

(1) Number of pages 16(2) Date of repair 17-6-42

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	528	Press
		Mis.
	395-396	
Dated	22-3-	1862

Not to be folded or roughly handled

RCY

*Proceedings of the Madras Government, Public Works Department,
22nd March 1862.*

No. 395. Read the following letter from Lieutenant-Colonel J. CARPENDALE, Acting Deputy Chief Engineer, Central Circle, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer and Secretary to Government, Public Works Department, dated Chepauk, 30th January 1862, No. 10,035:—

SIR,

1. In letter, as per margin, an application was made to Government at the request of the Chief Engineer in Mysore for an increased maintenance allowance for the Perambady and Sumpajee Gháts in Coorg, and in order thereon it was directed that the District Engineers of South Canara and Malabar might be consulted; also that the question of tolls should be further considered. A reference to those Officers was accordingly made, and I have now the honor to forward their replies.

1 Letter from the District Engineer South Canara, No. 171, dated 20th December 1861, with one enclosure.
1 Do. from the District Engineer Malabar, No. 255, dated 19th December 1861.
1 Copy of the Proceedings of the Board of Revenue, No. 3,564, dated 6th July 1861.
Chief Engineer, No. 7,580, 25th November 1861.
No. 2,256, 9th December 1861.

2. The District Engineer of South Canara does not consider any increase on the present maintenance allowance of 100 Rupees a mile requisite for the Sumpajee Ghát. He has had two years' experience, and found the existing allowance sufficient although the seasons were unfavorable. He notices the injury done to the Ghát from the clearance for Coffee Plantations being made to the very edge of the road, and the small shrubs and grass consequently removed, while they ought to be left to prevent *land slips*. It would I think be desirable to move the Commissioner of Coorg not to allow land to be occupied closer to the Gháts than the catch drains; or where there are no catch drains closer than five yards from the edge of the cutting. The District Engineer considers Sooliah bridge to be the most suitable point in the road from Mercara to Mangalore for a Toll Bar, and assigns good reasons for selecting that place, which is situated 62 miles from Mangalore and 22 from Mercara. He also observes that the transfer of the Sumpajee Ghát to Mysore will not make the services of an Overseer of any kind available.

3. The District Engineer of Malabar considers that the maintenance allowance of the Perambady Ghát might with great advantage be increased to Rupees 150 a mile on account of the large traffic on it. He observes that the maintenance allowance of Rupees 100 per mile is insufficient in the low country of Malabar—and much less could it be expected to suffice on the Ghát itself, where the causes of deterioration are so much greater. He shows that the amount realized by the auction of the toll collection for the current year at the Irrity bridge would give a maintenance allowance of Rupees 114 per mile for the whole 68 miles of road.

4. On a review of the whole correspondence it would appear desirable that the tolls recommended in paragraph 4 of the Revenue Boards' Proceedings as per margin should be levied at the Irrity bridge on the road from Mercara to Cannanore; and at Sooliah bridge on the road from Mercara to Mangalore; that the maintenance allowance for the former, or Perambaddy Ghát and road, should be increased to 150 Rupees a mile for the whole 68 miles; and that the maintenance allowance for the Sumpajee Ghát and road from Mercara to Mangalore should for the present remain as it is, Rupees 100 per mile; also that the amount realized by the tolls on each road should be credited against the sanctioned expenditure, and not considered available as maintenance allowance in addition to the sanctioned grant, as was proposed in paragraph 5 of letter from the Collector of Malabar published in Proceedings of the Revenue Board as per margin.

No. 3,564, 6th July 1861.

No. 396. ORDER THEREON, 22nd March 1862, No. 528.

1. The charge of the Perambady and Sumpajee Gháts, although situated in the Province of Coorg, has up to this time been in the hands of the Madras Public Works Department; but

*Proceedings of the Madras Government, Public Works Department,
22nd March 1862.*

on the representation of the present Chief Engineer of Mysore, the charge has been ordered to be made over to the authorities of that Government from the 1st May 1862; the portions of the road lying within South Canara and Malabar continuing, however, under the charge of the Madras Officers. The Sumpajee Ghát connects Coorg with Mangalore on the Sea Coast of South Canara; and the Perambady Ghát connects that Province with Cannanore on the Sea Coast of Malabar. Thirty-nine and quarter miles of the former Ghát and road, and 34 miles of the latter, are in Coorg; the sanctioned maintenance allowance on both lines being 100 Rupees per mile—provided by the Madras Government.

