M.R.O.—77,043—4-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con 4/10/38

G.O. No. 2268 Press Mis.

170.71.

Dated 4-10 18 38

Not to be folded or roughly handled

No. 170. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer to J. D. BOURDILLON, Esq., Secretary to Government, dated 15th September 1859, No. 5054.

I have the honor to acknowledge the Proceedings of the Madras Government, marginally noted, directing that immediate arrangements may be made for carrying on efficiently the repairs of the Perambadi ghât, or that the work may be stopped until some arrangements can be made, and calling upon me to report on the sufficiency of the sanctioned estimate for putting the road in really good order, and if not to forward an estimate for that purpose, as well as a memorandum for such annual allowance as will be required to keep it in repair, and to state what superintendence would be required.

2 Original letters Nos. 18 and 243, dated 18th June and 2nd August 1859, from the District Engineer Malabar.
1 Abstract estimate Rs. 1,30,100.
1 Sketch map.

No. 1344, dated 1st June 1859.

2. The repair of the portion of the road lying within the limits of the Malabar district has hitherto been superintended* by an Overseer, that in the Coorg country by a European pensioner, with the assistance of four maistries on minor charges along the line.

* Vide paragraph 2 of letter No. 18, dated 18th June 1859, from the District Engineer of Malabar.

3. The District Engineer considers it very advisable that the repairs should be completed, and that the road should not be allowed to fall into disrepair, and proposes to keep up the present establishment for that purpose.

4. To repair the road the balance of the sanctioned estimate is considered† sufficient, but to put it in thoroughly good order, and in an efficient state to stand the heavy general traffic, to which it is exposed, the District Engineer has prepared the accompanying estimate, amounting to Rupees 1,30,100, which allows for an average depth of metalling of 6 inches for a distance of 24 miles, viz., from the top of the Perambadi ghât as far as the Irity river, 27 miles from Cannanore, the remaining portion at Coorg and Malabar with the exception of 3 miles, is in good soil generally, and does not require metalling. In the estimate also is included an item amounting to Rupees 2,500 for covering tunnels on the road, as the present works are built of laterite, either with a flat stone or arch, and this material does not stand well the heavy traffic, but should be replaced by brick in chunam.

† Vide letter No. 243, dated 2nd August 1859, from the District Engineer of Malabar.

5. With reference to the remark of Government in paragraph 5 of the order, now under reply, viz., that a traffic of 1,000 carts per diem would probably require not less than 400 Rupees per mile as a maintenance allowance, the District Engineer reports that the traffic returns hitherto prepared, have not exhibited that amount of traffic, but he believes that a toll would yield sufficient to provide for a somewhat smaller maintenance allowance, viz., Rupees 370 per mile, which would allow for an annual establishment of 7 cooly maistries with gangs of 50 coolies each, with a Native or European superintendent and a bricklayer maistry.

6. As the line connecting Cannanore with the Coorg and Mysore Provinces is a very important one, not only in a military point of view, but also as regards the heavy general traffic that passes along it, I recommend that sanction be accorded for the entry of the accompanying estimate* in the budget for 1860-61, and that as far as the allotment of funds in the Malabar District will permit, orders may be issued for prosecuting the repairs on the balance of the sanctioned estimate, but I do not recommend that the road be tolled until it has been put in an efficient state of repair. On this subject, I am at present in communication with the Board of Revenue.

* Rupees 1,30,100.

7. In conclusion, I would remark, that it is impossible to state with any degree of accuracy in what time the work might be completed after the sanction of the accompanying estimate is accorded, as even with a liberal rate of hire, coolies are always difficult to be procured, are unwilling at all times to remain on account of the unhealthiness of the locality, abscond immediately cholera or any other epidemic breaks out, and cannot be persuaded to return to their work for that season.

8. The rate of the estimate may appear high, but taking into consideration the unhealthiness of the locality and the consequent difficulty in procuring labor and material, I am of opinion that no reduction can be made therein.

No. 171. ORDER THEREON, 4th October 1859, No. 2368.

