of workmen per mile, and that these were actually entertained, and for some time
kept up, it was found necessary to depart from this arrangement when, in consequence of the
restriction of expenditure, it became indispensable to concentrate his means on such portions
of the road as are of the most importance, and on that account subjected to the greatest wear
and tear. With the exception therefore of those upon the Dharwar and Coompta road, in-
cluding the Devamany ghaut, for which a liberal separate maintenance is allowed, the per-
manent establishments have been dispensed with, and so far the original intention has been
departed from, but Lieutenant Hunter has, I think, very successfully shown that with his
reduced funds it would have crippled his measures for keeping the roads in the best possible
order to have adhered to an arrangement intended for other circumstances, and he has very
clearly described the satisfactory results of those measures in maintaining the communication
generally in a passable state, and in working up those which had fallen into special dis-repair
into fair condition.

3. The roads included in the three circuits for which the sum of Rupees 34,996-8 was
applied for, as an annual maintenance but has been granted by mistake as a special allowance
for two years only, consist of,

In the Yellapoor circuit.....	154 miles.
In the Sircy circuit, exclusive of the Dharwar and Coompta road and Devamany ghaut.....	92 "
In the Hullande circuit.....	152 "
Total miles.....	398 "

4. Lieutenant Hunter describes in detail the character and present condition of each
portion of these 398 miles of, in many cases, extremely valuable lines of communication between
the interior and the coast, and pointing out not only the ill effects produced by the reduction
of the funds available for their repair, and gradual improvement, in consequence of the im-
position of restriction on the expenditure of the sum allotted in Budget No. 2, but also the
inadequacy of the Rupees 34,996-8 entered in that list for the purpose, earnestly requests that
an increased allowance at the rate of Rupees 100 per mile according to a scale he has furnished
in a tabular form, may be sanctioned and entered in list No. 3 of all future Budgets.

5. The exports from the ports of Canara of the produce of that and of the adjoining inland
districts are of so much value, and are increasing so fast, as to demand the fullest attention being

*Proceedings of the Madras Government Public Works Department,
from 9th to 15th July 1859.*

given to the means of transit for them, and therefore that the roads included in the three cir-

3 road circuits.	Rupees.
Dharwar and Coompta road } 38,400	
and Devamany ghaut. } 28,000	
Arbyle road and ghaut.. } 25,000	

cuits, and which have been severally more or less completed at a heavy outlay, should be kept in order, and as this cannot possibly be done without adequate funds whatever may be the extensions of the District Engineer and his subordinates, I strongly recommend Lieutenant Hunter's application to the favorable consideration of Government, and request that not only may his estimate of Rupees (66,400) sixty-six thousand, four hundred, for the maintenance of the 395 miles of road he has enumerated, including Rupees 28,000 for the Arbyle road and ghaut, and exclusive of the Rupees 28,000 already specially allowed for the Dharwar and Coompta road, be sanctioned for entry in list No. 3 of the Budget of 1860-61, but also that the whole of the Rupees 31,996-8-0 entered as item No. 422 of list No. 2 of the current Budget but on which no outlay is authorized, may be allowed for expenditure during 1859-60; and as by recent orders* the local funds have been in-

* E. M. C. No. 2224, dated 22nd October 1858.

corporated with the general revenue of the District, a sum of Rupees 15,000 which has heretofore on an average been annually at the disposal of the District Engineer for minor improvements is no longer available, I would further propose that the amount of the discretionary allowance assigned to Canara may be increased from Rupees 20,000 to Rupees 35,000.

6. If this be not done the immense traffic on the lines of communication in question, assisted by the peculiarly unfavorable climate of the Western Coast, will soon wear out and reduce the roads to a state of ruin from which it will not be easy to restore them without heavy outlay, and immense loss of time, and without putting the trade of the country to the greatest inconvenience.

7. I will shortly forward a report by Lieutenant Hunter on the Munjeerabad road, and propose that the present allowance on it be also increased to Rupees 100 per mile.

No. 71. Memorandum from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 28th June 1859, No. 2141.

