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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1303	Press Mis.
1864-65	
Dated 9-6-	1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th June 1862.

No. 174. Read the following Endorsement of the Acting Deputy Chief Engineer, Central Circle, dated Chepauk, 27th May 1862, No. 1,070:—

Read the following letter from Lieutenant-Colonel G. W. WALKER, District Engineer, to the Deputy Chief Engineer, Central Circle, dated Maigurwully, 14th May 1862.

SIR,

1. I have the honor to submit the explanations called for in your Extract Proceedings No. 12,968 of 25th April. A few marginal remarks will suffice for most of Mr. Haywood's criticisms, but I will separately dispose of his paper, No. 4, relating to the discharge of 500 men from the Beitkál Harbour Works, and add a few general observations.

2. I would premise in the first place that the insinuation as to secrecy and want of openness on my part, comes with a peculiarly ill grace from Mr. Haywood. For a period of about a fortnight preceding and during the visit of His Excellency the Governor to Beitkál in October 1861, though encamped in Mr. Haywood's immediate vicinity, and in daily communication with Dr. Forbes the Officer deputed by the Bombay Government to accompany him, he never took advantage of the opportunity of getting any information from me on the subjects of his mission to India. On one occasion only had we any conversation together, and that was when landing in the same boat after attending His Excellency on board the Steamer which took him away. Again, between the dates of two of his letters, he was at Sedasheghur, and my own guest on the 25th December, and I will leave it to himself to state whether there was any reticence shown in my conversations with him on that occasion. He might then have obtained the fullest information on the subject of the dismissal of 500 men from Beitkál works; my order regarding which to Mr. Boesinger, and indeed every official paper in my possession, should have been at his disposal.

3. I was absent from Beitkál the first three weeks of December, on a tour by the Unshy Ghát and road to Hullial, returning by Yellapoor and Kaiga Ghát, where I met Captain Searle, and put him in charge of the works. I had left Mr. Boesinger with 200 men, and found him with 700 on my return, although meanwhile he had been representing to me the insufficiency of the rate allowed, and had gone so far as to threaten to resign his appointment if an increase was not granted. So far from having trained any portion of this large body of Coolies to the effective use of jumpers, crowbars, wedges and other tools employed in removing rock, partly from his time being taken up with landing stores and machinery, partly from his own entire ignorance of blasting operations, I found the men most uselessly employed and inefficiently superintended. I also discovered that in spite of the cry for an increase of wages not a Cooly would leave the Beitkál works at Rupees 4 a month, for the Kaiga works at Rupees 5. I therefore ordered a reduction to the original number of 200, with permission to increase it as fast as Mr. Boesinger could train and supervise them efficiently, and I gave him *carte blanche* as to the wages he should pay those labourers whom he found means of training to the skilful use of the tools abovementioned; steadily refusing, at the same time, any increase of the general rate for earthwork. For every one of the 500 men thus discharged work was offered under Captain Searle on the Ghát at Rupees 5 a month, and under Lieutenant Fraser between the Ghát and Beitkál at Rupees $4\frac{1}{2}$; and, as I have reported in another letter, there is no doubt they would all have been so absorbed but for the news of the transfer to Bombay just then received, which led to hopes afterwards fulfilled of unlimited employment at Beitkál, with, as I believe, the worst effects on the progress of the Ghát itself.

4. Had Mr. Haywood communicated with me freely, he would have found me an advocate for the transfer of Sedasheghur and its approaches to Bombay on purely commercial grounds. He would have found me ready to admit my want of efficient superintendence for the Kaiga and Beitkál works. My impression is that he was not permitted by those in charge of him, to communicate with one so fully informed as myself of the relative proportions of work done under the Madras and Bombay Governments for facilitating the export of the Cotton and other

produce of the Southern Mahratta country. It might not have suited the views of the Bombay Government, that he should learn of their having refused the services of one of their Assistant Executives (Mr. Barton) for work on the Kaiga Ghât under Madras management, while professing at the time to have ample superintendence available for carrying out the same work themselves. There is no doubt but that Kaiga and Beitkál works would have been better supplied with labour under the Bombay Government than under Madras, for all those sources which were sealed to Canara as a Madras province would have been opened to it freely under Bombay, to secure fulfilment of pledges made with special view to secure the cession. I append herewith an original paper to show how the attempts of my worthy Assistant Mr. Fernandez, to obtain labour from Sawunth Waree were frustrated. Next season we shall see that the orders given will be to answer all demands from North Canara first, and to suspend any operations that might interfere with them. North Canara works generally will, I fear, be in like manner postponed to special benefit of Beitkál, which alone comes under the notice of the European community and press.

