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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. <u>1607</u>	Press Mis.
Dated <u>10-8-92</u>	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th June 1863.*

Read the following papers:—

No. 456. From A. C. BARNES, Esq., Secretary to the Planters' Association, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Vithery, Wynád, 22nd May 1863.

SIR,

1. The Committee of the Planters' Association desire to offer some remarks in explanation of their letter to Government of the 21st of January 1863, in reference to the small progress made in the construction of the road between Manantoddy and Luckady viâ Terrioot.

2. In paragraph 19 of Lieutenant-Colonel Ouchterlony's report, "Proceedings of the Madras Government 8th April 1863, No. 840," it is stated that the Committee had "omitted to mention that the working season had been curtailed by remarkably unseasonable falls of rain enduring up to the 27th December 1862, or three weeks only previous to the date of their communication to Government. Until these rains and the apprehension of their continuance had passed away it was naturally impossible to mould bricks or to collect brick-makers, sawyers, &c."

3. In the Committee's communication to Government their remarks pointed naturally to earth work and the widening of this road and to the construction of bridges made of timber, of which material the Committee understands it is still proposed to build the greater portion of them.

4. It has been the desire of the Planters' Association to make every allowance for difficulties operating against the speedy completion of this and other roads in Wynád, and the Committee would not have omitted to note unseasonable falls of rain enduring to the 27th December 1862 had the same come under their observation.

The rain fall registered at Luckady by Pluviometre, was as follows:—

1862, August		43.20	Inches.
„ September		27.40	„
„ October		10.10	„
„ November		4.75	„
„ December		3.50	„

In December there were twenty-six days on which no rain fell. The fall of rain in March was 8½ inches, with no complaint of interruption to Public Works.

5. The District Engineer of Malabar testifies in his report, "that this communication (Manantoddy to Luckady viâ Terrioot) is not in such a backward state as is represented by the Planters' Association." Upon this it is only necessary to remark that the result of Captain Bean's inspection in March can hardly be taken as a reply to the Association's representations in January.

6. As proof of the great importance of the Range Officer of Wynád commencing operations vigorously as early as possible, it appears from the report of a Sub-Committee appointed to examine the road from Luckady to Terrioot, dated 29th April 1863, that on the first ten miles eleven bridges large and small were required, yet not one had been erected; the Sub-Committee observing one only in course of construction and material being collected for two others, yet three at least of these streams will be unfordable during the rains.

7. The Committee trust they will be pardoned for again bringing this subject to the notice of the Government, but it appeared most important to remove any cause for the impression they would address His Excellency the Governor in Council on any subject upon insufficient grounds or with unreasonable precipitancy.

**2 Proceedings of the Madras Government, Public Works Department,
19th June 1863.**

No. 457. From A. C. BARNES, Esq., Secretary to the Planters' Association, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Vithery, Wynád, 25th May 1863.

SIR,

1. The Planters' Association of Western India, desire most respectfully to bring to the notice of the Government the necessity of allowing the Range Officer of Wynád competent assistance for the prosecution of Public Works in this District.

2. The Association need scarcely point out the very large extent of country over which these works are prosecuted, a circumstance much aggravated by the difficulty of locomotion.

3. It appears from Lieutenant-Colonel Ouchterlony's report, "Proceedings of Government 8th April 1863, No. 840," that the desirability of confining the Range Officer's duties within narrower limits has been recommended; this coupled with the fact that in no single year has the Officer in charge of the District been able to expend the yearly allotment, will, the Association trusts, make the request that two competent Overseers be detailed for the Wynád works appear reasonable to the Government.

No. 458. From Captain W. SYME, First Assistant District Engineer, Wynád Range, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Department Public Works, dated Manantoddy, 29th May 1863.

SIR,

1. Before proceeding to give a detailed report of the progress made in carrying out the scheme for the road communications of the Wynád Range, and the present condition of the work, I think it necessary to revert to the report made by the late Lieutenant-Colonel Ouchterlony in March last, as well as to the remarks of the District Engineer, in his letter No. 312 of the 11th March 1863, with reference to the road between Manantoddy and Vythery via Terrioot.

2. At that time I informed Lieutenant-Colonel Ouchterlony and Captain Bean that I had no doubt about the completion of the temporary timber bridges along the whole of that line within the official year; I regret that the result has not answered my anticipations, though I think it will be admitted that their non-fulfilment has been owing to circumstances which it was impossible for me to control.

3. Captain Bean writing on the 11th March notices the unusually long continuance of the rains in 1862; since then, not only have two great native festivals occurred, which for the time they lasted drew away the whole labour of the District, but commencing from the middle of March up to this date, the weather has been such as not merely to impede operations, but to make work at times absolutely impossible. Throughout the month of April rain was as heavy and nearly as continuous as during the worst period of the monsoon, causing floods that not only prevented progress, but also did great damage to, and threw back much that was in hand. I was in consequence compelled to abandon my intention of building several masonry bridges for which the materials were all prepared, and to substitute timber as a temporary expedient; at the same time, I beg to observe that although temporary yet being constructed of the best materials available, they are substantial enough to bear traffic for the next two or three years to come.

4. The bridging of the road between Manantoddy and Terrioot I undertook myself; the distance is fifteen and half miles and twenty-five bridges are required, of which the following is a list:—

1. 8 feet span, Rubble abutments and timber superstructure, completed.
2. 14 feet „ Pile bridge, completed.
3. 12 feet „ Brick abutments, timber superstructure, completed.
4. 18 feet „ Ditto, one abutment completed, the weather has rendered it impossible to proceed with the other abutment; piles have accordingly been temporarily substituted, the materials are all ready and the bridge will be completed within the next week.

**Proceedings of the Madras Government, Public Works Department, 3
19th June 1863.**

5. 16 feet span, Pile bridge, materials all ready on the spot, is now in course of construction and will be completed in a few days.

6. 12 feet „ Ditto, completed.

7. 20 feet „ Pile bridge, materials ready on the spot, will be put in hand immediately on the completion of Nos. 4 and 5 and completed as rapidly as possible.

8. 10 feet „ Timber, completed.

9 & 10. 10 feet „ Timber, in course of construction, will be completed in a few days.

11, 12, & 13. 12 feet „ Timber, completed.

A broad river here intervenes which will require a large bridge, and at present is crossed by a jungdar.

14, 15, 16, 17, } Varying from 12 to 14 feet each, timber, all completed.
18, 19, 20, 21, }
22, 23, 24, 25. }

Making twenty bridges completed, four in a very forward state to be finished next week and one within a few days after.