With reference to Official Memo. dated 1st June 1859, No. 122, the Chief Engineer has the honor to inform the Secretary to Government, in the Public Works Department, that the length of the Arbyle road including the branch to Coompta to be provided for by the proposed grant of Rupees 28,000, is 77 miles, out of which, 12 miles are stated to be a difficult ghaut, for which Rupees 7,908, should be allowed at the full rate of Rupees 659 per mile, and for the remaining 65 miles Rupees 20,092 at 309 Rupees per mile, rather less than the amount allowed by the Superintendent of Roads for 2nd class roads.

No. 72. ORDER THEREON, 11th July 1859, No. 1703.

In this letter the Chief Engineer, in continuation of former correspondence* brings forward again the case of certain roads in Canara for which he solicits increased maintenance allowaners. His proposals are as follow.

* Minutes of Consultation, 1st July 1858 No. 1233.
Do. do. 14th Oct. " " 2167.
Do. do. 29th " " " 2304.
Do. do. 30th Nov. " " 2504.

Roads.	Present allowance.	Proposed allowance.	Increase.
	Rs.	Rs.	Rs.
1. Three road circuits in North Canara 384 miles.....	12,500	38,400	26,100
2. Coomptah and Dharwar road 80 miles...	27,885	28,000	115
3. Arbyle ghaut and road 77 miles.....	500	28,000	27,500
4. Discretionary allowance.....	20,000	35,000	15,000
Total Rupees.....	60,655	1,39,400	68,715

*Proceedings of the Madras Government, Public Works Department,
from 9th to 15th July 1859.*

2. The allowance of 12,300 is obviously insufficient for 384 miles of road; and unless the roads which have been made are to go to ruin, and the large sums which have been expended upon them to be wasted, this grant must be increased. The allowance solicited is at the moderate rate of 100 Rupees per mile.

Item 1.

3. The small increase proposed to the Coomptah and Dharwar road does not call for any remark.

Item 2.

4. The length of the Arbyle ghaut and road is 77 miles, and the ghaut is stated to be difficult and 12 miles in length. For the maintenance of the pass alone the trifling sum of 500 Rupees was given; while no provision has ever

Item 3.

been made for the remaining portion of the line, which has no doubt however received repair out of the very large funds at the disposal of the Collector in this District for road repairs. The traffic on the road is very heavy and the rate of maintenance proposed by the Chief Engineer, viz. 659 Rupees a mile for the ghaut, and 309 Rupees a mile for the road, appears quite moderate.

5. The Honorable the Governor in Council accordingly sanctions from the commencement of the year 1860-61 the increased maintenance allowances applied for; and authorizes their entry in the Budget list No. 3 of 1860-61 to the aggregate amount of Rupees 94,400.

6. The Governor in Council also authorizes immediate action under the grant of Rupees 31,996½ contained in Budget Statement No. 2 for the year 1859-60.

7. The Governor in Council is not prepared to augment the discretionary allowance of the Canara District which is already very large. The grant of a sufficient maintenance allowance for the Arbyle ghaut will in fact be a very material addition to that fund.

Item 4.

(Signed) J. D. BOURDILLON,
Secretary to Government.

which

N^o 421

Central Office of P.W.
Fort St. George 13th May 1859.

From the Chief Engineer.

To the Secretary to Government
Public Works Department.

Dear Sir,

Enclosures 3 in orig^l

1. Specimen Map
Canara N^o 1762
14 Jan'y/59
1. 8. N^o 206 of 11
7th/59
1 Map.

N^o 117 dated
7 Sept 1858.

With reference to Ex^l Min^l Sec^y of the 24th November 1858 N^o 2504, I have the honor to forward two Original Letters, as per margin, from the Acting District Engineer of Canara, with a Sketch Map of the roads in the three road Circuits of that District, affording, as far as he can, the information omitted to be given in the letter which was submitted with the one from this Office of the 26th October 1858 N^o 4874, in reply to Ex^l Min^l Sec^y of the 14th idem N^o 2167 in continuation of previous correspondence on the subject of roads in those Circuits.