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1 Letter from Lieutenant-Colonel Walker, District Engineer, dated 14th May 1862, with three enclosures.

Submitted to Government with reference to their Proceedings No. 810, under date the 21st April 1862.

(Signed) J. OUCHTERLONY, Lieut.-Colonel,
Acting Deputy Chief Engineer, Central Circle.

No. 175. ORDER THEREON, 9th June 1862, No. 1,303.

Ordered that the foregoing letter be communicated to the Right Honorable the Secretary of State.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

No. 1

Extract from a Letter of Mr. Haywood dated 30th November 1861.

On reaching the Madras frontier, I came upon the ordinary country road, which is cut through the forest, and consists of the common soil of the jungle formed by the vegetable mould, which one week's traffic would grind into a bed of dust, as difficult for carts to pass over as the mud of the plains in the rainy season. From the frontier place is about 13 or 20 miles. There traffic upon the road now, and very little at any season, — the road is therefore, to all appearance, a tolerable one, — what it is beyond this to the Tyggha Ghaut I shall inform you in my next letter. I am told that it is intended to make the Tyggha Ghaut road only 12 feet wide by scarping the sides of the Ghaut 6 feet and

Such as it is said to be "a tolerable one," as stated by Mr Haywood but its material consisting not of vegetable mould but of gravel, such as has been for 10 years and now exists along a portion of the early part of this line to complete and finally metal it to facilitate the transport of Coffee from thence to those 2 ports so long as the 30 miles in continuation from the Bombay frontier to Tyggha remained untouched which was the case until after the 1st May 1863, so long did the Canara authorities content themselves with letting the road in efficient order for the traffic that could use it. For the absence of traffic, Bombay & not Madras is answerable.

this is no hitherto road

Plan

the dates of two of his letters, he was at Sonshegan

and throwing over the soil a the width of 6 feet more. Such a road can hardly be expected to stand the traffic of heavy carts. I state this fact only as I hear it.

Letter dated 28th December 1861

From Yellapoor a road is much wanted direct to Bunkapoor We have had a travel about 14 Miles out of a direct line from Bunkapoor to this place, and all the cattle from Bunkapoor to Sedasheger must traverse this road. A road is already made to Moondagoor from Yellapoor; this requires to be continued, thus saving 14 miles of cart carriage. But the Moondagoor road wants bridges. At present the rivers & Nullahs are in some places impassable Except by unloading the carts and having them and their contents carried over by coolies, who are now employed for the purpose.

Yellapoor to Chimnapoor Total distance 40 miles Wading in Canara 30, and in Dharwar, 10 Miles. 5 miles at 2.30 in Canara have been passable as a dry weather cart Road for upwards of 200 years Connecting Yellapoor and Moondagoor the 10 miles in Bombay until the Government was made for exploration with Bombay in completing the remainder, until this year when it was initially completed with

One Bridge and several drains are about built on the Moondagoor & Yellapoor Road and it is hoped will be finally completed before the rains set in. The day season can be got by unloading the carts & having them & their contents carried over by coolies. Where the last drains are over the bunds are sloped on the nullahs temporarily

G.W.

No 2

Extract from a letter of Mr Haynes dated 9th January 1862.

In my last letter I informed you of the state of the road in course of construction from Moobleer to the Ghaut Pagoda. The road is an excellent one for light country traffic of the 30 called Bridges 2 were built when Mr Haywood saw the road, 24 feet wide, metalled with line, and his new carts went over them. They are only covered drains 9 & 6 inches in span, and it was only their extremities that were incomplete. The 3rd a single arch of 24 feet span was one-third done.

A discount of 300 rupees is made between Gullahur and the Chimnapoor Pagoda. The road is an excellent one for light country traffic of the 30 called Bridges 2 were built when Mr Haywood saw the road, 24 feet wide, metalled with line, and his new carts went over them. They are only covered drains 9 & 6 inches in span, and it was only their extremities that were incomplete. The 3rd a single arch of 24 feet span was one-third done.

G.W.

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G.W.

leaving Yellapoor, I came upon about a mile and a half of speedily excellent road, 24 feet wide, metalled with Moorum. Between Yellapoor and the Chimnapoor Pagoda (six distances of 6 miles) the remainder of the road, is very indifferent, averaging 18 feet in width, requiring repairs in many places, as well as the completion of three bridges previously in progress.

