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(3) Initials of the Referencer \_\_\_\_\_

CONCERNS BOTH BRITISH INDIA  
AND INDIAN STATES.

# MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.

|                  |               |
|------------------|---------------|
| G.O. No. 2985-87 | Press<br>Mis. |
| 256-259          |               |
| Dated 13-12-     | 1862.         |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
13th December 1862.*

No. 256. Read the following Endorsement of the Acting Deputy Chief Engineer, Central Circle, dated Chepauk, 20th November 1862, No. 61 :—

Read the following letter from Lieutenant-Colonel G. W. WALKER, R. E., Acting District Engineer, South Canara, to Captain E. HEMERY, R. E., Acting Deputy Chief Engineer, Central Circle, dated Camp Goletuttoo, 11th November 1862, No. 123.

SIR,

1. In reporting on the subject of Government Order No. 2,499 of 20th October, I have first to inform you that the Ghát called the "Boond" Ghát by the Mysore Government is the same as that known in Canara as the "Charmandy" Ghát. The first is a fancy name, meaning the "Coffee" Ghát; the work having been planned as an outlet for the produce of the oldest estates opened in the Nuggur Division of Mysore. It is no longer a suitable appellation as the Munjerabad and Sunpajee Gháts are equally "Coffee" Gháts, cultivation having spread over the forests of the Hassan sub-division of Mysore and of Coorg, to an extent already surpassing that in Nuggur. The latter name is derived from a village situated exactly at the foot of the Ghát, and I would recommend that it be adopted universally to prevent further confusion.

2. The local officials of Nuggur and Canara have always co-operated in the work in question, on which much of the Discretionary Funds of this District have been laid out from time to time; the result being that the Ghát within Canara limits is 12 feet wide throughout, and that a fair weather road practicable for carts is open from its foot to the junction with Trunk Road No. 2 at Buntwal, a distance of 35 miles. From Buntwal the sea port of Mangalore is accessible either by 17 miles of first class road bridged throughout, or by an equal length of navigation down a fine tidal river.

3. We have this year a Budget sanction of Rupees 6,000 for still further widening the Ghát, on which operations have been in progress since 1st October, and a grant of Rupees 2,355 from funds originally sanctioned for the Coast Road, was made available by Government Order No. 2,131 of 6th September, for such improvements on the fair weather road below as could be carried out this season.

4. In my Budget list of season 1863-64, forwarded with letter No. 105 of 9th October, I have included estimates for bridging the four large rivers on the road below the Ghát, which works as stated in paragraph 5 of that letter will make the road passable at all seasons. The detailed plans and estimates of the same were forwarded with letter No. 116 of 25th October. The corrected amount of sanction asked for is Rupees 32,720. Before preparing these papers I was most careful to ascertain from the Chief Engineer of Mysore what was doing on their side, and from his information stated to you in the letter above quoted that the estimate referred back by the Supreme Government had been included in his Budget.

5. On the subject of gradients I have to state that the slopes on the 8½ miles of Ghát within Mysore, running as they do along a straight but steep and rocky hill side, may be reduced to a maximum of 1 in 30 as proposed by the Supreme Government without lengthening the line a single inch. But to introduce that slope on the Canara portion within which nearly all the fall occurs would involve an increase of distance from 6½ to 11½ miles. This would make the distance from top to bottom 20 miles, a great stretch for the slow traffic of this country in one day, especially up-hill. And there is but one possible halting place in that distance, which is unpleasantly visited by Elephants at times, and is destitute of all supplies but grass and water. Exactly at the frontier however may be effected an alteration of the existing line urged by me in 1856, and traced by Lieutenant Law of the 14th N. I. in 1857, but not then adopted by the Superintending Engineer of Mysore on the score of extra cost. As it would shorten the line by one-third of a mile and obviate the necessity for four most objectionable zigzags within our limits, I look upon its adoption as a *sine qua non* to be urged upon the Chief Engineer of Mysore at the present opportunity.

*Proceedings of the Madras Government, Public Works Department,  
13th December 1862.*

6. I shall forward copy of this letter for his information, and may again address you on the subject next month, after the inspection of the Ghát and road which I propose making very shortly.

