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Government of Madras.

Public Works DEPARTMENT.

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<u>276-278</u>	
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115

*Proceedings of the Madras Government, Public Works Department,
15th November 1864.*

Read the following letters:—

No. 276. From Lieutenant-Colonel G. W. WALKER, R. E., Superintending Engineer, 7th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Manantoddy, 19th October 1864, No. 141:—

Sir,

1. In replying to the calls made in Government orders, No. 806 of 17th March, and No. 2,842 of 30th September, I commence by a general statement of the circumstances of the country on which I have to report.

2. Wynad is divided into three planting Districts, North, South or Central, and South-east; each of which has distinct interests from the others. The 1st requires communication with Mysore, for its supply of food and labour, via Manantoddy and Pawully; and with the ports of Cannanore and Tellicherry, by the Periah Ghât. A portion of the District also communicates with Calicut by the Cootiady Ghât, and a line of water communication. But Coffee cultivation is extending chiefly towards the Coorg frontier on the north, and access to Tellicherry by an improved Periah Ghât is of vital importance to the interests concerned.

3. On the main line through North Wynad, from the Mysore frontier by Manantoddy to the head of the Periah Ghât was expended in 1861-64 a sum of at least Rupees 18,500, the distance being 28 miles; and were the Ghât itself on tolerably gradients the crop of that season might all have been taken down to the coast on carts. But though Periah Ghât was for many years the only line of cart traffic into Malabar, no owner of such vehicles will ply on the line at present, while he can find ample work for them on better lines. A sum of Rupees 2,500 has been allowed for such repairs as it is hoped may enable the produce of 1864-65 to be ventured on it in carts. But the real want can only be met by authorizing commencement of a new Ghât trace on the Budget sanction of Rupees 8,000.

4. The Southern or Central District communicates with Calicut by the Tambracherry Ghât on which two Companies of Sappers are maintained, and the expenditure of 1863-64 was Rupees 21,500. That sanctioned for 1864-65 is Rupees 50,000, and Rupees 78,000 more will complete the work. Its proper line of communication with the interior is through Kulputty and Sultan's Battery towards Goondlepett in Mysore. But local planting interests have hitherto been successful in turning attention aside from this central line to one connecting Manantoddy with Tambracherry Ghât via Terriote, skirting the line of Ghâts on which the late Chairman and Secretary of the Planters Association own Estates. But South Wynad has lately developed itself on the south of the central communication, and powerful influences are now exerted to commit the Government to another similar mistake, by urging that the communication with the interior be led on the south side of the Kulputty Range of Hills.

5. At page 11 of the printed "Proceedings of a public meeting held at Luckady" on the 5th August, Mr. Ferguson is reported to have said that the proposed new line "would shorten the distance by several miles, and open out a fine Coffee District." And on the assumption of its being adopted Mr. Beaumont of Tarcoortha has offered at once to undertake the trace at Rupees 100 per mile, and to contract for its execution afterwards. I have just made my way across country with the Deputy Collector, by the shortest possible route, viz., Kundamungalam Kota, Poongellary, Moonjeryara, and Cootiady, and must contradict the assertion as to its comparative shortness, made without personal knowledge of the country. And the object being, quickly to open up the communication both ways, I must recommend that all available funds be spent in making the existing line passable for carts within the present season, instead of commencing a new route which it will take the whole season to lay out with proper consideration for gradients, and five times the money to open.

6. I am sorry to say that upwards of Rupees 6,000 were spent on a portion of this project last year before I could stop it, the work being given out on a contract of Rupees 1,000 per mile, without its trace having even been determined on. The ascertained expenditure on the Terriote

**2 Proceedings of the Madras Government, Public Works Department,
15th November 1861.**

road was Rupees 12,400, for which a most incommensurate amount of work (excluding much ordered by me in November 1863) was done; of which several timber bridges having since been washed away, the line remains as yet very useless. But it is so far advanced that it must be completed, and His Excellency the Governor in his late tour has proposed to take advantage of its advanced state to redeem the Government pledges to Wynad, by making it answer the purposes of both North and South Wynad for the present.