5. In this section of the road eleven swamps and paddy flats have to be crossed by embankments, most of which were commenced last season, but have been completed this year to an average height of two and a half feet above the highest water mark, the total length of these embankments being about eleven hundred yards, very heavy cuttings have also been encountered.

6. At no part is the road less than sixteen feet, and almost the whole of it is eighteen feet broad, and as soon as the bridging is finished it will moreover be fit for any traffic that is likely to pass over it. In many places metalling is absolutely necessary before it can be practicable for carts during the monsoon, although perfectly so during the dry weather.

7. Two small pieces of rock have to be removed to enable me to report the whole of this portion of the road as complete, but hitherto I have not succeeded in obtaining such labour as is required for blasting operations, these obstructions, however, do not absolutely prevent the passage of carts.

8. Some further drainage is desirable which can be safely deferred until next season.

9. From Terrioot to Vythery a section of four miles was given on contract to Planters Messrs. Reid and Haden, with whom I have had a good deal of trouble with respect to the proper fulfilment of their agreement.

10. On this portion there are four bridges necessary, two of which of thirty feet span each constructed of sawn timber on piles have been completed by me, in default of the performance of their bargain by the Contractors; two others of eight feet span each are not yet commenced, which also I fear I shall have to make for them, but having material ready there will be but little delay in their completion.

11. A good deal of rock has to be removed in these four miles, some of which must be blasted before carts can pass, a great deal of it however remains, the removal of which may be effected by mere manual labour, or by fire, and which is strictly within the terms of the Contractors' agreement.

12. From this to Vythery a distance of eleven miles, the bridging has been given on contract to Mr. Charles Huxham, who has also superintended the cutting of that portion of the road.

13. The earth work on this section has been exceedingly heavy, being along the side of steep hills, and the cuttings very deep, a great deal of large timber, jungle and bamboo has also been encountered; the whole of it, however, with the exception of about one mile, is completed, with the exception also of some rocky obstructions for which I hope shortly to obtain labour.

14. The number of bridges on this part is thirteen, some of which are by no means easy to construct; and I regret to say that Mr. Huxham has, just at the most critical time, met with obstructions that I will take a later opportunity to advert to, they have already caused much delay, and unless speedily removed will prove a serious hindrance to the opening of the line before the end of the monsoon.

*4 Proceedings of the Madras Government, Public Works Department,
19th June 1863.*

15. Two bridges of timber of about twenty feet span each have been constructed in a very substantial and excellent manner by Mr. Huxham. This gentleman has been delayed in completing the remainder of the smaller bridges owing to his having had to concentrate the whole of his available labor on two very large bridges of three bays each; one of these although seriously retarded by the damage done by the floods, he was proceeding with very satisfactorily and had got in the piles for the centre bay, when the whole was brought to a stand still by the refusal of the proprietor of the land on which the timber had been cut to allow him to remove it, and taking legal proceedings to prevent it. The above named proprietor only purchased the land on the 28th of April, long previous to which, Mr. Huxham had by permission of the then proprietor, cut the timber and agreed to pay for the same.

16. The smaller bridges, which vary from fourteen to twenty-eight feet, are being proceeded with, the greater part of the material is ready on the spot, and they will shortly be completed.

17. One large bridge I have been compelled to abandon for the present, and to order a jungdar as a temporary substitute. The water at this place rises to a height of twenty-four feet during the monsoon, and as it is fed by streams running from the mountains, and through thick jungle, they bring down great quantities of heavy debris and uprooted trees, the piles must be of very large size and require to be deeply sunk; the materials had been all prepared, and considerable progress made in sinking holes for the piles when the heavy rains destroyed almost all that had been done, and I find it perfectly hopeless to expect Mr. Huxham to get them again sunk before the burst of the monsoon.

18. Two of the bridges will be required close to Vythery, but these I propose to build of masonry after the monsoon, and it will be of no consequence as a slight detour by a bye-road, not increasing the distance more than a quarter of a mile, connects the finished part of the new with the old Government road through Vythery.

19. Between Vythery and the head of the Tambracherry Ghât one bridge only is incomplete, and is being built under Lieutenant Kennedy's superintendence; it is of thirty-two feet span with abutments of rough stone in chunam and timber superstructure, the abutments of which will be finished within a few days. A temporary bridge has also been thrown over which prevents any obstruction at this point during the progress of the permanent one.

20. From this to the head of the Ghât three culverts of the rough stone in chunam have been built this season, three bridges repaired, and one built with abutments of rough stone in chunam.

21. On the whole line therefore between Manantoddy and the head of the Ghât there occur no less than forty-seven bridges, of which twenty-five have been commenced and completed this season, nine are in a forward state, three have been repaired, one abandoned for the present, and the materials ready for the whole of the remainder with the exception of the one alluded to as having been stopped by the owner of the land having prevented the removal of the timber required for its completion.

22. *From Vythery to Challapoya and Culpatty.*—The commencing of this road was delayed owing to the impossibility of my giving the work personal superintendence, the absence of all subordinate assistance, and the inability of any Planter undertaking a contract during the season of picking and preparing the Coffee crop. It has been given on contract to Mr. T. Ferguson, an excellent trace laid out, and the work pushed on by him with great energy and success. The total distance is about eleven miles, it has not, however, been accurately measured.

23. At the end nearest Challapoya, Mr. Ferguson has nearly completed a length of five miles, and is rapidly working up to Vythery, I fully expect this line to be fit for cart traffic by the end of the present year (non-official). The large bridges will be entirely of timber, and the smaller of masonry abutments and timber superstructure.

24. The contract for this work was only undertaken by Mr. Ferguson in March last, and while the rapidity of its execution is no doubt mainly owing to the energy and ability of that gentleman, yet I must take this opportunity of also giving its due share of credit to the very

*Proceedings of the Madras Government, Public Works Department, 5
19th June 1863.*

valuable and kind assistance given by Mr. Vertue, the Superintendent of Messrs. Parry & Co.'s estates; in placing at our disposal the whole of his available labor, and the loan of his tools. I should also recognize the ready acquiescence on the part of the various proprietors, through whose estates the line runs, to the taking up the requisite land, viz., Messrs. Michael Rimington, Christopher Young and Mr. Smith of the Askern estate.

25. *From Vythery to Sultan's Battery.*—This line will branch off midway on the road between Vythery and Challapoya, it will be about eighteen miles, it is not yet commenced, but I have concluded a contract for its execution by Mr. Ferguson immediately he has completed the line he is now working on.

26. *From Sultan's Battery to Goodaloor.*—The old road via Nellialum is not only long, but for the way it has been traced it is impossible to alter or improve it in any way so as to make it a good road for cart traffic. A line therefore has been taken following the old road between Sultan's Battery and Nellacottah up to within one mile of the latter place, it then has been traced to Goodaloor, a distance of thirteen miles, and by this route the total distance between Sultan's Battery and Goodaloor will be reduced by eight miles.