2. In his letter of the 14th November last, No. 2,617, Colonel Lawford, while stating that the Mysore Government had no intention of levying tolls on these Gháts, proposed that the maintenance allowance should be increased on both lines to 150 Rupees per mile—considering the nature of the country, the difficulty of obtaining labor, and its constantly rising value, owing to the spread of Coffee cultivation. But before passing orders on this proposal, the Government wished* the District Engineers of Malabar and South Canara, to be consulted as to the sufficiency of the present maintenance allowance for these Gháts, and at the same time desired that the question of tolls should also be further considered—as there seemed no reason why the expense of maintaining these roads should not be thus defrayed.

3. Lieutenant-Colonel Carpendale, Acting Deputy Chief Engineer, Central Circle, now reports that the District Engineer of South Canara, after an experience of two years, does not consider any increase to the maintenance of 100 Rupees per mile for the Sumpajee Ghát to be necessary; but that the District Engineer of Malabar is of opinion that the allowance for the Perambady Ghát might with great advantage be increased to 150 Rupees a mile, on account of the large traffic on it, and the greater wear and tear to which it is exposed. Colonel Carpendale supports these proposals.

4. In compliance with these recommendations, the Governor in Council directs that the maintenance allowance of 100 Rupees a mile for the Sumpajee Ghát shall continue the same on both the portions of the line, viz., in South Canara and Coorg; and grants sanction for raising the allowance of the Perambady Ghát from 100 to 150 Rupees a mile, on the whole 68 miles. This increased allowance has not been provided for, however, in the Budget of 1862-63, which allows only 6,800 Rupees, or 100 Rupees per mile. The difference of 3,400 Rupees will therefore be provided in 1862-63 out of the General Funds at the disposal of the District Engineer of Malabar if practicable; or if not, from the Reserve Fund of that year on application to that effect; but care will be taken to provide the larger amount, viz., 10,200 Rupees now sanctioned in future Budgets. The allowance in future will thus be Rupees 6,600 for the Sumpajee Ghát; of which in Coorg, Rupees 3,925; in South Canara Rupees 2,675; and for the Perambady Ghát Rupees 10,200; of which—

In Coorg, Rupees 5,100,
In Malabar „ 5,100.

5. His Excellency in Council also resolves to invite the attention of the Commissioner of Mysore to the suggestions of the District Engineer of South Canara, as noticed in paragraph 2 of Colonel Carpendale's letter.

6. As to tolls, the Government observe that the levy of such an impost to cover the maintenance of the Perambady Ghát and road from Cannanore to Mercara, is at present† collected at the Irrity bridge, situated near the foot of the Ghát in the Malabar District—that site having been considered the most convenient for the collection; and they now learn that the Sooliah bridge in South Canara, is the most suitable point on the Sumpajee Ghát and road from Mercara to Mangalore for the erection of a Toll Bar; the reasons assigned for the selection being that all traffic must pass this bridge, and that there

* Proceedings of Government, 29th October 1861, No. 1,997.

† Proceedings of Government, 7th October 1861, No. 1,846.

*Proceedings of the Madras Government, Public Works Department,
22nd March 1862.*

is no risk of fever near it, as there would be on the Ghát itself; while to levy the toll on the Ghát would be a great obstruction to the traffic. Under these circumstances, the Government sanction the collection of tolls at the Sooliah bridge for the maintenance of Sumpajee Ghát—the rates permanently approved for the Perambady

A loaded bandy and pair of bullocks.....	A.	P.
Empty do.....	2	0
Any carriage with horse or bullocks.....	1	0
A Palankeen, or Mancheel, with bearers..	2	0
A single horse.....	2	0
A laden poney, bullock or donkey.....	1	0
A Camel.....	0	6
An Elephant.....	2	0
Unladen pack cattle, village cattle, sheep, goats and pigs, to be allowed free at certain hours in the morning and evening.	4	0

Ghát, or those recommended in paragraph 4* of the Revenue Board's Proceedings of the 3rd September 1861, No. 4,761, being adopted here also.