2. The Acting District Eng^r after stating that the roads included in the three Circuits, for which

which maintained Allowances are
granted, may be said to comprise all
the important communications of the
Northern portion of the province, except
the Sharwar and Loemsta road and
Deumany Ghaut, and three other ^{Loemsta Ghaut,}
Ghauts possessing separate small ^{Libya Ghaut,}
Allowances of Rupees 500 each, goes ^{Garaspah Ghaut.}
on to show what has been done in
each Section by Section, with the funds
at his disposal, and explains, that
although the calculations on which
the maintenance Allowances granted
to the Circuits were based upon the
principle of permanently employing
a certain number of Walkmen per
mile, and that these were actually
entertained, and for some time kept up,
it was found necessary to depart from
this arrangement when, in consequence
of the restriction of expenditure, it
became indispensable to concentrate
his means on such portions of the
road as are of the most importance
and on that account subjected to
the greatest wear and tear. With
the

the exception therefore of those upon the
Sharwar and Loemsta road, including
the Deumany Ghaut, for which a
liberal separate maintenance is allowed,
the permanent establishments have
been dispensed with, and so far the
original intention has been departed
from, but Lieut Hunter has, I think,
very successfully shown that with
his reduced funds it would have
crippled his measures for keeping the
roads in the best possible order to
have adhered to an arrangement
intended for other circumstances,
and he has very clearly described
the satisfactory results of those
measures in maintaining the com-
munications generally in a passable
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which had fallen into special
disrepair into fair condition. —

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of Rupees 34,996.8 was applied
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as a special allowance for two years only, consist of

In the Yellapoor Circuit. 154 Miles

In the Sray Circuit, exclusive of the Thavar Coompla road and Devamany Thant. 92 "

In the Mullaikudi Circuit. 152 "

Total Miles 398.

4. Lieut Hunter describes in detail the character and present condition of each portion of these 398 Miles of, in many cases, extremely valuable lines of communication between the interior and the coast, and pointing out not only the ill effects produced by the reduction of the funds available for their repair, and gradual improvement, in consequence of the imposition of restriction on the expenditure of the sum allotted in Budget N^o 2, but also the inadequacy of the Rupees 34,996-8. entered in that list for the purpose, earnestly requests that an increased allowance at the rate of Rupees 100 p Mile, according

3 Road Circuits - Rs 38,400
Thavar Coompla Road & Devamany Thant - 28,000
Carry to Road Grant - 28,000

according to a scale he has furnished in a tabular form, may be sanctioned and entered in List N^o 3 of the future Budgets.

5. The reports from the Ports of Canara of the produce of that and of the adjoining inland districts are of so much value, and are increasing so fast, as to demand the fullest attention being given to the means of transit for them, and therefore that the roads included in the three Circuits, and which have been severally more or less completed at a heavy outlay, should be kept in order, and as this cannot possibly be done without adequate funds, whatever may be the exertions of the District Engineer and his subordinates, I strongly recommend Lieut Hunter's application to the favorable consideration of Government, and request that not only may his estimate of Rupees 66,400 Sixty Six thousand, four hundred for

for the maintenance of the 398. Miles
of road he has enumerated, including
Rupees 28,000 for the Orbyle road
and Ghant, and exclusive of the
Rupees 28,000 already specially
allowed for the Shamur and Coomptee
Road, he sanctioned for entry in List
N^o 3 of the Budget of 1860/61, but
also that the whole of the
Rupees 34,976. 8. entered as item
N^o 422 of List N^o 2 of the Current
Budget, but on which no outlay is
authorized, may be allowed for ex-
penditure during 1859/60; and as
by recent orders the local fund. ^{Em.}
have been incorporated with the general ^{of 22}
revenue of the District, a sum of
Rupees 15,000 which has heretofore
on an average been annually at the
disposal of the District Engineer
for minor improvements is no longer
available, I would further propose
that the amount of the discretionary
allowance assigned to Deansar
may

may be increased from Rupees 20,000
to Rupees 35,000.
b. If this be not done the
immense traffic on the lines of
Communications in question, assisted
by the peculiarly unfavorable climate
of the Western Coast, will soon wear
out and reduce the Roads to a state
of ruin from which it will not be
easy to restore them without heavy
outlay, and immense loss of time,
and without putting the trade
of the Country to the greatest in-
convenience.

c. I will shortly forward a
report by Lieut Hunter on the Man-
jerabad road, and
propose that the present allowance
on it be also increased to Rupees 100
per mile. -

W. H. P. }
15th May 1859

Have the honor to be,
Sir,

Your most obedt Servant.

W. H. P. }
Chief Engineer.

W. H. P.

Central Office of Public Works
Fort St. George, 28 June 1859.

c 1021/41

Memorandum.