27. *From Sultan's Battery towards Nellacottah.*—The road has been put into fair riding order, strong wooden bridges are in rapid progress, the piles also and the material for the superstructure nearly ready; to make this a cart road, it will be necessary to skirt five or six hills over which the road now runs, this work has been done by the Sub-Magistrate of Goodaloor under my orders, and will be completed by him.

28. *From Nellacottah to Goodaloor.*—A contract has been given to Mr. Browning of the latter place, he has completed the road on a gradient suitable for carts, to a breadth of twelve feet, and a distance of seven miles from the Goodaloor end; this he is widening to eighteen feet, and also pushing on to join the other portion near Nellacottah, and putting up strong wooden bridges of sawn timber. I expect the whole of this to be completed before the end of December.

29. *From Culpatty to Panamaram and Manantoddy.*—The road has been thoroughly repaired, and also the bridges; it is now an excellent riding road, but from the steep gradients it will be very difficult to make it into a cart road; at present no attempt has been made to do so, the traffic moreover is not much as to require it. For this line there are two very wide rivers now crossed by rafts, and nullas bridged, the road could not be available as a cart road. The bridges would be very expensive.

30. *From Manantoddy to Cootialdy Pass.*—This line is being bridged by local labor under the superintendence of the Adigarries and the bridges are nearly completed, the road itself is in fair order.

31. *From Manantoddy to the Peria Pass.*—This road was given out to a Native Contractor, who has carried out large works on the coast, to be bridged, and he informs me that in another ten days the whole of it will be completed; the first ten miles out of Manantoddy is now in daily use for wheeled carriages, not only carts but buggies, &c., and only about four miles remain to be repaired to put it into like condition to the head of the Pass.

32. It requires more draining and shaping to make it a finished road, and for this I am now negotiating a contract.

33. By the 1st of January next this road will be fairly tollable.

34. The Contractor would have completed his work ere this but that he has had difficulty with respect to the timber required, for which the Manager of the Estates on the line demanded a rather exorbitant price, although there is no market for it except for a work that will be of great benefit to the property under his charge; on the contrary Mr. Richmond, another gentleman similarly situated, has afforded every assistance in his power and given material help.

6 *Proceedings of the Madras Government, Public Works Department,*
19th June 1863.

35. I have already reported the condition of the road through Bowally to Mysore, no change has taken place in that; one masonry bridge of considerable size, and three small culverts have to be built when the season permits, but as the want of them does not in any way interfere with the traffic, I have given precedence to other works of a more pressing nature.

36. The road that you allude to as being uselessly repaired, viz., between Munangady and Sultan's Battery is being done out of Local Funds by the Deputy Collector and I have no control over that expenditure.

37. The road between Panamaram and Sultan's Battery is in excellent condition for riding; though steep in places it is passable for carts, and no bridges are required except over a wide river close to Panamaram; this makes three such rivers between Manantoddy and Sultan's Battery, and until these are bridged nothing will make this road available for cart traffic during the monsoon.

38. Having given a resumé of all the works under my charge, I beg to bring to your notice the very useless and inefficient subordinate assistance at my disposal; with works going on in such various directions, and at such distances apart, which can only be reached on horseback, it is impossible for me to give that constant attention to the whole that is desirable; the two Assistants I have are perfectly ignorant of the work required from them, and I cannot trust them to look after any thing, or give them any discretionary power, I have already requested to be relieved of them as a great and unremunerative expense, and I beg to repeat the request.

39. The assistance that I really require and without which it is impossible for me to get work done well, rapidly, and economically, is an experienced Supervisor, a man whom I could send to inspect, report upon, and give directions to carry out any thing that will not admit of the delay of a reference to myself or a personal inspection on my part. At present in the event of pressing office business, sickness, or accidents to my horses, there is always a chance of work being interrupted at the most critical times, and delayed from my inability to be on the spot just when required. I should require no other assistance of the subordinate class, so that the expense would be much the same, and very much more satisfactory in its results.

40. You mention in your letter the advisability of my giving contracts to Planters; I am always desirous of doing so, but there are few who are in a position to undertake them, most of them being merely Superintendents of Estates, whose whole time and attention is required in the service of their proprietors. I have, however, as you will observe, availed myself of this mode of getting the works carried out in the cases of Messrs. Browning, Ferguson, Reid, Haden, and Huxham, as well of a Native Contractor. I hear of no others who would be likely to undertake contracts except on terms such as would overstep even the bounds of liberality.

41. I am very glad that I have been afforded the opportunity of sending in this report, as well as of replying to your suggestions regarding obtaining assistance from the Planters of Wynád; I have long been placed in a position of great hardship and difficulty in constantly hearing of complaints forwarded by one person and the other, as well as by that body calling itself the Planters' Association, and being prevented from my position in taking any notice of what I knew had been said and written, without being called upon officially to do so. I believe the report I have made will show the extent and difficulty of the work that has been laid out for me to execute, and be a full answer to any representations that may have been made on the subject; had I had the opportunity I could have always replied satisfactorily to the complaints that the impatience of people who do not understand, or else who wilfully close their eyes to the difficulties that have to be encountered, have I know reached Government. For my part I have used every endeavour to push on work; it is, however, a very different thing for men in the position of Coffee planters, with estates of a few acres to look after, and with convenient permanent lines for coolies to collect and keep the latter, from what I have to do, that is taking them into the heart of the jungle putting them into lines far from bazaars or any conveniences, such as natives always like to be near, and employing them on really hard work, very different to the weeding of an estate, the picking of a crop, and such other light labor as they are in the habit of doing. This makes it nearly impossible to get together and to keep for any time gangs of

Proceedings of the Madras Government, Public Works Department, 7
19th June 1863.

coolies, and I freely confess that had it not been for the great assistance given me by Mr. Ballard, and under his orders by his subordinates, it would have been impossible either for me or the gentlemen to whom I have given out contracts to have done one-tenth part of the work that has been got through, even although I have been paying rates slightly higher than those given by the Planters, with whom it is impossible for me to compete on even terms owing to the circumstances above detailed.

42. You suggest that I should in addition to offering contracts, request assistance in coolies from the Planters; the great want in Wynád is always labour, and as I have above mentioned, most of the residents are merely Managers of Estates, not proprietors, and consequently they would not be justified in diverting labour from the properties under their charge except such as may be surplus: this however, I have scarcely ever heard of occurring, and I should not consequently think of making it a cause of complaint, except when I know that individuals are in the habit of talking of their willingness to give such assistance, and I find that whenever applied to for it, it always happens that this request is ill-timed and there is always something particular to be done which prevents it being complied with.