In this letter the Chief Engineer replies to the order of the 1st June 1859 No. 1344 on the subject of the executive arrangements at the Perambadi ghât and the probable cost of putting the ghât and road into really good order throughout. For the latter purpose he submits a revised estimate of Rupees 1,80,100.

2. In the order above quoted, the Government directed that the work should be stopped till efficient superintendence could be supplied. The Chief Engineer appears to support the recommendation of the District Engineer that the repairs should proceed under the present superintendence, but he does not certify Government of its sufficiency. It was clear from the papers formerly before Government that very great waste had occurred on this road from the absence of honest and skilled superintendence, and, anxious as the Government are to have the road put in thorough repair, they cannot allow the work to proceed until efficient superintendence can be provided for it. It will therefore be stopped till the Chief Engineer shall be able to report to Government that he has secured that object.

3. The large estimate sent up is stated to be for additional metalling for 24 miles of road, being apparently the same portion already provided for in the sanctioned estimate of Rupees 61,000: in other words above Rupees 5,000 a mile instead of Rupees 2,500 already provided. No opinion is given by the Chief Engineer as to the necessity of this large additional outlay; and the Governor in Council hesitates to believe, in the absence of such assurance that one foot depth of metalling is necessary on this road.

Paragraph 4.

4. A maintenance allowance of Rupees 379 per mile is recommended for the road, but the data on which this sum is fixed are not stated, nor does the Chief Engineer offer any opinion as to its propriety, or on the proposed manner of expending it.

Paragraph 5.

5. The District Engineer states that, under authority from the late acting Chief Engineer, he has appointed the son of the Paymaster at Cannanore to take the place of the pensioner lately in charge of the upper part of the road. The Government request to be informed what are the qualifications of the gentleman here referred to, Mr. Gompertz apparently, and how ascertained; also his age and education. It should be explained also at what rate and from what funds it is proposed to pay him, and under what rule or order of Government he has been entertained. This information should be supplied without delay.

Letter 18th June 1859 p. 2.

6. The Government agree with the Chief Engineer that no toll ought to be established on the road till it has been put into good order.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office
Fort St. George
15th September 1859.

No. 5054

Public

From
The Chief Engineer
So. Div.
To
The Secretary to Government
Public Works Department

Enclosures 4.
2 Original Letters Nos. 18 and 243 dated 18th June & 2d August 1859 from the Supt. Engr. Malabar
1 Abstt. Estimate Rs. 180100
1 Sketch Map.

Sir,

I have the honor to acknowledge the Proceedings of the Madras Government marginally noted, directing that immediate arrangements may be made for carrying on efficiently the repairs of the Perambady Ghat, or that the work may be stopped until some arrangements can be made, and calling upon me to report on the sufficiency of the Sanctioned Estimate for putting the Road in really good order, if not to forward an Estimate for that purpose, as well as a Memo, for such annual allowance as will be required to keep it

No. 1344 dated 1st June 1859.

it in repair, and to state what expenditure would be required.

2. The repair of the portion of the Road lying within the limits of the Malabar District has hitherto been superintended by an Overseer, that in the Coorg Country by a European Pensioner with the assistance of the Maistries on minor charges along the line.

* Vide para 2 of letter No 18 dated 18 June 1859 from the District Engineer of Malabar.

3. The District Engineer considers it very advisable that the repairs should be completed, and that the Road should not be allowed to fall into disrepair, and proposes to keep up the present Establishment for that purpose.

4. To repair the Road the balance of the Sanctioned Estimate* is considered sufficient, but to put it in thoroughly good Order, and in an efficient State to stand the heavy General Traffic, to which it is exposed, the District Engineer has prepared the accompanying Estimate amounting to Rupees

* Vide letter No 243 dated 23 Aug 1859 from the Dist Engr of Malabar.

Rupees 1,39,100 which allows for an average depth of metalling of 6 inches for a distance of 24 miles 4 furl from the top of the Perambady Ghat as far as the Iruty River 24 miles from Cannanore. The remaining portion of Coorg and Malabar with the exception of 3 miles, is in good soil generally, and does not require metalling. In the Estimate also is included an item amounting to Rupees 2500 for covering Tunnels on the Road, as the present works are built of Laterite, either with a flat stone or Arch, and this material does not stand well the heavy Traffic but should be replaced by Brick in Chunam.