With reference to Official Memo-
dated 1st June 1859, the Chief Engineer has the
honor to inform the Secretary to Government,
in the Public Works Department, that the length
of the Arbye road including the branch to
be completed to be provided for by the proposed
grant of Rupees 28,000, is 77 Miles, out of which,
17 Miles are stated to be a difficult Shant, for
which Rupees 7,908. should be allowed at the
full rate of Rupees 659, per Mile, and for the
remaining 65 Miles Rupees 20,092 at 309 Rupees
per Mile; rather less than the amount allowed by
the Superintendent of Roads for 2nd class Roads -

vide page 488
para 2 Grant's Book

J. H. Bell Esq. Col.
Chief Engineer

28.6.59

To
The Secretary to Government
Public Works Department.

Cont: 30th Nov 1858 Rs 854
" 19th Dec 1858 " 49450
" 29th " " " 14950

30th Nov 1859. Estimate
Rs 17720.0

To the Chief Engineer

The Secretary to Government
P.W.D.

Dated 13th May 1859.
Recd 16th

10th 11/21
Rs 30225.2.60

Enclosed two Original letters from
the District of Tanjore giving the
information called for in P.W.D.
of 24th Nov 1858. Submitting
a detailed scheme of road works
concerning Tanjore. Recommend
that the amount required may be
included in the Rs 30 of budget of
1859/60. & that the whole of Rs 122 of
the current budget be allowed for
expenditure during the year 1859/60.

10th 11/21
10th 11/21
10th 11/21

225

Copy.

States length of Roads
to be provided for by the
Imperial Grant of Rs. 2000
for the Shyler Road and
Canal.

Calcutta 28 }
Dec. 28 } Jan 1854.
Memo No. 28

Dec 21/41

11000 of
The Chief Engineer.
No. 28
Secretary to Government
S. P. 1854.

11000 of
The Chief Engineer.
No. 28
Secretary to Government
S. P. 1854.

Memorandum

In this letter the Chief Engineer, in continuation of former correspondence, brings forward again the case of certain roads in Canara for which he solicits increased maintenance allowance. His proposals are as follow.

Roads	Present allowance	Proposed allowance	Increase
Three road circuits in North Canara 384 miles	12,300	38,400	26,100
Comptah & Dharwar road 80 miles	27,885	28,000	115
Arhyle Ghaut and road 55 miles	500	28,000	27,500
Discretionary allowance	20,000	35,000	15,000
Total	60,685	1,29,400	68,715

Independently of these sums the following maintenance allowances also exist for the roads in the district, omitting a few for station and cantonment roads and streets.

Description of Work	Date of Sanction	Amount Paid
Annual repairs to a portion of Trunk road No. 2 from the Sumpajee Ghaut to Mangalore	4 th Jan. 1854	10,525
Do to Trunk road No. 3 from Mangalore including the Ghaut to Buntwall	4 th Sept. 1854	3,000
Do to road between Oapimungudy and Pootoor	23 rd Nov. 1852	200
Do to Coolor Ghaut	24 th Nov. 1852	300
Do to Gursappah - do	27 th Jan. 1853	500
Total		14,725

The

2 The total is Rupees 14725 annually; but several of the allowances in this second list are undoubtedly quite insufficient. There are also other roads in South Canara which need maintenance allowance to a small amount; and the total of such allowances demanded for this single district, cannot be taken at less than 1,6000 Rupees yearly.

3 I am far from wishing to oppose the grant of the present application. But I think that when deliberating upon it Government ought to have the whole case before them. Here is a sum of 1,6000 Rupees asked for to main-^{tain} roads in a single ^{district} Canara from its form & the possessions of numerous rivers navigable for small craft and much used for that purpose, has less need of roads than most districts. But assuming that other districts will need on an average no more, here is a sum of

17 of thirty two lacks of Rupees a year required for the main-tenance of roads only, or very little more, independently or nearly so of new roads to be made. This sum is not indeed required now, because many districts are almost unprovided with made roads; but that and more will be eventually.