43. As an instance I have the authority of the Officer in charge of the Tambracherry Ghát to mention the extent of aid of this nature that may be expected.

44. The present Chairman of the Planters' Association is one of those who I understand is loudest in his complaints, and who has very frequently made large promises and offers of assistance, the latter always in the future tense. On assuming charge of the Ghát Lieutenant Kennedy found as I do, that it was impossible to attract labour on the same terms as given by the Planters, he at once offered an increased rate, Mr. Gordon, the gentleman I allude to, expressed to him his fears that he would in consequence have difficulty in getting his usual supply of coolies from the Coast, and to provide against the contingency, immediately sent off into the Mysore country to try and obtain labour from thence. In this I believe he succeeded. However, even the increased rate given by Lieutenant Kennedy did not prove sufficiently attractive to make the difference apprehended by Mr. Gordon, and the former having been requested by me to look after some work in his immediate neighbourhood considered it a fair opportunity to ask Mr. Gordon for assistance in the way of coolies, making some remark about help so often promised by that gentleman. In place of sending coolies, however, Mr. Gordon replied that he considered he was giving great assistance to Government in abstaining from drawing *all* his labour from the Coast, the real truth being that having taken alarm at the increase of rate, he had obtained so much labour from Mysore that he could not employ the same number of the other coolies that he would otherwise have required, and the Mysore men having received advances besides being better labourers, he either could not or did not wish to get rid of them.

45. This gentleman on one occasion did lend me some coolies to repair a part of the road that had become miry, and they were employed in sloping down the banks of a nullah and doing some slight repairs; owing however, to the very bad weather, I found they did but little, and their work very expensive, although I did not wish to be ungracious enough to say so to Mr. Gordon, but when he afterwards in similar weather made an offer to put more at my disposal, I was obliged to decline.

46. This would appear to be a contradiction to what I have stated above, but it must be remembered that labour which circumstances made expensive to me, would have been the same if employed on the Estate, while it was a very convenient way of getting work and pay for coolies until finer weather, whom it would not have done to have lost by not finding both for them.

47. I have alluded to Mr. Huxham having met with obstruction in building one of his large bridges on the road between Vythery and Terrioot.

48. The circumstances of the case are these:—
Mr. Huxham made an arrangement with a Nair, the proprietor of land on the line of road, to allow him to cut timber for the bridges on payment of a stipulated price, and in pursuance of that agreement, had felled a quantity of timber; Mr. Gordon subsequently purchased part of

8 *Proceedings of the Madras Government, Public Works Department,
19th June 1863.*

this land, and his first act was to forbid Mr. Huxham to remove the timber, or to come upon his property to saw it up, and proceeded to obtain an injunction to prevent his doing so; this occurred about the beginning of this month, the very time when we were straining every nerve to get the bridging completed before the monsoon. The matter is, I believe, before the Collector of Malabar, and meanwhile the road remains impassable. Mr. Huxham does not claim any timber except what he had cut in pursuance of his agreement before Mr. Gordon became proprietor of the land, although I believe, in ignorance of Mr. Gordon's rights, he was about to cut some more trees, this however he at once desisted from on learning his mistake.

49. It is most distasteful to me to be obliged to go into a matter that verges on personality, but I cannot, in justice to myself, abstain from showing how little assistance I can expect even from those whose interest should lead them to afford it, and who are the most clamorous in their complaints; and who by merely stating that half of the facts which (deprived of the other half) lends colour and plausibility to their statements create a most unfair idea of the true state of things.

No. 459. From Captain W. SYME, First Assistant District Engineer, Wynad Range, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Department Public Works, dated Manantoddy, 5th June 1863.

SIR,
I beg leave to make an addition to my letter of the 29th ultimo, and thus repair an oversight which otherwise might have the appearance of not appreciating the good offices of some gentlemen in South Wynad who have invariably shown themselves very obliging and ready to give every assistance in their power; I refer to Superintendents and Managers of Messrs. Leckie & Co.'s estates, more especially to Mr. Buckham the Manager of the Luckady Estate, and to Mr. Huxham the proprietor of the Arrah Mullah Estate.

No. 460. ORDER THEREON, 19th June 1863, No. 1,607.

1. From a perusal of Captain Syme's report recorded above, the Government are convinced that the progress of operations in the Wynad country has been on the whole satisfactory, considering the difficulties that have to be contended with; Captain Syme appears to have acted with much judgment and energy, and is deserving of great credit for pushing on the work as he has done.

2. As soon as the scheme for conducting the executive operations of the Department Public Works shall have been definitively settled, the Superintending Engineer will be so good as to report what arrangements he would propose for affording Captain Syme efficient aid for the vigorous prosecution of the work he is engaged upon; but until then, steps should be taken for placing at that Officer's disposal the services of an experienced Subordinate in room of those at present employed and reported by Captain Syme as useless.

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

1st Assist. District Engineer's Office
Manantoddy 29th May 1863.

From Captain W. Syme
1st Assist. District Engineer
Wynad Range.
To Colonel W. I. Birdwood, R. E.
Secretary to Government
Madras.

Sir,
Before proceeding to give a detailed report of the progress made in carrying out the scheme for the road communications of the Wynad Range, and the present condition of the work, I think it necessary to revert to the report made by the late Lieutenant Colonel Buchterlong in March last, as well as to the remarks of the District Engineer, in his letter N^o. 312 of the 11th March 1863, with reference to the road between Manantoddy and Vythery via Teriote.

2. At that time, I informed Lieutenant Colonel Buchterlong and Captain Bean that I had no doubt about the completion of the temporary timber bridges along the whole of that line within the official year; I regret that the result has not answered my anticipations, though I think it will be admitted that their nonfulfilment has been owing to circumstances, which it was impossible for me to control.

3. Captain Bean writing on the 11th March notices the unusually long continuance of the rains in 1863; since then, not only have two great native festivals occurred, which for the time they lasted, drew away the whole labour of the District, but commencing from the middle of March up to this date, the weather has been such as not merely

to impede operations, but to make work at times absolutely impossible. Throughout the month of April, rain was as heavy and nearly as continuous ^{as} during the worst period of the monsoon, causing floods that not only prevented progress, but also did great damage to, and threw back much that was in hand. I was in consequence compelled to abandon my intention of building several masonry bridges for which the materials were all prepared, and to substitute timber as a temporary expedient; at the same time, I beg to observe that although temporary yet being constructed of the best materials available, they are substantial enough to bear traffic for the next two or three years to come.