1 Letter from the Acting District Engineer, South Canara, No. 123, dated 11th November 1862.

Submitted to Government with reference to their Proceedings No. 2,499, dated 20th October 1862.

(Signed.) E. HEMERY, Captain, R. E.,  
Acting Deputy Chief Engineer, Central Circle.

No. 257. ORDER THEREON, 13th December 1862, No. 2,985.

1. Resolved that the letter from the District Engineer of South Canara, received with the foregoing Endorsement, be communicated to the Government of India in reply to their communication dated 20th September 1862, No. 3,677, with an intimation that the Boond Ghát, *alias* Charmandy Ghát, within the limits of South Canara is 12 feet wide throughout, and that a fair weather cart road is already in existence from its foot to the Trunk Road No. 2 at Buntwal, which is connected with the sea port of Mangalore by seventeen miles of the said Trunk Road or by an equal length of navigation on the tidal river called Nitravutty. To make the fair weather cart road specified above passable at all seasons, four bridges are stated to be required; and these will be provided for in the ensuing Budget.

2. Ordered also that the letter from the District Engineer be communicated to the Mysore Commissioner, with a request that he will take into his consideration the suggestion contained in the concluding part of paragraph 5, and state whether there are any objections against its adoption.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,  
Secretary to Government.

Ordered that the following letter be despatched.

No. 258. From Colonel W. I. BIRDWOOD, R. E., Secretary to the Government of Fort Saint George, Public Works Department, to the Secretary to the Government of India, dated 13th December 1862, No. 2,986.

SIR,

1. With reference to your letter dated 20th September 1862, No. 3,677, I am directed by the Governor in Council to transmit the accompanying copy of a communication from the District Engineer of South Canara, from which it will be perceived that the portion of the Boond, *alias* Charmandy, Ghát within the limits of the District in question is twelve feet wide throughout, and that a fair weather cart road is already in existence from its foot to No. 2 Trunk Road at Buntwal, the distance being thirty-five miles. Buntwal is again connected with the sea port at Mangalore either by seventeen miles of the said Trunk Road which is bridged throughout or by an equal length of navigation on a tidal river called Naitravutty. To make the fair weather cart road above mentioned passable at all seasons of the year four bridges are required, and these will be provided for in the Budget of 1863-64. For further improvements to this road and also to the Ghát a sum of Rupees 8,355 has been sanctioned this year.

2. As regards the gradients it will be observed from paragraph 5 of the District Engineer's letter that the slopes on the 8½ miles of the Ghát within the Mysore Province may be reduced to a minimum of 1 in 30, as proposed by the Supreme Government, without lengthening the line, but that for the reasons stated by Lieutenant-Colonel Walker the introduction of that slope on the Canara portion would be inadvisable.

*Proceedings of the Madras Government, Public Works Department,  
13th December 1862.*

3. I am to request that to avoid confusion in future correspondence the Ghát called the "Boond" Ghát by the Mysore authorities may be designated the Charmandy Ghát, the latter name originating from a village situated at the foot of the Ghát; while the former designation appears to be a fancy one.

4. A copy of this letter will be forwarded to the Mysore Commissioner.

No. 259. From Colonel W. I. BIRDWOOD, R. E., Secretary to the Government of Fort Saint George, Public Works Department, to the Commissioner for the Government of the Territories of His Highness the Rajah of Mysore, dated 13th December 1862, No. 2,987.

SIR,

Adverting to the letter from the Government of India, dated 20th September 1862, No. 3,677, in which was enclosed copy of a communication to your address bearing the same date but numbered 3,676, on the subject of completing the Boond Ghát and opening it for cart and general traffic, I am directed by the Governor in Council to forward the accompanying copies of a letter from the District Engineer of South Canara, and also of one addressed to the Supreme Government on the same subject, and to request that you will take into your consideration Lieutenant-Colonel Walker's suggestion as contained in the concluding part of paragraph 5 of his letter and state whether there are any objections against its adoption.

N<sup>o</sup> 123.

District Engineer's Office

South Canara

Camp Gokulur, 11<sup>th</sup> November 1882

Sir,

Lieutenant Colonel J. H. Walker R.E.

Acting District Engineer South Canara

To,

Captain C. Henry R.E.