4 Is Government prepared to provide this large sum as a part of its regular yearly expenditure; if so well and good, but if the will or the ability of Government to do this under all circumstances cannot be relied on, then other means must be sought to supplement the Government grants, & I cannot but think that tolls on the ghauts might well be adopted, as recently ordered on the Perambady Ghaut in Malabar. The advantage of

of a good road in a Ghaut is many times greater than the amount of the toll; a toll would be easily collected and I believe it would be readily paid. It may be added that the greater part of the traffic on these Ghauts consists of produce from Mysore or the southern Maharata country, in which the local tax payers have no direct concern.

5 On the proposal immediately before Government I would remark that the same amount is asked for the Arghy Ghaut and road 55 miles, as for the Coomptah and Dhara-war road and Ghaut 80 miles, nearly one half longer. The sum seems to be stated by the District Engineer in a loose way, and before acceding to the demand explanation may be asked for.

I

6 I cannot but point also to the contrast between the sums allowed for roads in Canara and in other districts, though many others need roads much more. The following statement shows the whole amount now given in each district.

Districts	Amount Rupees
Ganjam	21,210
Vizagapatam	8,473
Rajahmundry	1,000
Masulipatam	7,425
Guntur	4,300
Vellore	42,222
Cuddapah	58,365
Belary	53,525
Hunnool	18,400
Chingleput	105,085
North arcot	68,185
South arcot	53,590
Tanjore	30,913
Tuticorin	26,835
Madurai	2937
Sivanevelly	5,215
Coimbatore	42,576
Salem	28,221
Canara	61,492
Malabar	19,488
Madras	25,197
Jackatallah	450
Total	638,104

Note. These grants are so large in consequence of the trunk roads which traverse these Districts. They are not for local purposes.

In 1856 a paper was sent to the Chief Engineer having

in view the classification of the roads throughout all the districts, in order that Government and its officers might know the amount of work before them, and the respective claims of each district. Nothing has been done, I believe in pursuance of that order. It is put up with these papers and it is also to be found at page 441 of Grant's Circular Order Book.

I presume that there will be no hesitation about giving the amount (Rupees 31,996.8) asked for as maintenance allowance for the roads of the three road circuits, 384 miles, for the current year. The amount was entered in the Budget, but no expenditure has been authorized out of it. It is however necessary if the roads are to be kept up, and being for repair, I apprehend that

21
is no reason for delaying to grant it.

[Signature]

June 23.

12,300 rupees is ~~proposed~~ ~~or proposed~~ ~~or~~ obviously an insufficient allowance for 384 miles of road; and unless we are prepared to allow the roads which have been made, to go to ruin; and the large sums which have been expended upon them, to be wasted, we must increase this allowance as proposed by the Chief Engineer.

The proposed increase of the maintenance allowance for the Myle Ghant from 500 to 20,000 rupees is so large as to imply some decided change of system or circumstances. Further explanation is called for - and also in regard to the proposed "discretionary allowance".

I have already reluctantly concurred in the imposition of a Toll on the Nerambadhi Ghant in Malabar as an experiment, and am very averse to any further extension of the system until the result of this has been seen. As a general arrangement

for ~~roads~~ ^{depaying} the expense of
the construction and maintenance of roads
throughout the country. I am of opinion
that Tolls are extremely objectionable.

The question of the best means
of maintaining the communications of the
country must be considered in
connection with Rail Roads - The
practical position will be that
the High Roads will be maintained
which will narrow the question to the
cross roads. Municipal action may
well be brought into play in keeping
up these

Adm. 20 June 59

I think the sums recommended by the Comtee. for keeping
up these ghats must be granted - It is a very short-sighted
policy to make a large outlay for making a road or path
and then leaving it to itself. The wear & tear occasioned
by traffic and the violence of the monsoon along the W
range of Mts renders the progress of destruction
the most rapid in Canara & I am not surprised at the
sums demanded to keep these valuable works in repair
to function a sum of 500 Rs. a yr. for the maintenance
of three of these ghats is simply an absurdity.

The great number of ghats between the base ghats of
the Western Ghats & the Eastern Ghats is a combination of the narrow chert to Canara

23
and Malabar will always render the charge
of maintenance in these districts particularly
heavy.

At present the expenditure falls
exclusively on the revenues of this Presidency
& of British in the whole of the country
benefitted is British Territory. This is of little
moment.