4. The Bridging of the road between Manantoddy and Perote I undertook myself; the distance is 15½ miles and 25 bridges are required, of which the following is a list.

1. 8 feet span. Rubble abutments & timber superstructure, completed.
2. 14 ft. Pile bridge, completed.
3. 12 ft. Brick abutments. Timber superstructure. Completed.
4. 18 ft. Ditto - one abutment completed, the weather has rendered it impossible to proceed with the other abutment. Piles have accordingly been temporarily substituted. The materials are all ready and the bridge will be completed within the next week.
5. 16 ft. Pile bridge. Materials all ready on the spot, is now in course of construction and will be completed in a few days.
6. 12 ft. Ditto - Completed.

7. 20 ft. Pile bridge. Materials ready on the spot will be put in hand immediately on the completion of Nos 4 & 5 and completed as rapidly as possible.

8. 10 ft. Timber - Completed.

9 & 10. 10 ft. Timber - In course of construction, will be completed in a few days.

11, 12 & 13. 12 ft. Timber - Completed.

A broad river here intervenes which will require a large bridge, and at present is crossed by a Jungtar.

14, 15, 16, 17. Varying from 12 to 14 feet each. Timber all completed.

Making 20 bridges completed. 4 in a very forward state to be finished next week and one within a few days after.

5. In this section of the road eleven swamps and Paddy fields have to be crossed by embankments, most of which were commenced last season but have been completed this year to an average height of 2½ feet above the highest water mark, the total length of these embankments being about eleven hundred yards. Very heavy cuttings have also been encountered.

6. If no part is the road less than 16 feet and almost the whole of it is 18 feet, and as soon as the bridging is finished it will moreover be fit for any traffic that is likely to pass over it. In many places mchelling is absolutely necessary before it can be practicable for carts during the monsoon, although perfectly so during the dry weather.

7. Two small pieces of rock have to be removed to enable me to report the whole of this portion of the road as complete, but hitherto I have not succeeded in obtaining such labour as is required for blasting operations. These obstructions, however, do not absolutely prevent the passage of carts.

8. Some further drainage is desirable which can be safely deferred until next season.

9. From Terriete to Cythery a section of 4 miles was given on contract to Planters Messrs Reid and Kadden, with whom I have had a good deal of trouble with respect to the proper fulfilment of their agreement.

10. On this portion there are 4 bridges necessary, two of which of 30 feet span each constructed of sawn timber on piles have been completed by me, in default of the performance of their bargain by the contractors; two others of 8 feet span each are not yet commenced, which also I fear I shall have to make for them, but having material ready there will be but little delay in their completion.

11. A good deal of rock has to be removed in these 4 miles some of which must be blasted before carts can pass, a great deal of it however remains the removal of which may be effected by mere manual labour, or by fire, and which is distributed within the terms of the contractors' agreement.

12. From this to Cythery a distance of 11 miles, the bridging has been given on contract to Mr Charles Foxham, who has also superintended the cutting of that portion of the road.

13. The earth work on this section has been exceedingly heavy being along the side of steep hills, and the cuttings very deep, a great deal of large timber, jungle, and bamboo has also been encountered, the whole of it, however, with the exception of about 1 mile, is completed, with the exception also of some rocky obstructions for which I hope shortly to obtain labour.

14. The number of bridges on this part is 13 some of which are by no means easy to construct; and I regret to say that Mr Foxham has, just at the most critical time, met with obstructions. I will take a later opportunity to advise if they have already caused much delay and unless speedily

speedily removed will prove a serious hindrance to the opening of the line before the end of the season.

15. Six bridges of timber of about 20 feet span each have been constructed in a very substantial and excellent manner by Mr Foxham. This gentleman has been delayed in completing the remainder of the smaller bridges owing to his having had to concentrate the whole of his available labor on two very large bridges of 3 bays each; one of these although seriously retarded by the damage done by the floods, he was proceeding with very satisfactory progress and had got in the piles for the centre bay, when the whole was brought to a stand still by the refusal of the proprietor of the land on which the timber has been cut to allow him to remove it, and to legal proceedings to prevent it. The above named proprietor only purchased the land on the 28th of April, long previous to which Mr Foxham had by permission of the then proprietor, cut the timber and agreed to pay for the same.

16. The smaller bridges, which vary from 14 to 28 feet, are being proceeded with, the greater part of the materials is ready on the spot, and they will shortly be completed.

17. One large bridge I have been compelled to abandon for the present, and to order a gangway as a temporary substitute. The water at this place rises to a height of 24 feet during the monsoon, and as it is fed by streams running from the mountain, and through thick jungle, they bring down great quantities of heavy debris and uprooted trees, the piles must be of very large size and require to be deeply sunk. The materials had been all prepared, and considerable progress made in sinking holes for the piles when the heavy rains destroyed almost all that had been done, and I find it perfectly hopeless to expect Mr Foxham

to get them again sunk before the burst of the monsoon. -

18. Two of the bridges will be required close to Vythery, but these I propose to build of masonry after the monsoon, and it will be of no consequence as a slight detour by a bye road, not increasing the distance more than a quarter of a mile, connects the finished part of the new with the old Government road through Vythery. -

19. Between Vythery and the head of the Ambackerhy grant one bridge only is incomplete, and is being built under Lieutenant Stenning's superintendence; it is of 32 feet span with abutments of rough stone masonry and timber superstructure, the abutments of which will be finished within a few days. A temporary bridge has also been thrown over which prevents any obstruction at this point during the progress of the permanent one. -

20. From this to the head of the Shunt's Cuiverts of the royal stone in Chumam have been built this season - 3 bridges repaired - and one built with abutments of rough stone in Chumam. -

21. On the whole line therefore between Ananthoddy and the head of the Shunt there occur no less than 17 bridges, of which 25 have been commenced and completed this season, 9 are in a forward state, 3 have been repaired, one abandoned for this season, and the materials ready for the whole of the remainder with the exception of the one alluded to as having been stopped by the owner of the land having prevented the removal of the timber required for its completion. -

22. From Vythery to Challepoy and Culpatty. - The commencing of this road was ^{delayed} owing to the impossibility of my giving the work personal superintendence, the absence of all subordinate assistance, and the inability of any planter undertaking a contract during

during the season of picking and preparing the coffee crop. - It has been given on contract to Mr. J. Ferguson, an excellent practical man, and the work pushed on by him with great energy and success. - The total distance is about 11 miles, it has not, however, been accurately measured. -

23. At the end nearest Challepoy, Mr. Ferguson has nearly completed a length of 5 miles, and is rapidly working up to Vythery, fully expecting this line to be fit for cart traffic by the end of the present year (Nov. 1841). - The large bridges will be entirely of timber, and the smaller of masonry abutments and timber superstructure. -