5. With reference to the remark of Government in Para 5 of the order, now under reply, that a Traffic of 1000 Carts per diem would probably require not less than 400 Rupees per mile as a maintenance allowance,

the

The District Engineer reports that the Traffic Returns hitherto prepared have not exhibited that amount of Traffic, but he believes that a Toll would yield sufficient to provide for a somewhat smaller maintenance allowance ~~of~~ Rupees 300 per mile, which would allow for an annual Establishment of 9 Toody Maistries with Gangs of 50 Coolies each with a Native or European Superintendent and a Bricklayer Maistry.-

6. As the Line connecting Canara with the Coorg and Mysore Provinces is a very important one, not only in a Military point of view but also as regards the heavy general Traffic that passes along it, I recommend that Sanction be accorded for the outlay of the accompanying Estimate ~~of~~ Rs 130100, in the Budget for 1860/61 and that as far as the allotment of Funds in the Malabar District will permit; orders may be issued for prosecuting the repairs

7. repairs on the balance of the Sanctioned Estimate, but I do not recommend that the Road be tolled until it has been put in an efficient state of repair. On this subject I am at present in communication with the Board of Revenue.-

In conclusion I would remark that it is impossible to state with any degree of accuracy in what time the work might be completed after the Sanction of the accompanying Estimate is accorded, as even with a liberal Rate of Hire, Coolies are always difficult to be procured are unwilling at all times to remain on account of the unhealthiness of the locality, abscond immediately Cholera or any other Epidemic breaks out, and cannot be persuaded to return to their work for that reason.-

8. The Rate of the Estimate may appear high, but taking into consideration the unhealthiness of the locality and the consequent difficulty in

in procuring labor and material, I am of opinion that no reduction can be made therein.—

Central Office J.P.W.
Fort St George
15 September 1859.

Major
Supt Chief Engr &c

I have the honor to be
Sir,
Your Most Obt Servant
Lt Colonel
Chief Engineer

To
The Secretary to Government
F.W.D.

Public (roads) (New Work)

Abstract of Estimate No. of 185 /5

Road No. 4

District. Malabar

Work. Metalling and gravelling the Trunk Road No. 4

Quantities	Description of Work	Rate			Amount	Amount for each part
C. Yds.		Rs	As	P.	Rupees	Rupees
66880	Cub yds Metalling — p Cyd	1	4	"	83600	
66000	— Do — Gravelling — Do	"	6	"	24750	
	Rebuilding the Coverings of 100 tunnels with Brick in Chunam — Ea	25	"	"	2500	110850
	Extra Establishment					
	Per Month					
1	European officer	"	"	"	320	
1	Bricklayer Maistry	"	"	"	20	
1	Maistry	"	"	"	10	
1	Do	"	"	"	10	
1	Do	"	"	"	10	
1	Do	"	"	"	15	
1	Do	"	"	"	20	
1	Do	"	"	"	10	
1	Do	"	"	"	10	
1	Store Keeper	"	"	"	5	
7	Carts and Bullocks — E	20	"	"	140	
	For One Month				570	
	For 2 Years or 24 Months					13680
	Carried over					124530

Cons: 10th June/59 No. 32034

P. W. 1857 Department

Lr. of Govt. 4th Octr. No. 2437.

From

The Chief Engineer

To

The Secretary to Government

P. W. D.

Dated 16th September 1857

Recd 16th 57

No. 5054

Submits for sanction 5-10-57

and entry in the Budget of 1857/58 an Estimate amounting to Rs 130110 for metalling and gravelling the Trunk Road No 4 in the Malabar District and recommends that the repair to the Permanent Grant may be increased out of the balance of the Sanctioned Estimate — Rs 236574

No 170.