~~But also a probable that~~
The outlay is in fact an Imperial
disbursement and I think it is improbable
that under present circumstances such heavy demands
on the general revenue will be sanctioned.

Recourse must then be had to local
sources and I think with Mr. Daudellon
that the establishment of a system of Tolls offers
the most obvious as well as the fairest
expedient.

The argument brought against them is the
unpopularity of such a tax. Passengers dislike
putting their hands into their pockets on every
occasion & hence the clamor.

But a single toll on a stretch of several
miles in length is not vexatious. It should
only be levied at the entrance rather way
& if those who frequent the pass saw that
the good order depended on the local pay-
ment it would be cheerfully made.

I am strongly in favor of the extension of the
experiment to these ghats. where it is not liable
to the same degree of objection as in the case of
passenger roads & bridges W.E.

30/6/59

Public Works Dept

No 1703.

Proceedings of the Madras Government
Under date the 14th July 1859
Read the following
papers.

From the Chief Engineer.

Forwarding two letters from
the District Engineer of Canara
on the subject of certain local roads,
and supporting the applications
therein made for increased
maintenance allowances. Also
recommending the expenditure of
34,998 1/2 Rupees in the current
year and the increase from 20
to 35 thousand Rupees of the dis-
cretionary allowance.

For enter 13th May 1859 (A2141)

Mem^o from Ditto

Submitting explanation
with respect to his application
for an additional maintenance
allowance of 27,500 Rupees on account
of the Artillery garrison in Canara.

For enter 26th June 1859 (A2141)

In this letter the
Chief Engineer in continuation

continuation of former correspondence, brings forward again the case of certain roads in Canara for which he solicits increased maintenance allowances. His proposals are as follow.

* Min. of Cent. R. July 1858 111,258
 14. Oct. 207
 20. 238
 20. Oct. 201

Roads	Present allowance	Proposed allowance	Increase
1. Three road circuit in North Canara 57 miles	12,300	38,400	26,100
2. Coomplash Dhanwar road 80 miles	2,885	28,000	115
3. Arbye Ghaut & road 77 miles	500	25,000	24,500
4. Discretionary allowance	20,000	35,000	15,000
Total Rs.	60,685	129,400	68,715

2 The allowance of 12,300 is obviously insufficient for 384 miles of road; and unless the roads which have been made are to go to ruin, and the large sums which have been expended upon them

Must.

Item 2.

Item 3.

them to be wasted, this grant must be increased. The allowance solicited is at the moderate rate of 100 Rupees per mile.

3. The small increase proposed to the Coomplash and Dhanwar road does not call for any remark.

4 The length of the Arbye ghaut and road is 77 miles, and the ghaut is stated to be difficult and 12 miles in length.

For the maintenance of the pass alone the trifling sum of 500 Rupees was given; while no provision has ever been made for the remaining portions of the line, which has no doubt however received repair out of the very large funds at the disposal

disposal of the Collector in
this District for road repairs.

The traffic on the road is
very heavy and the rate of
maintenance proposed by
the Chief Engineer, vizt
659 Rupees a mile for
the ghaut, and 309 Rupees
a mile for the road, ap-
pears quite moderate.

5. The Honorable
the Governor in Council ac-
cordingly sanctions from
the commencement of the
year 1860/61 the increased
maintenance allowances
applied for; and authorizes
their entry in the Budget
list No. 3 of 1860/61 to
the aggregate amount of
Rupees 94,400.

6. The Governor in
Council also authorizes im-
mediate action under
the

23
the grant of Rupees 34,996 1/2
contained in Budget State-
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1859/60.

7. The Governor in
Council is not prepared
to augment the discretion-
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Canara District which is
already very large. The
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tenance allowance for
the Arbye Thant will
in fact be a very material
addition to that fund.

Item 4.

[Signature]

10 Copies

To The Chief Engineer Dated 15th
6-11-60 By Secy. Govt.

Public Works 1854 Dep't
Rec. of Genl. 15th July

15/1700

Rec. of the Hon. Genl.
15th July 1854

From the Chief Engineer 18th Oct 1854
Ct 2697 anson

From the S. L. 1854. Ct 1650

Increased maintenance
allowances for roads in
Canary Channel as well as
the augmentation of discretionary
allowances of that District
decided.

From the Chief Engineer 7th Dec
1854 Ct 14518

15/1702