Acting Deputy Chief Engineer C. Coast

Sir,

In reporting on the subject of Government Order N<sup>o</sup> 2499 of 20<sup>th</sup> October, I have first to inform you that the Ghant called the "Boond" Ghant by the Mysore Government is the same as that known in Canara as the "Chammaidy" Ghant. The first is a fancy name, meaning the "Coffee" Ghant, the work having been planned as an outlet for the produce of the oldest estates spread in the Muggur Division of Mysore. It is no longer a suitable appellation as the Munjerab and Sumpjee Ghants are equally "Coffee" Ghants, cultivation having spread over the forests of the Kasar Sub-division of Mysore, and of Coorg, to an extent already surpassing that in Muggur. The latter name is derived from a village situated exactly at the foot of the Ghant, and I would recommend that it be adopted universally to prevent further confusion.

2. The local officials of Muggur and Canara have always cooperated in the work in question, on which much of the Discretionary Funds of this District have been laid out from time to time, the result being that the Ghant within Canara limits is 12 feet wide throughout, and that a fair weather road practicable for carts is open from its foot to the junction with Trunk Road N<sup>o</sup> 2 at Buntal a distance of 35 miles.

From Buntal the seaport of Mangalore is accessible either by 17 miles of S<sup>th</sup> Coast Road, bridges throughout, or by an equal length of navigation down a fine tidal river.

3.

We have this year a Budget Sanction of

785 Pub. Works Deptt  
No 2985 the Madras Government.  
Under date the 13<sup>th</sup> <sup>Decr</sup> Nov / 62.  
Read the following letter,  
L. D. S. Chelvanee.

and observe the necessity, for a more judicious  
usage within our limits. I look upon it as being  
a new game, to be waged upon the European  
of Europe at the present opportunity.

I. I shall forward Copy of this letter for his in-  
formation, and may again advise you on the subject  
next month after the suspension of the Board and  
Board which I expect making very shortly.

Waltham & Little  
Cotton & Woolen Co.

I have the honor to

with an intimation that the  
Boond. Shat alias in  
Sharmandy Shat within  
the

Repairs 6000 for still further widening the Chaut, on which operations have been in progress since 1850, and a grant of Rs. 2355 from funds originally sanctioned for the Coast Road, was made available by Government Order No. 2134 of 6th September, for such improvements on the fair weather road below as could be effected.

61. 9. 20 Nov 62  
 The (Dist. Engr. Hannu)  
 To The Deputy Ch. Engr. C. C.

Dated 11th Nov 1862  
 Recd. 26th Nov 1862  
 No. 123.

Report on the Boond or Chaut made Grant with reference to G.O. No. 2499 of 20th Oct 62

P.W. 3578/62

Elephants at times, and is destitute of all vegetation that grows and water. Exactly at the frontier however may be effected an alteration of the existing line by me in 1850, and traced by Lieut. Law of the M. R. S. in 1857, but not then adopted by the Super. Engineer of Mysore on the score of extra cost. As it would shorten the line by one-third of a mile

Pub. Works Department  
 No. 2985  
 the Madras Government.  
 Under date the 13th Nov 62.  
 Read the following letter from the Asy. Chief Engr. C. C.

61.

Submitted to Government with reference to their Proceedings No. 2499 dated 20th October 1862.  
 Decree  
 Central Circle Office  
 Chetpauk ...  
 20th November 1862. Acting Deputy Chief Engineer Central Circle

Colonel W. J. Birdwood R.E.  
 Secretary to Government  
 Public Works Department

with an intimation that the Boond Shat alias Chaimandy Shat within the

Rs 600 for still further widening the Ch  
which operations have been in progress in  
and a grant of Rs 2355 from funds origi-  
tined for the Coast Road, was made. again  
Government Order No 2134 of 6th September  
improvements on the fair weather road be-  
be carried out this season.

N. M. M.  
Pro: 6<sup>th</sup> September 1862  
" 20<sup>th</sup> Oct 1862

N. M. 1862 Department  
Pro: of Govt for December

From  
The Asst Dy. Chief Eng<sup>r</sup>  
Central Circle  
To  
The Secretary to  
Government P. W. D.