From the Chimnapoor Pagoda to Banna, a distance of about 17 miles, a good portion of the road is raised to 12 feet. In some parts it is only 9 feet wide and there are some portions very difficult to pass

The District Engineer experienced not the slightest difficulty in taking his Carts to Banna - few days before Mr Haywood saw the road. They travelled by moonlight without accident.

G.W.

the dates of two of his letters, he was at

Moobleer

Over several small streams or
Nullahs on this road temporary
bridges have been made of rough
timber or rafters, upon which branches
of trees, leaves &c are spread, on
which is laid a layer of earth.
These bridges will be, of very little
use after the first few carts have
passed over them.

I have known a well made bridge of this construction, on one span of 8 feet, last for 5 years with ordinary repairs

From Bana to the top of the
Khyga Ghat the distance is some
two or three miles, thence to the foot
of the Ghat about eight or nine
miles. Probably a third to one-half
of this distance is roughly opened
out to a width of 12 feet, the re-
mainder is a mere bridle path
about 4 feet wide. The average
gradient of the Ghat is one in 20.
There were in all about 700 to 800
Coolies at work upon the entire
Ghat. The Engineer had only one
Assistant, a Sapper, actually on the
half counter. The Coolies do not
work on Sundays, such day many
of

Subordinate supervision very defective as appears to be the case with the Madras Public Works

to travel

of fresh, they are obliged, distances
of 10, 15 or 20 miles to obtain their
supplies of food for the ensuing
week. They benefit nothing by the
privilege, and it is but reasonable
to suppose that they are paid every fort-
night for a days work on monday. Fever
is prevalent among them, and in
consequence. Notwithstanding that the
Govt. provided for the Coolies stock of rice and other provisions
were provided for the Coolies and
Soldiers there at current rates.
if the comfort of the Coolies were thus
conducted, it is very probable that
the difficulty in procuring pro-
labour would be greatly removed.
It has not been intended by the
Madras Govt. to open the roads to
more than 12 feet wide this year,
and from all I could learn, there
were little hopes of this being
accomplished.

From the foot of the Ghat

I am attempts were made by the District Engineer in Sept 1861 at Gullapoor & Sonkheir the nearest Bazaars to procure shopkeepers to move temporarily to the Ghaut. Similar attempts made by the Bombay authorities in February last were equally unsuccessful. The unwillingness of the Coolies to leave their homes as well as the Coolies run away from our works.

to

to Mullapore on the banks of the Kala nuddy (about 12 miles) the road is traced or marked out, but there were no Coolies employed upon it, the intention being to work from the top of the Ghat downwards.

Mullapore is about 22 miles from Bairtul, - 25 by the ordinary road. The course of the road was being traced through the jungle from Mullapore towards Bairtul when I came down.

At Bairtul the line of road has been commenced along the hill sides, and an average of a yard or two in width has been scarped out for some distance, but the interruptions from the numerous projecting rocks and boulders requiring removal suggest the doubt whether the more direct line across the perfectly level open fields would not have been more easy and cheaper of construction. This has suggested itself

The lower line of road here mentioned has been adopted by the Bombay Engineers who are on the habit of laying out such work on a much more extensive scale than has ever been attempted in Madras. For instance the Lt Governor Sir Henry Pottinger, Bart & Colo. Kennedy fixed at from Rs 6,000 to Rs 10,000 per mile, what the Lt Colonel Engineer estimated at Rs 3,000 a mile on the Bombay scale.

E.W.

itself to many persons to whom I spoke on the subject of Sedashegur.

The Madras officers state that the road will not be open sooner than Mullapore before the Monsoon, and it is very doubtful if it will be open then. A good road saying from 12 to 18 feet in width could easily have been made to Mullapore, the head of Water navigation, & in the dullest but opinion the works should have been limited to that for the season, as all over opening the heavy rains the engineers should be required to state his opinion of the progress made since last year.

I understand on what seems to be considered by the Government that the road should be opened by March next, unless the promise was made with a view to circumscribe the time for the transfer. If the Madras Govt have used this statement upon any calculation of their Engineers, the present condition of the road, together with the fact that the road will not be open sooner than in incompetency for the work, and justifies the transfer.

V3

Extract from a letter of Mr Haywood dated 9th January 1862.