7. As suggested by the Acting Deputy Chief Engineer, the tolls collected on both lines will be credited to Government, and will not be available for expenditure in addition to the sanctioned maintenance allowances.

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

Ordered that the following letter be despatched.

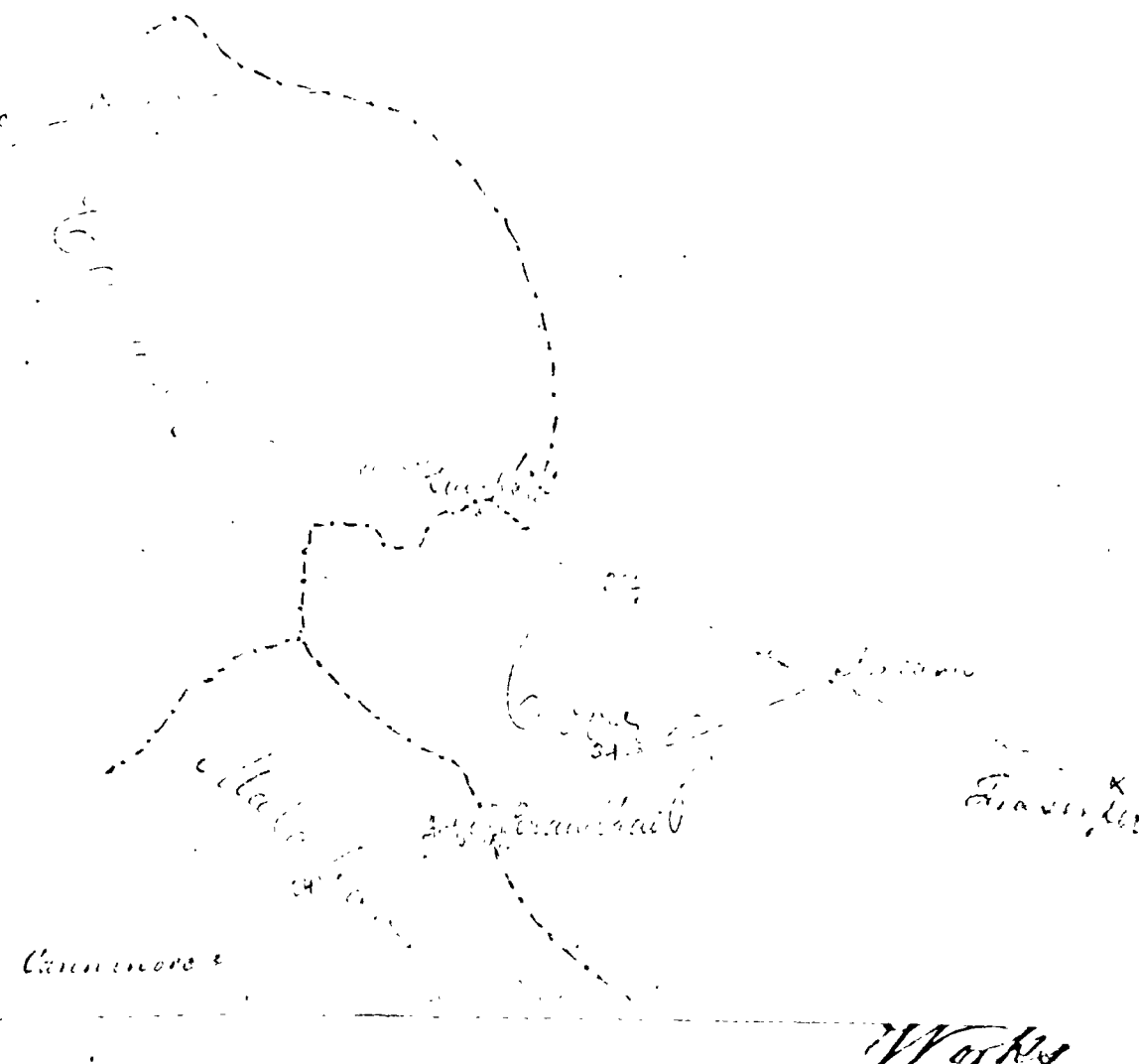
No. 397. From Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, Department Public Works, Fort Saint George, to the Commissioner for the Government of the Territories of His Highness the Rájáh of Mysore, dated 22nd March 1862, No. 529.