7. Every arrangement will be made to carry out His orders, but I would venture to recommend some outlay in addition towards advancing the separate interests of each District one step this season. A commencement at least of the new Periah trace might be made with Rupees 5,000, of the Budget allotment of Rupees 8,000, the remainder being added to the sanction of Rupees 2,500 for improving the old Ghat. While the 15 miles from Sultan's Battery to the frontier might be put into fair working order for Rupees 10,000. I have just been over it carefully and estimate the amount it requires this year as follows, viz:—

15 Miles, tracing and clearing expenses, at Rupees 110 per mile	1,650
15 Miles, reforming, at 4 Annas per running yard, or Rupees 110 per mile	1,650
Minor bridges and tunnels in the swamps	6,000
	1,750
Total	10,000

Besides which I recommend the appropriation of Rupees 1,550 from Item No. 40 of the Income Tax Budget (for the Planter's line which I have reported against) for the bridge required over Kulputty Nullah. Sanction for entry in the Budget of 1863-64 of a maintenance allowance of Rupees 4,400 being Rupees 110 a mile for the whole distance of 40 miles from Vythiri to the frontier is also requested.

8. South-east Wynad communicates with the interior by Goodaloor and Tippocandoo, and with the coast by the Carcoor (Ghat to Arcacode, where the water is reached) on the Beypoor river. These communications are much more advanced than those of the other Wynad Districts, and but for the death of the energetic Supervisor in charge, cars would probably have been enabled to reach the Ghat head before the monsoon of this year set in. But this hot season was the unhealthiest known; and every workman left early in April immediately they found themselves deprived of Mr. Campbell's guidance. The expenditure of last season was Rupees 10,400; and the allotment of the current year is Rupees 20,000, whereof Rupees 20,000 will be laid out above, and Rupees 10,000 on the Ghat. Rupees 10,000 are also being laid out on bridges and road work below the Ghat to Manbat, the extension of which to Arcacode has just been traced, and would be opened at once if funds were available.

9. Besides the communications above detailed as essential to the separate interests of the three Planting Districts, there is another imperial line connecting them all with each other, and completing the Military communication between Cannanore and Ootacamund by Manant. It is the Goodaloor Ghat, which is of considerable importance. And a most useful portion of this line, where most defective, viz. the 18 miles nearest Goodaloor was opened up to the earthworks, on a good trace, at an expenditure of Rupees 21,450 forming with the Carcoor Ghat and road above the most satisfactory works of the past season. This year's outlay will be confined to the judicious expenditure of the maintenance allowance of Rupees 110 per mile granted to it and the other imperial lines in Wynad, for the first time in this year's Budget. But Income Tax grants to the extent of Rupees 20,000 will also enable some valuable improvements to be effected, and useful bridges and drains to be built, here and there, where most required.

10. In this report I have noted the expenditure of 1863-64 on each line, so far as it could be ascertained; but there were also laid out Rupees 21,750 of which no particulars can be given. It is a disgrace to the management of the Department in Wynad, that no separate accounts of

**Proceedings of the Madras Government, Public Works Department, 3
15th November 1861.**

expenditure on each line were kept until I objected to receive Progress Reports in which the expenditure under the annual allowance of Rupees 60,000 guaranteed by Government was shown under the single head of "Wynad communications." But these and other abuses have been stopped at last, and a summary example made of their last perpetrator. It depends upon the supply of effective agency, whether the wishes both of Government, and of the Planters can be carried out; at present the supervision of the two Executive Ranges seems well provided for, but the subordinate agency is defective for want of sufficient Overseers on the strength of the Department generally, and of such extra allowances as will induce men willingly to face the expenses and discomforts of such a country. Till such effective agency is supplied I cannot even hope for the plans and estimates requisite to enable me to comply with the requisition to state the amount of work required to complete the communications of Wynad. Without a bridge of any decent span being yet constructed in this mountainous and swampy country, traversed by formidable rivers, or any data to be got from the accounts as hitherto kept, I must decline even guessing at the probable future cost of Wynad communications.

11. I will conclude with a note of the amount wanting to make up the annual grant of Rupees 60,000 from Imperial Funds for works on the Wynad Plateau alone; to which deficiency His Excellency the Governor has himself called attention. Of the Rupees 30,000 Budget allotment for Carcoor Ghat and the road above; Rupees 20,000 will be spent above; being the only grant for new works. The maintenance allowances aggregate Rupees 13,800. The deficiency of Rupees 26,140 may be made up from the available surplus from Lawrence Asylum, on which I am called on to report in paragraph 2 of G. O. No. 2752 of 21st September, and deducting Rupees 10,000 to be spent as above recommended on the line from Sultan's Battery to the frontier, the remaining Rupees 16,140 with its maintenance and Income Tax grants, will put the Terriote road into working order.