Dated 20<sup>th</sup> November 1862  
Recd 21<sup>st</sup>  
Encl: 1 N. M.

Forwards a letter  
received from the Acting  
District Engineer South  
Canara reporting on the  
Boond or Charmady  
ghat as directed in the  
Proceedings of Government  
No 2499 dated 20<sup>th</sup> October  
1862.

Copy sent to the Govt of  
India & the Commissioner  
of Mysore dated 13<sup>th</sup>  
December 1862 N. M. 2986  
2987

N. M. 256

c. 29<sup>th</sup> Oct 1862  
that grass and water. Exactly at the point  
may be effected an alteration of the existing  
by me in 1856, and traced by Lieut. Col.  
M. R. S. in 1857, but not then adopted by  
Engineer of Mysore on the score of extra  
it would shorten the line by one-third of

in-  
Proceedings

29<sup>th</sup> Pub. Works Depart<sup>t</sup>  
of the 2985 Madras Government.  
Under date the 13<sup>th</sup> Dec 1862.

Read the following letter  
from the Asst Chief Eng<sup>r</sup> C. C.

Forwards a letter received from the  
Acting District Engineer South  
Canara reporting on the  
Boond or Charmady  
ghat as directed in the  
Pro: of Govt No 2499 dated  
20<sup>th</sup> October 1862

N. M. 20<sup>th</sup> Nov 1862 N. M. 61

Resolved that the letter  
from the District Engineer  
of South Canara, received  
with the foregoing endorse-  
ment, be communicated to the  
Government of India in  
reply to their communication  
dated 20<sup>th</sup> Sept 1862 N. M. 3677,  
with an intimation that the  
Boond Shat alias  
Charmady Shat within  
the

the limits of South Canara  
is 12 feet wide throughout;  
and that a fair weather  
bark-pont is already in  
existence from its foot  
to the Trunk Road N<sup>o</sup> 2  
at Bunkur, which is con-  
nected with the Seaport  
of Mangalore by seven-  
teen miles of the said Trunk  
Road or by an equal  
length of navigation down  
the tidal river called N<sup>o</sup>.  
travelling - To make the  
fair weather bark-pont  
sufficient above prevailing  
at all seasons, four  
barges are stated to be  
required and these will be  
sent from the morning  
of the 1st inst.

Engineer be communicated to  
the Mysore Commissioner<sup>13</sup>  
with a request that he will  
take into his consideration  
the suggestion contained in  
the concluding part of para  
3 and state whether there  
are any objections against  
its adoption.

7 Copies.  
To The R. D. Chief Eng<sup>r</sup> C. C. Dispt<sup>r</sup> 15<sup>th</sup>  
7 " " Chief Engineer.

the limits of South Canara  
is 12 feet wide throughout,  
and that a fair weather  
Bart-road is already in  
existence from its foot  
to the Trunk Road No. 2  
at Buntival, which is con-  
nected with the Seaport  
of Mangalore by seventeen  
miles of the said Trunk  
Road or by an equal  
length of navigation <sup>as</sup> down  
the tidal river called Ni-  
travittu. To make the  
fair weather Bart-road  
specified above passable  
at all seasons, four  
bridges are stated to be  
required; and there will be  
provided for in the ensuing  
Budget.

Ordered also that  
the letter from the District

Engineer be communicated to  
the Mysore Commissioner  
with a request that he will  
take into his consideration  
the suggestion contained in  
the concluding part of para-  
graph and state whether there  
are any objections against  
its adoption.

7 Copies.

To The M. D. Chief Eng. C. C. Dispt. 15<sup>th</sup>

7 " " Chief Engineer.

0.

*Si*

Leine

Decr. 1862 O'Connell

2/12/2985-

Dear Madam

Q) dñe 13 de Enero 1862-

From the Commission of Enquiry  
27<sup>th</sup> January 1868

Conducting to Com

movement to the East

of Charles will inform  
 that I wish to engage in with  
 business regarding the  
 property above spoken.  
 I am very glad that also to  
 mention that also to  
 the Goodwill of the  
 business in view to the  
 taking into consideration.  
 here the drug store is  
 making the Druggist  
 for the attention  
 of the above line.