24. The contract for this work was only undertaken by Mr. Ferguson in March last, and while the rapidity of its execution is no doubt mainly owing to the energy and ability of that gentleman, yet I must take this opportunity of also giving its due share of credit to the very valuable and kind assistance given by Mr. Verrier the superintendent of the Government estates in placing at our disposal, the whole of his available labor, and the loan of his tools. I should also recognize the ready acquiescence on the part of his various proprietors, although whose estates the line runs to the taking up the requisite land, viz. Messrs. Michael Remington, Christopher Young and Mr. Smith of the Eastern Estate. -

25. From Vythery to ^{Sultan's Battery} Culpatty. - This line will branch off midway on the road between Vythery and Challepoy, it will be about 10 miles. it is not yet commenced, but I have concluded ^{on} contract for its execution by Mr. Ferguson immediately. He has completed the line he is now working on. -

26. From Sultan's Battery to Godaloor. - The old road via Killaalum is not only long, but for the way it has been traced, it is impossible to alter or improve it in any way.

so as to make it a good road for cart traffic. a line
therefore has been taken following the old road between
Sultan's Battery and Kilaicottah up to within one mile
of the latter place, it then has been traced to Goodwin a
distance of 13 miles. and by this route the total distance
between Sultan's Battery and Goodwin will be reduced by
8 miles.

27. From Sultan's Battery towards Kilaicottah the road
has put into fair riding order, strong wooden bridges are
in rapid progress the piles also and the material for the
superstructure nearly ready, to make this a cart road, it
will be necessary to start five or six hills over which the
road now runs, this work has been done by the Sub. Magistrate
at Goodwin under my orders, and will be completed by him.

28. From Kilaicottah to Goodwin a Contract has been given
to Mr. Browning of the latter place, he has completed the
road on a permanent surface for carts, to a breadth of 12
feet, and a distance of 7 miles from the Goodwin end; this
he is continuing to 16 feet, and also putting on to join the
other portion near Kilaicottah, and putting up strong
wooden bridges of sawn timber. I expect the whole of this to be
completed before the end of December.

29. From Calcutta to Panamaram and Manantoddy.
The road has been thoroughly repaired, and also the
bridges, it is now an excellent riding road, but from the
steep gradients, it will be very difficult to make it into a
cart road; at present no attempt has been made to do so,
the traffic moreover is not much as to require it. For this

Line

line, there are two very wide rivers now crossed by rafts, and
nullies bridged the road could not be available as a cart
road. The Bridges would be very expensive.

30. From Manantoddy to Cochin Pass.

This line is being built by local labor under the
superintendence of Mr. Higgins and they are nearly com-
pleted. the road itself is in fair order.

31. From Manantoddy to the Peria Pass.

This road was given out to a Native Contractor, who has
carried out large works on the coast, to be bridged, and he
informs me that in another ten days the whole of it will
be completed, the first 10 miles out of Manantoddy is now in
daily use for wheeled carriages, not only carts, but bugies,
and only about 4 miles remain to be repaired to put it into
like condition to the head of the pass.

32. It requires more draining and ~~shaping~~ ^{making} to make it
a finished road, and for this I am now negotiating a
contract.

33. By the 1st of January next this road will be fairly
tolerable.

34. The Contractor would have completed his work ere
this, but that he has met difficulty with respect to the funds
required, for which the Managers of the Estates on the line
demanded a rather exorbitant price, although there is no
market for it except for a work that will be of great benefit
to the property under his charge; - on the contrary Mr.
Richmond, another gentleman similarly situated, has

attached

afforded every assistance in his power and given material help.

35. I have already reported the condition of the road through Rowally to Kipore, no change has taken place in that, one masonry bridge of considerable size, and three small culverts have to be built when the season permits, but as the want of time does not in any way interfere with the traffic, I have given precedence to other works of a more pressing nature.

36. The road that you allude to as being uselessly repaired viz between Munungaddy and Sultan's Battery is being done out of Local Funds by the Deputy Collector and I have no control over that expenditure.

37. The road between Panamaram and Sultan's Battery is in excellent condition for riding; though steep in places it is passable for carts, and no bridges are required except over a wide river close to Panamaram; this makes three such rivers between Munungaddy and Sultan's Battery, and until these are bridged nothing will make this road available for cart traffic during the Monsoon.

38. Having given a resume of all the works under my charge, I beg to bring to your notice the very useless and inefficient subordinate assistance at my disposal; with works going on in such various directions, and at such distances apart, which can only be reached on horseback, it is impossible for me to give that constant attention to the whole that is desirable; the two assistants I have are perfectly ignorant

of the work required from them, and I cannot trust them to look after any thing, or give them any discretionary power, I have already requested to be relieved of them as a great and unremunerative expense, and I beg to repeat the request.

39. The assistance that I really require, and without which it is impossible for me to get work done well, rapidly, and economically, is an experienced Supervisor, a man whom I could send to inspect, report upon, and give directions to carry out any thing that will not admit of the delay of a reference to myself or a personal inspection on my part. At present in the event of pressing Office business, sickness, or accident to my horses, there is always a chance of work being interrupted at the most critical times, and delayed from my inability to be on the spot just when required. I should require no other assistance of the subordinate class, so that the expense would be much the same, and very much more satisfactory in its results.

40. You mention in your letter the advisability of my giving contracts to Planters; I am always desirous of doing so, but there are few who are in a position to undertake them, most of them being merely Superintendents of Estates whose whole time and attention is required in the service of their proprietors. I have, however, as you will observe, availed myself of this mode of getting the work carried out in the cases of Messrs. Brauning, Ferguson, Reid, Harder, and Kuxham, as well of a Native Contractor. I hear of no others who would

be likely to undertake contracts except on terms such as
will overstep even the bounds of liberality.
4th. I am very glad that I have been afforded the opportunity
of sending in this report, as well as of replying to
your suggestions regarding obtaining assistance from
the Planters of Guyana; I have long been placed in a
position of great hardship and difficulty, in constantly
receiving of complaints forwarded by one person and the other,
as well as by that body calling itself the Planters Association,
and being prevented from my position in taking any
notice of what I knew had been said and written, without
being called upon specially to do so. I believe the report
I have made will show the extent and difficulty of the
work that has been laid out for me to execute, and be
a full answer to any representations that may have
been made on the subject. Had I had the opportunity
I could have always replied satisfactorily to the complaints
that the impudence of people who do not understand, or
also who wilfully close their eyes to, the difficulties that
have to be encountered, have I know reached Government.
For my part I have used every endeavour to ⁱⁿ ~~push~~ ^{the} ~~work~~ ^{position of}
it is, however, a very different thing for men ⁱⁿ the position of
Office planters, with Estates of a few acres to look after, and
with convenient permanent lines for coolies, to collect and
keep the latter, from what I have to do, that is taking them in-
to the heart of the jungle, putting them into ~~contaminated~~ lines,
far from barracks, or any conveniences, such as natives
always like to be near, and employing them on really
hard work, very different to the weeding of an Estate, the
picking of a crop, and such other light labor as they were
in the habit of doing. This makes it nearly impossible

to get together and to keep for any time gangs of coolies, and I
freely confess that had it not been for the great assistance given
me by Mr. Howard, and under his orders by his laborers,
it would have been impossible either for me, or the other
men to whom I have given out contracts, to have done our
little part of the work that has been got through, even
although I have been paying rates slightly higher than
those given by the Planters, with whom it is impossible for
me to compete on even terms owing to the circumstances
above detailed.