No. 277. From Lieutenant-Colonel G. W. WALKER, R. E., Superintending Engineer, 7th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Tellicherry, 26th October 1861, No. 149.

Sir,

1. My report No. 111 of 19th October has already partly anticipated the call made in Government Order No. 2,596 of 18th October.

2. In that paper I showed that of the Rupees 1,27,531 Imperial allotments for new works enumerated in the 2nd paragraph, only Rupees 20,000 would be spent on the Wynad Plateau, i. e., between Tippocandoo and the head of the Carcoor Ghat. The Government Order omits all note of the Imperial maintenance allotments, to be found at page 76 of the printed Budget, out of which it will be seen by my report that Rupees 13,800 are appropriated for roads on the Plateau. I did not include Income Tax Fund allotments in my calculation of the sum wanting to make up the Rupees 60,000 for Wynad communications, understanding His Excellency the Governor to have meant that the Imperial grant should not have fallen short of that sum. Otherwise I might have exonerated myself completely from the imputation of having failed to fulfil the promises of Government by insufficient entries in my Budgets, my Income Tax Budgets having been twice cut down to their present standard. Including Income Tax grants therefore a deficit of only Rupees 3,370 would have to be supplied; excluding them, as I reported before, Rupees 26,140.

3. I must await therefore further orders before I can report definitely on the re-allotment of available funds. Pending which I would greatly deprecate any diversion of the Income Tax grants from their present destinations, such grants being more than usually valuable owing to their non-expiry with the official year. With two energetic Executives such as Messrs. O'Shaughnessy and Nordmann I do not despair of getting through them in addition to Rupees 60,000 of Imperial Funds, allotted as the concluding paragraph of my previous report specifies.

4 *Proceedings of the Madras Government, Public Works Department,*
15th November 1861.

4. I should here conclude for the present, but that my last march out of Wynad have given me something more to say of the Periah Ghât which I have had another opportunity of examining. The theory of a new Ghât was that its head should be thrown much further back than that of the old Ghât; in fact as far as Dindimul, half way to Manantoddy. I thought well of the idea last year, and better still when I halted last Friday to examine the ground, which presents great facility for the purpose. But next day's study of the old Ghât itself, convinced me that its head could not be abandoned for any other; the high land of Wynad extending north of it for such a length, and at such an elevation, as infallibly to throw the foot of a new Ghât (with head near Dindimul) far out of the direct line to the coast; so involving miles of new road and some heavy bridging.

5. Whereas, starting at the present head, the existing road may be gained, by any uniform gradient that may be approved, two miles west of Noddybrimul Bungalow, from which there is a beautiful road to Tellicherry, bridged throughout. Note.—That in these two miles occur two most objectionable ascents and descents which the new Ghât will avoid. The present Ghât being 3 miles, 5 furlongs and 122 yards, and its rise 2,271 feet, which a gradient of 1 in 16 would work out in seven miles of length, the absolute lengthening of the route would be less than 1½ mile.

6. His Excellency the Governor was of opinion that the sanction of Rupees 2,500 (G. O. No. 1,419 of 16th May) for improving the old Ghât might be doubled if necessary from the Budget sanction of Rupees 8,000 for a new Ghât trace, and the late Executive Engineer of north Wynad has estimated the thorough drainage of the old Ghât and renovation of its surface, at Rupees 6,000. But this does not provide for better gradients, the existing average being 1 in 8½, with maximum of 1 in 4½ for a short distance, but many patches of 1 in 5 to 1 in 7. The steepest and rockiest part of the old Ghât is for about 1,000 yards at the top, after which a short zigzag is made, which gains a spur along which the rest of the descent is made on a very good ground. I now propose to combine the improvement of the old Ghât, and trace of a new Ghât, as follows: viz., starting at the same head and running parallel above the upper part portion, should the ground further on prove impracticable, I should be forced to zigzag into the old line. Should I be enabled to carry on straight to the bottom as I expect, I have only to connect my new line with the 1st zigzag of the old line, to escape the great difficulty of the latter.