28 Sepr/57 3d Octr

Quantities	Description of Work	Rate			Amount	Amount for each part
C. Yds.		Rs	As	P.	Rupees	Rupees
	Brought forward					124530
	Contingencies and Sundries					5570
	Total Rupees					130100

Central Office P.W.
Fort Saint George
15th Septr 1859.

J. H. Lett Lieut. Col.
Chief Engineer P.W.

P.W.D.

No 2368

Proceedings of the Madras Govt
Under date the 4th Octr 1859.

Read the following letter

From the Ch: Engineer.

Submitting for sanction and entry in the Budget of 1860/61 a revised estimate amounting to Rs 1,30,100 for metalling & gravelling 24 miles of Trunk Road No 1 in Malabar & recommending that the expenditure should be prosecuted out of the balance of the sanctioned estimate

Recd

Here enters 15 Sept. 1859 No 5054

In this letter the Chief Engineer replies to the order of the 1st June 1859 No 1344 on the subject of the ~~annual~~ executive arrangements at the Peramba Ghât for and the probable cost of putting the ~~Perambádi~~ Ghât and road into really good order throughout for the latter purpose he submits a revised estimate of Rs 1,30,100

Enclosure

To a letter

From

The Chief Engineer
Wynaad

To The Secretary to Govt.

Dated 15th Sept 1859

Received

No 5054.

Abstract Estimate of Metalling and gravelling the Trunk Road No 1 in the District of Malabar. Amounting to Rs.

130100—

Dated 15th Sept 1859

No 2437/59

7425-0
Credit
1325-0

2 In the order above quoted, the Govt directed that the work should be stopped till efficient superintendence could be supplied. The Ch. Engineer appears to support the recommendation of the dist. Engineer that it should proceed under the present superintendence, but he does not certify Govt. of its sufficiency. It was clear from the papers formerly before Govt that very great waste had occurred on the road from the absence of honest and skilled superintendence, and, anxious as the Govt are

* until efficient superintendence can be provided for it.

are to have the road put in thorough repair, they cannot allow the work to proceed.* It will therefore be stopped till the Ch. Engr. shall be able to report to Govt. that he has secured this object ~~provided efficient superintendence for it~~.

Para 4. 3 The large estimate sent up is stated to be for additional metalling for 24 miles of road, being apparently the same portion already provided for in the sanctioned estimate of Rs 61,000: in other words above Rs 5000 a mile instead of

Rs

of Rs 2500 already provided. No opinion is given by the Ch: Engineer as to the necessity of this large additional outlay; and the Govt: hesitates to believe, in the absence of such assurance that one foot depth of metalling is necessary on the road

4 A maintenance allowance of Rs 370 - per mile is recommended for the road, but the data on which this sum is fixed are not stated nor does the Ch: Engineer offer any opinion as to its propriety, or on the proposed

Plans

Letter 18 June 1859 p 2.

proposed manner of expending it.

5 The Govt: Engr: states that, under authority from the late acting Ch: Engr:, he has appointed the son of the Paymaster at Cannanore to take the place of the pensioners lately in charge of the upper part of the road. The Govt: requests to be informed what are the qualifications of the gentleman here referred to, and how ascertained; also his age and education. It should be explained also at what rate and from what funds it is proposed to pay him, and under what rule or order of

Govt. he has been entertained. Thro' information should be supplied without delay.

6 The Govt. agree with the Engr. that ~~a road~~ a ~~should not be established on the road~~ tollgate on the ~~tolled~~ tolled bridge has been sent into Govt. order.

10 Copies

Tolls Chief Engr's Office

Pr. Cons: 10th June/59. 3.
34.

Public Works 1859 Deptt.
Pro: of Govt. 4th Octr.

No. 2368.

Pro: of the Madras Govt.
D/ 4th October 1859.

From the Chief Engr. D/ 7th Octr/59 C No. 2819 inclo: 31 Octr. 91 in 2

From Do: 28th Novr/59 C No. 3091 inc.

Reports to Limits
roads No. 4 in Malabar to be
stopped. District Engineer
to report on Mr. Gompertz's
qualifications &c.

No. 470 & 471.

C28 Sep. 123 Oct.