M.R.O. 1—77,006—8-6-51.

(1) Number of pages 8

(2) Date of repair 26-10-2

(3) Initials of the Referencer

4

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Con 29-2-60

G.O. No. 641 Press Mis.

125-26.

Dated 29-2-1860.

Not to be folded or roughly handled

No. 125. Read the following letter from Colonel J. H. BELL, Chief Engineer; to the Secretary to Government, dated 16th February 1860, No. 10358.

I have the honor to acknowledge receipt of Proceedings of Madras Government marginally noted, regarding the Perambádi ghát.

No. 2966, dated 21st December 1859.
1 Original letter from District Engineer, Malabar, No. 16, dated 31st January 1860, with two enclosures.
No. 407, dated 23rd December 1859, submitted in letter No. 9426, dated 21st January 1860.

2. In Proceedings Madras Government, No. 2528, 27th October 1859, Government ordered that the work should be stopped until sufficient and competent superintendence could be supplied, and in acknowledging the receipt of those orders, the District Engineer reported having appointed Sub-Overseer Subráya to the charge of the ghát, and that he had given directions for the immediate further prosecution of the work.

3. As regards the present condition of the Perambádi ghát, I have the honor to forward Captain Babington's letter to the District Engineer, reporting his return from an inspection of the trunk road No. 4 and the Perambádi ghát as far as the 34th mile from Hunsúr or 51 miles from Cannanore.

No. 5 dated 21st January 1860.

4. Captain Babington as per abstract of his inspection list attached, was frequently on the road during the months of June, July, August, September and October, and is not aware that any stoppage of traffic had taken place, beyond a slight detention of a couple of days, owing to a land slip on the ghát, and another for the same period from the river flooding the road.

5. Captain Babington remarks that it was well known in Cannanore at one period during a monsoon, that the Commissariat grain contractor had almost expended all his supplies and was expecting carts from Mysore; the excuse given was no doubt the state of the roads; during one of Captain Babington's inspections of the ghát, he found the bandies all encamped on the Cannanore side of the Irriti bridge, where he had heard they had been for two or three days, a delay he observes, not required by the state of the roads.

6. Captain Babington reports that the ghát and road are now in very fair order; from Cannanore to Irriti bridge 27 miles, the road he considers as good as any in the Presidency, from Irriti to foot of ghát much metalling is required, and the ghát he reports, is likely to be in good order during the monsoon.

7. Great difficulty is experienced in getting kulís from Kutapoya to the boundary of the district, the small number of 90 only now being employed, and the Executive Engineer in consequence of the great demand for them in the Mysore country, and other coffee plantations near the Perambádi ghát, he has been obliged to increase the rate to Rupees six monthly in one place, the planter paying five Rupees monthly for much easier work.

8. The sickly season has already commenced and from that cause the District Engineer fears that the contractor for the Kakatodu bridge will not be able to complete the work this season.

No. 126. ORDER THEREON, 29th February 1860, No. 441.

Resolved that this letter be communicated to the Military Department in continuation of paragraphs 1 and 2 of the order 21st December 1859 No. 2966.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office of Pt.
Egmore
16th Feby 1860.

No 10358

From

The Chief Engineer

To

The Secretary to Government Pt. D.

Sir,

Public

I have the honor to acknowledge
receipt of Proceedings of Madras Govern-
No 2766 of 21st ment marginally noted regarding the
Dec 59 Perumbadi Ghaut.

In Proceedings Madras Government
Enc. 8 2.
1. Original Letter from No 2528 - 27th October 1859 Government ordered
Dy Engr Malabar that the works should be stopped —
No 16 of 31st Jany 60 until sufficient and competent Super-
with 2 Enc. intendence could be supplied and in
acknowledging the receipt of those
No 407 of 28th Decr 59 orders the District Engineer reported
submitted in letter having appointed Sub Overseer Subroya
No 426 of 27 Jany 60 to the charge of the Ghat, and that
he had given directions for the immediate
further prosecution of the work —

&c.

Perumbadi Ghat Subroya

3. As regards the present condition of the Perambadi Ghât I have the honor to forward Captain Babingtons letter to the District Engineer reporting his return from an inspection of the Sprats Road No 4 and the Parambadi Ghât as far as the 34th Mile from Poonoor or 51 Miles from Cannanore. No 57 of 21st Jany 1860

4. Captain Babington as per Abstract of his Inspection List attached was frequently on the Road during the Months of June, July, August, September and October, and is pleased to state that any Stoppage of Traffic had taken place, beyond a slight detention of a Couple of days, owing to a Land Slip on the Ghât, and another for the same period from the River flooding the Road.-

5. Captain Babington remarks that it was well known in Cannanore at one period during a Monsoon that the Commissariat Grain Contractor had almost expended all his supplies and was expecting Corn from Mysore, the excuse given was no doubt the state of the Roads,- during one of Captain Babingtons inspections of the Ghât, he found the Bandies all encamped on the Cannanore Side of the Sprats Bridge, where he had heard they had been for 2 or 3 days, a delay he observed not required by the state of the Roads.

6. Captain Babington reports that the Ghât and Road are now in very fair order; from Cannanore to Sprats Bridge 27 Miles, the Road he considers as good as any in the Presidency, from Sprats to foot of Ghât much metalling is required, and the Ghât he reports is likely to be in good order during the Monsoon.

7. Great difficulty is experienced in getting Coolies from Nooltorpaya to the Boundary of the District, the small number of 90 only now being employed. and the Executive Engineer in consequence of the great demand for them in the Mysore Country, and other Coffee Plantations near

near the Perambadi Chauky, he has been obliged to increase the rate to Rupees 6 Monthly in one place. the Planters paying 5 Rupees monthly for more easier work.-

8. The Picking season has already commenced and from that cause the District Engineer fears that the Contractor for the Nakkal-durg Bridge will not be able to complete the work this season.-

I have the honor to be,
Sir,
Your most obed.t Servt

Colonel
Chief Engineer

Despatched
16 Feby 1860

To
The Secretary to
Government FSD.

R. W. 1860 Depart.
Prod. of Govt. 29th February
P. 436.

From
The Chief Engineer
To The Secy. to Govt. B.W.

Dated 16th February 1860
Rec. 17th do
No. 111. 29 Feby. B. 10358

Encl: 11

Action taken on receipt of orders of Government No. 2966 dated 21st December 1859, submits a letter from Captain Babington reporting on the present condition of the Penambakam Chank, and observes that as the fishing season has already commenced the Retaboo cannot be completed this season.

With an order

No. 125 & 126.

From Fort St. George
29th July 1860

7 Copies
Marine Dept. with 3 orig. Encls. Disp. 31st

No. 4441

Resolved that the letter recommended to the Board, Depart. in continuation of paras 1 and 2 of the Order 21st Dec 1859 No. 2966.—

J.P.