The last sentence begins on this page it is to state the fact that the Drainage Plant & Roadsteam Engine to Coompta was sent in the manner in contemplation— Inconvenience &c: ensued no doubt, but was made light of to enable Carts to use the road a season earlier—

Mr Haywood's assertion that all the Coompta traffic would come to Anklesh immediately remains to be proved. The only Merchants who were at all in a position to use the Dry season Road if opened by April 1862 were M/s Forbes Nicol & Co Bombay, but even they would much rather carry on at Coompta sometime longer to allow themselves as well as Govt time to complete their arrangements. The Manchester Cotton Company had not, up to the close of season obtained a single article for

A 12 feet trace down the Ghat will give room only for one cart safely to pass. It was proposed to allow carts only, to go down the Ghat at certain hours in the morning; the return carts to travel up at corresponding hours at night. This 12 feet trace consists of 6 or 8 feet cut into the sides of the Ghat, the remaining 4 or 6 feet being formed of earth and Stone thrown over on the hill side and levelled. No metalling to be done until the road is widened hereafter to 24 feet. The 12 feet trace would therefore be very soon cut up, and rendered almost impassable under a heavy cotton traffic. To widen the present 12 feet trace to 24 feet, must necessarily throw the whole road into confusion, as 12 feet more must be cut out of the hill sides, and the cost of levelling the present 12 feet will be almost thrown away. If there were no prospect of a large traffic, a 12 feet trace might be sufficient to

the dates of two of his letters, he was at

to begin with. Even then it should be
metalled. But there is scarcely a doubt
that nearly all the Comptà traffic will
speedily come down this Ghat so soon as the
native and other merchants know that the port
is available and there is a good road to it.
The loss of time through the non-settlement
of the transfer six months ago, and the
absence of energy and the necessary means
for opening the road, may therefore be said
to have cost the trade one season, and
may tend to damp the zeal and energy
with which the supporters of the Company
[illegible]-ment their aid to our undertaking.

I believe the Bombay
Government is prepared to do all in its
power to open the road with the least
possible delay, and I will shortly inform
you what steps will be taken.

for their future establishment at Bidkhol, & Mr Haywood would do well to consider whether failure do not arise in other than Government works from causes not foreseen or beyond control.

Col. Outram

Capt. Wilkinson

Consequence on the demands
for labour in this immediate
neighbourhood the means
which states his name to be
Abdool Rasheem and his
profession that of a Bengal
Durzee - is available to
procure any Coolies to
go to the works in North
Canara -

I have
[illegible] Political Supt.
14. Dec? 1861

Extract of letter from Dr. Asst Superintendent Hernandez, forwarding the Certificate on the other side — dated 13th Jany 1862

"The man sent by me sometime ago to Sawant Warree was, it appears, sending me about Rs 200 Cowries, but some one belonging to the Pub. Works Dept. in that country is said to have carried away from him all the money that he was then sending home. Whereupon it appears that the man in question had the need of appearing with a complaint before the Political Agent there and a Certificate given him by that Officer is herewith forwarded for your perusal."

(Signed) V. M. Hernandez

True Extract

F. A. Wilkie Lt Col
Madras Engineers

Chief Engr's Office
22nd May 1862.

Maigunoolly
15th May 1862

From Lieut. Col. F. A. Wilkie
Chief Engineer

To The Deputy Chief Engineer
Central Circle, Madras

Sir,

I have the honor to submit the accompanying Plans & Estimates called for in your Public letter No. 1296 dated 25th April & a few marginal remarks will suffice for most of Mr Hayward's criticisms, but I will separately dispose of his paper No 4 relating to the discharge of the men from the Buckingham Harbour Works, and add a few general observations.

2. Should premise in the first place that the insinuation as to secrecy and want of frankness on my part, comes with a peculiarly ill grace from Mr Hayward. For a period of about a fortnight preceding and during the visit of his Excellency the Governor to Buckingham in October 1861, though encamped in Mr Hayward's immediate vicinity, and in daily communication with Dr Forbes the officer deputed by the Bombay Govt to accompany him, he never took advantage of the opportunity of getting any information from me on the subjects of his mission to Madras. On one occasion only had we any conversation together, and that was when landing in the same boat after attending His Excellency on board the Steamer which took him away. Again, between the dates of two of his letters, he was at

Conchegaum

Sedasheyur, and my own guest on the 25th December, and I will leave it to himself to state whether there was any reticence shewn in my conversation with him on that occasion. He might then have obtained the fullest information on the subject of the dismissal of 500 men from Bithoor Works; my order regarding which to Mr Boevinger, and indeed every official paper in my possession, should have been at his disposal.