7. But my recent inquiries prove that both Planters above, and Agents on the coast, have quite given up all idea of using carts on the old Ghât, however the surface may be improved. I therefore, with great deference, but much confidence as to the correctness of my views, earnestly recommend that both the sanctions of Rupees 2,500 and Rupees 8,000 be devoted to the new Ghât trace (with junction into the old), and that no restriction be placed on the expenditure this season. The labour will be all from the coast, and cannot interfere with that required for other lines. And as to supervision, I will guarantee its charge not preventing Mr. Norrish from giving sufficient attention to the works on which His Excellency the Governor especially wishes it to be concentrated. With money sanctioned for the purpose, I cannot have the idea of another season going by without a commencement of a new Periah Ghât, being made.

No. 278.

ORDER THEREON, 15th November 1861, No. 3,261

1. In these letters the Superintending Engineer, 7th Division, makes proposals for re-appropriating the allotments in the Budgets of the current and next year for the Wynad communications, in view to carrying out the suggestions of His Excellency the Governor, as set forth in a Minute, dated 4th October 1861.

2. The recommendations submitted by Colonel Walker are the following:—

First.—The immediate commencement of the Periah Ghât new trace with a total of 8,000 Rupees specially provided for the work in the Imperial Budget of 1861-62, and 1862-63. Rupees 2,500 for the improvement of the old Ghât, which from recent experience it appears the planters have determined on abandoning.

16th May 1861, No. 1,412.

5 *Proceedings of the Madras Government, Public Works Department,*
15th November 1861.

Second.—The expenditure of a sum of Rupees 10,000 on the line from Sultan's Battery to the Mysore frontier.

Third.—The transfer of Rupees 1,980 granted in the Income Tax Budget for the road from Sultan's Battery to the head of the Tambracherry Ghât, to the bridge required across the Kulputty nullah.

Fourth.—The provision of a maintenance allowance of Rupees 4,400 at Rupees 110 a mile for the 40 miles of road from Vythery to the Mysore frontier.

Fifth.—The expenditure of a sum of Rupees 20,000 out of an allotment of 30,000 on the road from the head of the Carcoor Ghât to Tippecauloo, and Rupees 10,000 on the Ghât itself. Rupees 40,000 it is stated are being laid out on the bridges and road-work from the foot of the Ghât to Mambat.

3. The Superintending Engineer proposes to make up in the current year the sum of Rupees 60,000 proposed by His Excellency the Governor to be assigned for the roads in the Wynad Plateau, in the following manner:—

Rupees 20,000	As shown above for the road from the head of the Carcoor Ghât to Tippecauloo.
" 13,800	From the maintenance grants in the Budget of 1861-63.
" 26,110	From the allotment for the Lawrence Asylum works. Rupees 10,000 to be spent, as above stated, on the line from Sultan's Battery to the frontier, and the balance
Rs. 60,000	on the road from the Tambracherry Ghât via Terriote to Manantoddy together with the maintenance grant and Income Tax allotment of Rupees 9,210, making in the aggregate Rupees 25,350 to be spent on this most important line of communication during the current year.

4. The Government approve of these several proposals. They observe that it was contemplated to provide the sum of Rupees 60,000 from Imperial Funds, and not to disturb the appropriations made in the Income Tax Budget for the Wynad roads, in order to make up that assignment.

5. The Superintending Engineer will be requested to specify the particular lines on which he proposes to expend the sum of Rupees 13,810 to be taken from the maintenance grants, and the amount to be spent on each. Information on these points is necessary to enable the Government to obtain the sanction of the Government of India to the necessary transfer of funds.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.

" Controller of Public Works Accounts.

" Accountant General.

Edw. T. O'Connor.