42. You suggest that I should in addition to offering
contracts, request assistance in coolies from the Planters;
the great want in Guyana is always labour, and as I have above
mentioned, most of the residents are merely managers of
Estates, not proprietors, and consequently they would not
be justified in diverting labour from the properties under
their charge, except such as ^{may} be surplus, this however, I have
scarcely ever heard of occurring, and I should not consequently
hesitate of making it a cause of complaint, except when I
know that individuals are in the habit of talking of their
willingness to give such assistance, and I find that whenever
applied to for it, ^{it} always happens that the request is ill timed
and there is always something particular to be done which
prevents it being complied with.

43. As an instance I have the authority of the Officer
in Charge of the Immigration that to mention the
extent of aid of this nature that may be expected.

44. The present Chairman of the Planters Association
is one of those who I understand is loudest in his com-
plaints, and who has very frequently made large promises
and offers of assistance, the latter always in future tense.
On assuming charge of the Light Lieutenant Kennedy
found

found as I do, that it was impossible to attract labor on the same terms as given by the Planters, he at once offered an increased rate. Mr. Gordon, the gentleman I allude to, expressed to him his fears that he would in consequence have difficulty in getting his usual supply of coolies from the coast, and to provide against the contingency, immediately sent off into the Mysore country to try and obtain labour from thence. In this I believe he succeeded, however, even the increased rate given by Lieutenant Kennedy did not prove sufficiently attractive to make the difference apprehended by Mr. Gordon, and the former having been requested by me to look after some work in his immediate neighbourhood, considered it a fair opportunity to ask Mr. Gordon for assistance in the way of coolies, making some remarks about help so often promised by that gentleman. In place of sending coolies, however, Mr. Gordon replied that he considered he was giving great assistance to Government in abstaining from drawing all his labour from the coast - the real truth being, that having taken alarm at the increase of rate, he had obtained so much labour from Mysore, that he could not employ the same number of the other coolies that he would otherwise have required, and the Mysore men having received advances besides being better labourers, he either could not, or did not wish to, get rid of them.

45. This gentleman on one occasion did lend me some coolies to repair a part of the road that had become miry and they were employed in sloping down the banks of a Nullah and doing some slight repairs, owing however to the very bad weather, I found they

they did but little, and their work very expensive, although I did not wish to be ungracious enough to say so to Mr. Gordon, but when he afterwards in similar weather made an offer to put more at my disposal, I was obliged to decline.

46. This would appear to be a contradiction to what I have stated above, but it must be remembered that labour which circumstances made expensive to me, would have been the same if employed on the Estate, while it was a very convenient way of getting work and pay for coolies until finer weather, when it would not have done to have lost by not finding both for them.

47. I have alluded to Mr. Hucham having met with obstruction in building one of his large bridges on the road between Tythery and Harrote.

48. The circumstances of the case are these -

Mr. Hucham made an arrangement with a Nair the proprietor of land on the line of road to allow him to cut timber for the bridges on payment of a stipulated price, and in pursuance of that agreement, had felled a quantity of timber; Mr. Gordon subsequently purchased part of this land, and his first act was to forbid Mr. Hucham to remove the timber, or to come upon his property to saw it up, and proceeded to obtain an injunction to prevent his doing so - this occurred about the beginning of this month the very time when we were straining every nerve to get the bridging completed before the monsoon. The matter is I believe before the Collector of Malabar, and meanwhile the road remains impassable

impassable. - Mr. Huacham does not claim any timber
except what he had cut in pursuance of his agreement
before Mr. Gordon became proprietor of the land, although
I believe, ~~he was~~ in ignorance of Mr. Gordon's rights, he
was about to cut some more trees, this however, he at
once desisted from on learning his mistake. -

44. It is most distasteful to me to be obliged to go
into a matter that verges on passion, but I cannot, as
justice to myself, abstain from showing how little
assistance I can expect even from those whose interest
should lead them to afford it, and who are the most
clamorous in their complaints; and who by merely
stating that half of the facts which (deprived of the
other half) leads colour and plausibility to their
statements, create a most unfair idea of the true
state of things. -

I have the honor to be

Sir

Your most Obedt. Servant

W. L. Mc Captain

1st Asst. Dist. Engineer.

1st Assistant District Engineer's Office
 Madras today 5th June 1863.

From Captain W. Lyne
 1st Assistant District Engineer
 Wynad Range.

To Colonel W. A. Birdwood, B.E.
 Secretary to Government, D.S.M.
 Madras.

Sir,
 I beg leave to make an addition to my letter of the 29th ultimo, and thus repair an oversight which otherwise might have the appearance of not appreciating the good offices of some Gentlemen in South Wynad who have invariably shown themselves very obliging and ready to give every assistance in their power, I refer to Superintendents and Managers of Messrs. Seckie & Co's Estates more especially to Mr. Buckham the Manager of the Suchady Estate, and to Mr. Buckham the proprietor of the Arach Mulich Estate.

I have the honor to be

Sir
 Your most Obedt Servant

W. Lyne Captain
 1st Assist. Dist. Engineer.

29th 9/1863
 29th of June 1863

29th 9/1863

From the 1st of June

Wynad Range

Collected 29th of June 1863

Received 4 June 1863

28th 10/1863

Submitting all

part of the conditions

and progress of work

his change, and bringing

to notice the numerous

inordinate expenses to

I am very much pleased with the
 progress of the work - I have
 been acted with great propriety
 and energy, and particularly in
 the present position in the
 case of the above mentioned
 lot. They had better be recommended
 and reported in the future, I think
 will be better - this is the case
 in many of the other estates.

W. Lyne

29th 9/1863

29th 9/1863

C. 10 June 1863. Ch. 12th

MS. 4039.