3 I was absent from Bithoor the first 3 weeks of December, on a tour by the Bensly Chaut & Road to Kulliah, returning by Jellapoor & Nyga Chaut; where I met Captain Searle, & put him in charge of the works. I had left Mr Boevinger with 300 men, and found him on my return, although meanwhile he had been representing to me the insufficiency of the rate allowed, & had gone so far as to threaten to resign his appointment if an increase was not granted. So far from having trained any portion of this large body of Coolies to the effective use of Jumpers, Crowbars, Wedges, and other tools employed in removing rock, partly from his time being taken up with Landing Stores and Machinery, partly from his own entire ignorance of blasting operations, I found the men most unskilfully employed and inefficiently superintended. I also discovered that in spite of the cry for an increase of wages not a coolie would leave the Bithoor

works at Rs 4 a month, for the Nyga works at Rs 5. I therefore ordered a reduction to the original number of 200, with permission to increase it as fast as Mr Boevinger could train & supervise them efficiently - and I gave him carte blanche as to the wages he should pay those labourers whom he found means of training to the skilful use of the tools abovementioned, steadily reducing, at the same time, any increase of the general rate for earth work. For every one of the 300 men thus discharged work was offered under Captn Searle on the Chaut at Rupees 5 a month, and under Lieut Fraser between the Chaut & Bithoor at Rs 4½; and, as I have reported in another letter, there is no doubt they would all have been employed but for the news of the transfer to Bombay just then received, which led to hopes afterwards fulfilled of unlimited employment at Bithoor, with, as I believe, the worst effects on the progress of the Chaut itself.

4 Had Mr Hayward communicated with me freely, he would have found me an advocate for the transfer of Sedasheyur and its approaches to Bombay on purely commercial grounds. He would have found me ready to admit my want of efficient superintendence for the Nyga and Bithoor works. My impression is that he was not permitted by those in charge of him, to communicate with one so fully informed as myself of the relative proportions of work done under the Chaut and

and Bombay Governments for facilitating the export of the cotton and other produce of the Southern Mahratta Country. It might just have suited the views of the Bombay Government, that he should learn of their having refused the services of one of their Assistt. Executives (Mr. Barton) for work on the Hyga ghaut under Madras management, while professing at the time to have ample superintendence available for carrying out the same work themselves. There is no doubt but that Hyga and Belthul works would have been better supplied with labourers under the Bombay Government than under Madras, for all those sources which were sealed to Canara as a Madras province would have been opened to it freely under Bombay, to secure fulfilment of pledges made with special view to secure the cotton. I append herewith an original paper to shew how the attempts of my worthy Assistant Mr. Fernandez to obtain labour from Sawunth Waree were frustrated. Next season we shall see that the orders given will be to answer all demands from North Canara first, and to suspend any operations that might interfere with them. North Canara works generally will, I fear, be in like manner postponed to special benefit of Belthool, which alone comes under the notice of the European community & Press.

I have the honor to be,

Sir,

Your most obt Servant

G. A. Walker Lieut Col

Copy Dr Wilson 6th Feb 1870

Do Govt 27 May 1862
No 1071

1862-63
No 1189

From
Lieutt Colo G. M. Walker
Central Engineer

To,
The Deputy Chief Engr
Central Circle

No 1604/62

Dated 14th May 1862

Rec'd 24 Do

(Enclosure two)

Submits explanation of Mr Haywoods criticisms and observes that that gentleman never took advantage of his opportunities of getting information from him.

G. M. Walker Lieut Colo

No 1070

Endorsement

Submitted to Government with reference to their Proceedings No 810 under date the 21st April 1862.

D.J. Chief Engr 1st Officer
Central Circle
Chenpauk
27 May 1862

Huchterlony Lieut Colo
A.J. Deputy Chief Engineer
C.C.

To
Lieutenant Colonel W. R. Horsley
Secretary to Government
Public Works Departt

Dec. 21 Ap. 1862 Rec'd Ap. 22 1862

No. 4303

Chepstow
9th June 1862

13 Copies

To the Rt. Chief Engineer Central Circle
Birmingham

Dated 1776. 1765

Copy inclosed in letter
No. 1761 of 1862.

No. 1761 Forwards
From Rt. Hon. Lord Lieut. of Glamorgan
The Rt. Hon. Chief Secretary
To The Secretary
to Government Dublin.

Dated 29th May 1862
Rec'd 28th "
E-4

No. 1070

Forwards the resolution of Lieut. Col. Walker on Mr. Raymond's criticism on the state of the Road from Bridgewater to Shiedaw Ferry

No. 4303.
Ordered that the foregoing letter be communicated to the Right Honorable the Secretary of State.

Wm. Walker Lieut. Col.

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