By the major line through

Frontier by Manawatu to the head
 of the Peria Gland was expended
 in 1863 by a sum of at least £2
 1550 the distance being 25 miles
 and were the Gland itself on toler-
 able gradient to the crest of that
 season might all have been
 taken down to the coast on land-
 But through Peria Gland was
 for many years the only line of
 land traffic into Malabar, whereas
 of such vehicles will fly on the line
 at present, while he can find supply
 work for them on better lines. When
 of Rspees 2500 has been allowed for
 such repairs and is hoped for
 enable the produce of Rspees 500
 secured in it in 1865. But the
 real and can only be used by
 authorizing expenditure on the
 new Gland in accordance with the
 sanction of Rspees 500.
 The Southern or landalling
 which communicates with Calicut
 by the Cambay Gland in which
 two companies of Rspees 1000 each
 named and the capital of Rspees
 was Rspees 21,500.
 Since 1865 Rspees 1000 and
 Rspees 78,000 were not expended
 the work of the line of communication
 with the interior is
 through Calicut and Calicut has
 been towards Calicut in a line
 but local spending which has
 been done in the line of
 in attending to the line of
 that line to the coast. This con-
 trol with the line of
 with the line of

918

plants in which the late Chairman
and Secretary of the Planters &
Associated Colon Estates - Mr South
Thomson has lately developed itself.
In the south of the central com-
munication, and powerful influen-
ces are now exerted to commit
the Government to another similar
mistake, by urging that the com-
munications with their interior
be led on the south side of the
Cafulla Range of Hills.

5. At a meeting of the printed Pro-
ceedings of a public meeting held
at St John's on the 5th August Mr
Ferguson is reported to have said
that the proposed new line would
shorten the distance by several miles
and open out a fine Coffee District.
And on the assumption of its being
adopted. The Government of Victoria
has offered at once to under take the
work at \$100 per mile, and to
contract for its execution afterwards.
I have just made my way across
Country with the Deputy Collector
by the shortest possible route, viz
Stamanshamalan Hots, Bongelary,
Marigapan, and Calady, and
would contradict the assertion as
to its comparative shortness, made
without personal knowledge of the
country. And the object being, main-
ly to open up the communications
highways, I must recommend that
all available funds be spent in
making the existing lines more
perfect within the present season,
instead of commencing a new route.

which it will take the whole season to lay out with proper consideration for gradients, and fine times the money to open -

6. I am sorry to say that ^{upwards of} 6000 were spent on a portion of this project last year before I could stop it the work being given out on a Contract of \$1000 per mile, without its lease having even been determined on - The ascertained expenditure on the Territorial Road was \$12000, for which a most incommensurate amount of work (excluding much ordered by me in November 1888) was done, of which several timber bridges having since been washed away the line remains as not very improved - But it is so far advanced that it must be completed and C. C. the Governor in his last term has proposed to take advantage of its advanced state to reduce the Government's pledge to Oregon, by making it answer the purposes of both North and South Oregon for the present.

Every arrangement will be made to carry out his order, but I would venture to recommend some aid in addition towards advancing the separate interests of each District one step this season - A commencement at least of the new Territorial lease might be made with \$100000 of the Budget allocated of \$25000 the remainder being added to the sanction of the Secretary

improving the old plant - It will take 15 miles from Sullivan's Battery to the frontier might be put into fair working order for \$100000. I have just thrown over it carefully and estimate the amount it requires this year as follows viz - 15 miles, tracks and clearings, fences, at \$10000 per mile & \$150000 15 miles, reforming, at \$4000 per running yard, or \$120000 per mile. \$270000 Minor bridges and chains in the country 1750 Total \$271750

Besides which I recommend the appropriation of \$100000 from the \$100000 of the Treasury was budgeted for the Atlantic line which I have parted against for the Bridge required over the Gulf of California - then for entry in the bonded system of a continuous all-weather of \$100000 being \$100000 as a title for the whole distance of 100 miles from Sullivan to the frontier is also recommended.

South East Oregon communicates with the interior by Goodwater and Applegate, and with the Coast by the Starline. I have to be made, which I think will be reached on the Oregon River - These communications are much more advanced than those of the other Oregon lines, and but for the death of the energetic supervisor in charge I think would probably have been enabled to reach the Grandhead before the close of this year yet in. But this last season was the most difficult season, and every week was left early in April

immediately they found themselves
deprived of Mr. Campbell's guidance.
The expenditure of last season was
Rupees 19460, and the allotment of the
current year Rupees 30000 whereas
Rupees 12000 will be laid out about,
and Rupees 10000 on the Ghaut. Rs.
10000 are also being laid out on
bridges and roadwork below the
Ghaut to Maunab, the extension of
which to a bazaar has just been
traced, and would be opened at once
if funds were available.