MS. 1607-19 June.

the original of this document is
deposited in the Public Works
Department of the Government
and the instructions of the
Colonial Secretary.

MS.

MS. 10. 3. 1863.

MS. 5. 4.

MS. 10. 3. 1863.
MS. 5. 4.
MS. 10. 3. 1863.

MS. 10. 3. 1863.
MS. 5. 4.
MS. 10. 3. 1863.

Vikhy Wynard
May 22nd 1863

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

Via

The Committee of the Planters Association
desire to offer some remarks in explanation
of their letter to Government of the 21st
of January 1863 in reference to the small
progress made in the construction of the
road between Hanantoddy and Luckady
Via Perriots

2nd In paragraph 19 of Lieutenant Colonel
Ouchterlony's report. Proceedings of the
Madras Government 8th April 1863
No 840 "it is stated that the Committee
had omitted to mention that the working
season had been curtailed by remarkably
unseasonable falls of rain ending
up to the 27th December 1862, or there

weeks only previous to the date of their communication to Government. Until these rains and the apprehension of their continuance had passed away it was naturally impossible to mould bricks or to collect brick makers sawyers &c."

3. In the Committee's communication to Government, their remarks pointed naturally to earth work & the widening of this road and to the construction of bridges made of timber, of which material the Committee understands it is still proposed to build the greater portion of them.

4. It has been the desire of the Planters Association to make every allowance for difficulties operating against the speedy completion of this and other roads in Weymouth, and the Committee would not have omitted to note unreasonable falls of rain extending to the 27th December 1862 had the same come under their observation.

The rain fall registered at Luckady by Pluviometer was as follows

1862, August	43.20 inches
September	27.40 "
October	10.10 "
November	4.75 "
December	3.50 "

In December there were twenty six days on which no rain fell. The fall of rain in March was 8.3 inches with no complaint of interruption to Public Works.

5. The District Engineer of Malabar testifies in his report, "that this Communication (Kannautoddy, to Luckady, & the Territory) is not in such a backward state as is represented by the Planters Association." Upon this it is only necessary to remark, that the review of Captain Reaup's inspection in March can hardly be taken as a reply to the Association's representations in January—

35

6. As proof of the great importance of the Ranger
Officers of Wykead commencing operations
vigorously as early as possible, it appears from
the report of a Subcommittee appointed to
examine the road from Quekady to Lemoot.
dated 29th April 1863 that on the first 10 miles
eleven bridges large and small were required
yet not one had been erected; the Subcommittee
observing one only in course of construction
and material being collected for two others,
yet three at least of these streams will be
unfordable during the rains.

7. The Committee feel they will be pardoned for
again bringing this subject to the notice of
the Government, but it appeared most
important to remove any cause for the impression
they would address His Excellency the Governor
in Council on any subject upon insufficient
grounds or with unreasonable precipitancy.

Shave the honor to be Sir
Your most Obedient Servant
A. Barnes
Secy

1893
The following is a list of the
names of the persons who
were present at the
meeting of the
Board of Directors
of the
City of
New York
on the
1st day of
January
1893.

Vithay Wynaad
May 25th 1863

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

Sir

The Planters Association of Western India
desire most respectfully to bring to the
notice of the Government the necessity
of allowing the Range Officer of Wynaad
competent assistance for the prosecution
of Public Works in this District.

2. The Association need scarcely point out
the very large extent of country over
which these works are prosecuted, a
circumstance much aggravated by the
difficulty of locomotion
3. It appears from Lieutenant Colonel
Ochterlony's report. "Proceedings of
Government 8th April 1863 80846." that
the desirability of confining the Range
Officers duties within narrower

17
J. N. 1863 23/10/1863
J. N. 1863 23/10/1863

From
The Port Envy to the
Planters Association
dated 23/10/1863

dated 23/10/1863

1863-19 June

Offering some
marks in explanation
of the latter saying
to note the small
progress made in the
construction of the road
between the authorities
and the Government
in the station area

1864 56.

c. 10 p. 1863 23. 12. 1863

41
limits has been recommended; this
coupled with the fact that in no single
year has the Officer in Charge of the
District been able to spend the yearly
allotment; will, the Association trusts,
make the request that two competent
persons be detailed for the Wynand
works appear reasonable to the Government.

Share the honor to be
Sir
Your Most Obedient Servant
Albany
Secy
Planters Association

deserving of great credit for
pushing on the work as he has
done.

As soon as the scheme
for conducting the Executive
business of the D.H. shall

2. 107 June 1863 A. 125

1863

the necessity of allowing
competent assistance to
the Rang & Officer from
Malabar sent for the
prosecution of R. N. N.

28. 10. 63 - 19 June

Received 25 May 1863
Association of
to the District
from the Chief

1863 28 June
of the District
to the District
from the Chief

Proceedings of the Madras Government.

Under date the 19th June 1863

(Read the following papers.)

Ob. D. 22 May 1863 - 12.

Ob. D. 25 May 1863 - 14.

Ob. D. 29 May 1863 - 16.

Ob. D. 5 June 1863 - 18.

From the very obliging and ready assistance of the Superintendent and Managers of the...
the progress of work under his charge was...
the necessity of allowing competent assistance to the Rang & Officer from Malabar sent for the prosecution of R. N. N.

Refers to the very obliging and ready assistance of the Superintendent and Managers of the...
the progress of work under his charge was...
the necessity of allowing competent assistance to the Rang & Officer from Malabar sent for the prosecution of R. N. N.

Refers to the very obliging and ready assistance of the Superintendent and Managers of the...
the progress of work under his charge was...
the necessity of allowing competent assistance to the Rang & Officer from Malabar sent for the prosecution of R. N. N.

MD
JP

have been definitively settled,
the sufferings will be as
good as the report of that arrange-
ments he would propose for
affording Capt. Sykes efficient
aid for the vigorous prosecution
of the work he is engaged
upon; but until then,
it should be taken for
granted that that officer
displaces the services of
an experienced subordinate
in favor of those at present
employed ~~in the same~~
~~position~~ ~~as~~ ~~the~~ ~~present~~
~~one~~ ~~is~~ ~~at~~ ~~present~~
displaced by Sykes at
least —

W. A.

P.W. 1863 Depto
Pro. of Govt. for June

N^o 1607
Pro. of the M. Govt.
D/14 June 63

D. N. 3276/63 in the

Report of Captain Lym
on the progress of operations in
the Wynad Country, Malabar.
approved and superint. Engineer
Division requested to report on
what arrangements he would
propose for affording the above
officer efficient aid for the
vigorous prosecution of the work
he is engaged upon.

N^o 455. @ 450.