SIR,

I am directed by His Excellency the Governor in Council to forward a copy of the Proceedings of this Government of the No. and date noted in the margin, and to invite your attention to the suggestions of the

No. 528, dated 22nd March 1862.

District Engineer of South Canara, as noticed in paragraph 2 of Colonel Carpendale's letter of the 30th January which accompanies.



1-5-70

395-346

Letter of 10th Decr 1861
to G. O. on the subject of an
increased maintenance allowance
for the Perambady and Sumpie
ghats in every out of
laying a lot of money
with some others.

1-5-70+

21st Decr 1861

Secy of the Madras Govt

1862

Genl. North's Office
to Mr. George Davis

Public Works Dept

N. 528

Proceedings of the Madras Government
Under date the 22nd ^{March} ~~January~~ 1862.

Read the follow-
ing letter from the
Acty. Deputy Chief
Engineer - Central Circle.

On the subject
of laying tolls on the
Sumpie and Peramb-
-bady Ghats, and increas-
-ing the maintenance allow-
-ance for the latter.
(Hereafter 30th July 1862
No 100357)

MD

Wk

The charge of
the Perambady and
Sumpie ghats, altho
situated in the province
of Coorg, has up to this
time been in the hands
of the Madras Public
Works

Department; but on the
representation of the pre-
-sent Chief Engineer of
Mysore, the charge has
been ordered to be made
over to the authorities of
that Government from
the 1st May 1862; the
portions of the road lying
within South Canara
and Malabar contin-
-ing, however, under the
charge of the Madras
Officers. The Sampargi
ghat connects Coorg with
Mangalore on the Sea Coast
of South Canara, and
the Perambady ghat con-
-nects that province with
Cananore on the Sea
coast of Malabar $39\frac{1}{4}$
miles of the former ghat

Copy of Govt. Order 129th Oct/61
1997

7
and road, and 34 miles
of the latter are in
Coorg; the sanctioned
maintenance allowance
on both lines being,
100 Rupees per mile,
provided by the Madras
Government.

2 In his letter
of the 14th November
last, No 2647, Colonel
Lawford, while stating
that the Mysore Govt.
had no intention of
levying tolls on these
ghats, proposed that
the maintenance allow-
-ance should be increased
on both lines to 150 Rs
per mile, considering
the nature of the country,
the difficulty of obtaining
labor,

labor, and its constantly
rising value, owing to the
spread of coffee cultivation;
but before passing orders
on this proposal, the
Government wished the
District Engineers of
Malabar and South
Canara to be consulted
as to the sufficiency of
the ^{present} maintenance allow-
ance for these ghats, and
at the same time de-
sired that the question
of tolls should also be
further considered, as
there seemed no reason
why the expense of main-
taining these roads
should not be thus de-
frayed.

* Page 9. Ser/61 No 2256

3 Still (Spendak),
Acting

9
Acting Deputy Chief
Engineer, Centre Circle,
now reports that the
District Engineer of
South Canara, after
an experience ^{of} 3
^{years} of two years,
does not consider any
increase to the main-
tenance of 100 Rupees
per mile for the Sam-
pajia ghat to be ne-
cessary, but that the
District Engineer of
Malabar is of opinion
that the allowance for
the Travancore ghat
might with great ad-
vantage be increased
to 150 Rupees a mile,
on account of the large
traffic on it, and the
greater

greater wear and tear to
which it is exposed. Colonel
Carpendale supports
these proposals.