9. Besides the communications
above detailed as essential to the
separate interests of the District,
there is another important
line connecting them all with each
other, and completing the military
communication between Calcutta
and Cochin, and by Muziris
and the Godavari Ghaut, which is
of considerable importance. And
a most useful portion of this line
where most defective, viz the Shikhar
nearest Godavari was opened as
to the East works, on a good track,
at an expenditure of Rupees 24430
forming with the Starbuck Ghaut
and Road above the most valuable
factory works of the past season.
This line is now to be completed
to the junction expenditure of the
Maintenance Allowance of Rs. 100
per mile, granted to it, and the
other important lines in Mysore, for
the first time, in this year is provided.
The Mysore Expenditure to the extent
of Rupees 2000 will also enable some
valuable improvements to be effected
and might bring in some revenue.

~~Expenditure on the line~~
to be built, some here and
there, where most required.
In this report I have noted the
expenditure of Rs. 10000 on each line, so
far as it could be ascertained, but
these were also laid out Rupees 23740
of which no particular can be given.
This is a disgrace to the management
of the Department in Mysore, that
no separate accounts of expenditure
on each line were kept in detail. It is
impossible to receive proper reports
in which the expenditure under the
annual allotment of Rupees 20000
guaranteed by Government is as
shown under the single head of
Mysore Communications. But
these and other abuses have been
stopped at last, and a summary
account made of this last year.
I have also observed upon the
supply of effective officers, whether
the British or of Indian descent, and
if the latter can be carried out,
adherence to the supervision of the
Department. It seems well
provided for, but the Indian
military officers in Mysore are
want of efficiency. There are
on the strength of the District
general officers of each other other
and are as well instructed and
able to face the experience and
discharge of such a country.
It is such effective means for
supplying communications. I hope for
the future and estimates requisite
to enable me to comply with the
requisition to state the amount
of work required to complete the

I have the honor to
acknowledge the receipt of your letter of the 10th inst.
and in reply to inform you that the same has been forwarded
to the proper authorities for their consideration.

Very respectfully,
J. H. [Signature]

Sergeant C. W. Walker R. E.
Luba Engineer 4th Division

tion of the sum wanting to make up the
 as before for Synodal Communications,
 standing &c. the Governor to have raised
 the Unofficial Grant should not have fallen

Communications of Mysore - With
 a Bridge of any extent spanning being
 yet contemplated in this mountain-
 ous and swampy country, have
 by formidable rivers, bearing down
 to be got from the accounts and
 what kept, must be
 guessing at the probable cost.

Copy in Volume to England
 2722. Dumbarton 1861/1862

17th Nov 1861
 The Secy. to the Govt.
 Madras

The Secy. to the Govt.
 Madras

Dated 19th October 1861
 Madras

Regarding the
 Mysore and
 communications

18276

C. 2nd 1100 1861, 1875

1827261-1875 1861/1862

Madras
 Government
 Madras

1861

Superintending Engr. Office
 Madras 26th Oct 1861

From
 Lieutenant Col. G. W. Walker R. E.
 Supg. Engineer 7th Division
 To
 Colonel G. W. Walker R. E.
 Secretary to Govt. S. P. W.
 Madras.

My Report, to the 19th Oct 1861 has
 already partly anticipated the call made in
 Government Order No. 248 of 18th Oct 1861.
 In that paper I showed that of the Rs. 1,19,500
 Imperial allotments for the Mysore, in
 the 2nd para, only Rs. 1,19,500 would be spent
 on the Mysore, & the balance of Rs. 1,19,500
 and the head of the Mysore Grant, the Govt.
 Order under all note of the Imperial Main-
 tenance allotments, to be found at page 96 of
 the Printed Budget, out of which it will be seen
 by my report that Rs. 1,38,60 are appro-
 priated for roads on the Mysore - I did not
 include Income Tax Fund allotments in my
 calculation of the sum wanting to make up the
 Rs. 1,19,500 for Mysore Communications,
 understanding it to be the Governor to have ensured
 that the Imperial Grant should not have fallen

Short of that sum. - Otherwise I might have immen-
sated myself completely from the imputation
of having failed to fulfil the promise of Govt.
by insufficient entries in my Budgets, my
Income Tax Budgets having been twice cut down
to their present standard. - Including Income
Tax Grants therefore a deficit of only Rs. 5,575
would have to be supplied; excluding them, as
I reported before, Rs. 26,160. -