CONCERNS BOTH BRITISH INDIA  
AND INDIAN STATES.

10256-25

(6)  
 Le  
 Howard Lloyd  
 26 1/2  
 1881 in the

being thirty five miles -  
Buntival is again con-  
-ected with the Seaport  
at Mangalore either by  
seventeen miles of the said  
Trunk road which is  
~~with the trunk~~  
bridged throughout or by an  
equal length of navigation  
~~on a~~ tidal river called  
Naitravully - To make the  
four weather Port-road  
above mentioned passable at  
all seasons of the year ~~it is~~  
~~important that~~ four bridges  
are required, and these will  
be provided for in the  
Budget of 1863/64 - For  
further improvements to this  
road and also to the Chhat  
a sum of Rs. 8355 has  
been sanctioned this year.

As regards the  
gradients it will be obvious  
from para 5 of the

District Engineer's letter that  
the slopes on the 8 1/2 miles  
of the Chhat within the  
Mysore Province may be  
reduced to a minimum of 1  
in 30 as proposed by the  
Supreme Govt., without ~~excessively~~  
~~excessively~~ lengthening the line,  
but that for the reasons  
stated by Genl. Colonel  
Walker the introduction of  
that slope on the Banara  
portion would be inad-  
-visable -

I am to request that  
to avoid confusion in  
future correspondence the  
Chhat called the "Round"  
Chhat by the Mysore Autho-  
rities may be ~~designated~~  
the Channandy Chhat the  
latter name ~~being derived~~  
from a Village situated at the  
foot of the Chhat; while  
the

the former designation  
appears to be a fancy one -  
A copy of this letter  
will be forwarded to the  
Mysore Commissioner

Chhapra 9  
13<sup>th</sup> Dec 1862  
Recd 15<sup>th</sup> Dec 1862

CONCERNS BOTH BRITISH INDIA  
AND INDIAN STATES.

N<sup>o</sup> 258

19-2-1862 ✓

Public Works 1862 Department  
Des: of Govt for December  
N<sup>o</sup> 2986.

To The Secretary to the  
Government of India.

Dated 13<sup>th</sup> December 1862.

Forwarding to the Govt  
of India letter from the District  
Engineer South Canara on the  
subject of the Goond alias  
Charmandy Ghat.

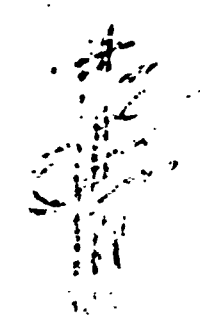
9996

N<sup>o</sup> 2987

To  
The Commissioner for  
Govt of the Territories  
of His Highness the  
Rajah of Mysore.

Sir.

Adverting to the letter  
from the Govt of India dated  
20<sup>th</sup> September 1862 N<sup>o</sup> 3677  
in which was enclosed copy  
of a communication to your  
address bearing the same  
date but numbered 3676, on  
the subject of completing  
the Boond Jhat and in  
opening it for cart and  
general traffic, I am directed  
by the Governor in Council  
to forward the accompanying  
copies of a letter from the District  
Engineer of South Canara  
and also of one addressed  
to the Supreme Govt on the  
same.



M

same subject, and to re-  
quest that you will take  
into your consideration  
Genl Colonel Walker's sug-  
gestion as contained in the  
concluding part of para<sup>5</sup> of  
of his letter and state  
whether there are any  
objections against its  
adoption - 1113

Chepault }  
13<sup>th</sup> Decr/62 }  
Recd 15<sup>th</sup> Decr/62.

CONCERNS BOTH BRITISH INDIA  
AND INDIAN STATES.

Public Works 1862 Department  
Proc. of Govt for December.

No 2987.

To The Commissioner for the  
Govt of the Territories of His  
Highness the Rajah of  
Mysore.

Dated 13<sup>th</sup> December 1862.

Forwarding to the Commissioner  
of Mysore copies of letter from the District  
Eng<sup>r</sup> South Canara and one addressed  
by this Govt to the Govt of India  
on the subject of Bond alias  
Charmandy that with a request to  
state if there are any objections  
against the adoption of the sug-  
gestion of the District Engineer  
regarding certain alterations in the  
Line of the Chat.

No 259.