11. In compliance
with these recommenda-
-tions, the Governor
in Council directs that
the maintenance allow-
-ance of 100 Rupees a
mile for the Samrajee
ghat shall continue
the same on both the
portions of the line,
viz in South Canara
and Coorg, and grants
sanction for raising the
allowance of the Peram-
-bady ghat from 100 to
150 Rupees a mile, on
the whole 68 miles. This
increased allowance has

not been provided for,
however, in the budget
of 1862/63 which allows
only 6,800 Rupees, or 100
Rupees per mile. The
difference of 3,400 Rs
will therefore be provi-
-ded in 1862/63 out of
the General funds at
the disposal of the Dis-
-trict Engineer of
Malabar, ^{if practicable, or if not, ^x} but care

^x from the Reserve fund of that
year on application to that effect;

will be taken to provide
the larger amount,
viz 10,200 Rupees, now
sanctioned in future
budgets. The allow-
-ance in future will be
thus 6,600 Rupees
for the Samrajee &
ghat, of which -
in Coorg - Rupees 3,925
in South Canara - - 2,675;
and

and for the Perambady
ghat - Rs 10200,
of which
in Coorg - Rs 5100
in Malabar - " 5100.

5. His Excellency
in Council also resolves
to invite the attention
of the Commissioner
of Mysore to the sug-
-gestions of the District
Engineer of South
Canara, as noticed in
para 2 of Colonel
Carpenter's letter.

6. As to tolls, the
Government observe
that the levy of such
an impost to cover the
maintenance of the
Perambady ghat and
road from Cannanore
to

* Proc^d of Govt^y - Oct 1/61
No 1846.

12
to Mercara, is at-
-present collected
at the Jerty bridge
situated near the foot
of the ghat in the
Malabar District,
that site having been
considered the most
convenient for the collec-
-tion; and they now
learn that the Pollah
bridge in South Canara
is the most suitable
point on the Samfaja
ghat and road from
Mercara to Mangalore
for the erection of a toll
bar; the reasons assigned
for the selection being,
that all traffic must
pass this bridge, and
that there is no risk
of

of fever near it, as there
 would be on the ghāt
 itself, while to levy the
 toll on the ghāt would
 be a great obstruction
 to the traffic. Under
 these circumstances, the
 Government sanction
 the collection of tolls at
 the Soolah bridge for
 the maintenance of
 the Tanpajie ghāt,
 the rates permanently
 approved for the Trav-
 -lady ghāt, or those

recommended in para
 4 of the Revenue Board's
 Proceedings of the 3rd
 September 1861, No.
 1761, being adopted here
 also.

As suggested
 by

* Loaded bullock pair of bullocks	2	"
Empty do	1	"
* Any carriage with horse & bullocks	2	"
A Palankeen, or Mianchuck, with bearers	2	"
A single horse	1	"
A laden pony bullock, or dawk	1	"
A mule	2	"
An elephant	4	"
Unladen pack cattle, village cattle, sheep, goats, & pigs, to be allowed free at certain hours in the morning and evening		

by the Acting Deputy
 Chief Engineer, the tolls
 collected on both lines
 will be credited to
 Government, ^{and will} not be
 available for expendi-
 -ture in addition to
 the sanctioned main-
 -tenance allowances.
 D. 19. 19.

To the Deputy Chief Eng. C. C. with 4 Encls. Recd. 24th
 S. C. S.
 Accountant General.

Maintenance Allow-
-ances and tolls on the
Sampson and Perm-
-sionary Grants.

Public Works 1862 Dep
Pro: of the Court for March

N: 528.

Pro: of the U. Government
Of 22nd March / 62

From Chief Eng: and S. W. L. H. H. H.
Let 2379 in Pro
From 22nd of 12th of 1862 to 31st of 1862
From the Commissioners for Eng: of
4th June / 63 to 31st of 1863

Letter from Public
Engineer G. G. on the subject
of an increased Maintenance
allowance for the permission
of Sampson grant in
connection with a toll
thereon with orders thereon.

N: 2995 & 396

28th Feb 187th March