3. - I must await therefore further orders
before I can report definitely on the re-allot-
ment of available funds. Pending which I
would greatly deprecate any diversion of the
Income Tax Grants from their present desti-
nations, such Grants being more than usually
valuable owing to their now expiring with the
Official year. - With 2 energetic ventures such
as Messrs. Calthorpe & Co. and Hindustani W.
do not despair of getting through them in addition
to Rs. 6,000 of Imperial Funds, allotted
as the concluding part of my previous Report
specifies. -

I should here conclude for the present,
but that my last marches out of Wynna
have given me something more to say of the
Periah Ghant which I have had another
opportunity of examining. - The theory of a
new Ghant was that its head should be thrown
much further back than that of the old Ghant;
and as far as I could ascertain, that was the intention.

I thought well of the idea last year, and better
still when I halted last Friday to examine the
ground, which presents great facility for the
purpose. - But my day's study of the old
Ghaut itself, convinced me that its head could
not be abandoned for any other; the high land
of Wynna extending north of it for such a long
and at such an elevation, as infallibly to throw
the foot of a new Ghaut (with head near Pindul)
far out of the direct line to the coast, so involving
miles of new road and some heavy bridging. -

8. - Whereas, starting at the present head, the
existing road may be gained, by any uniform
gradient that may be approved, 2 miles West
of Steddybenjal Pungelam, from which there
is a beautiful road to Velliberry, bridged through
the hills. that in these 2 miles occur two most spec-
tacular ascents and descents to which the
new Ghaut will avoid. - The present Ghaut
being 8 miles, 5 furlongs, and 122 yards, and its
rise 2804 feet, which a gradient of 1 in 1600
would cut in 7 miles of length, the absolute long-
thensing of the route would be less than 12 miles.

His Excellency the Governor was of
opinion that the sanction of Rs. 2500
(G. O. No. 1119 of 16 May) for improving the old
Ghaut might be doubled if necessary from the
Budget sanction of Rs. 6000 for a new Chan-

and the late Executive Engineer of North Wyoand
has estimated the thorough drainage of the Old
ghant and renovation of its surface, at Rs 100-
But this does not provide for better gradient, the
existing average being 1 in 8 1/2, with maximum
of 1 in 12 for a short distance, but many patches
of 1 in 5 to 1 in 7. The steepest and rockiest
part of the old ghanat is for about 1000 yards
at the top, after which a short zigzag is made,
which gains a spur along which the rest of the
descent is made on very good ground. It now
proposes to combine the improvement of the
old ghanat, and trace of a new ghanat, as follows.
Viz. Starting at the same head and running
parallel above the upper bad portion, should the
ground further improve impracticable. It
should be forced to zigzag into the old line. -
Should it be enabled to carry on straight to
the bottom as I expect, I have only to connect
my new line with the 1st zigzag of the old line,
to escape the great difficulty of the latter.

But my recent inquiries prove that
both Planters above, and Agents on the Coast,
have quite given up all idea of using parts of
the old ghanat, however its surface may be im-
proved. I therefore, with great deference,
but much confidence as to the correctness
of my views, earnestly recommended that both
the Government and the Planters should

be secured to the new ghanat (which I have
into the old), and that no restriction be placed
on their expenditure this season. The labour
will be all from the Coast, and cannot be taken
with that requires for other lines. - And as to
supervision, I will guarantee the charge not
preventing Mr. Hodgkinson from giving suffi-
cient attention to the works in which H.E.
the Governor specially wishes it to be concentrated.
With many thanks for the purpose, I can
not bear the idea of another season going by
without a commencement of the New Ghanat
being made.

I have the honor, to be
Sir

Yours most obedient servant,

W. Walker (W. Walker)
Supt. Engineer of Divisions.

210, 3264

No. 3264
 Proceedings of the Madras Government
 Under date the 15th ^{Novr} ~~Decr~~ 1864.

Read the following

From the Sup^r of Eight 7 1/2 D^{rs}
 Reporting on the Hyman-
 Commencements.

N. O. 19th October 1864. No. 141

Fi. — 2: — 20 — 20

Reports upon Period
Growth in Hygiene. ---

H. B. 25th October 1864

In these letters to
the Superintending Engineer
of the various projects
for reappportioning the
allocations in the Budget
of the current fiscal
year for the Hyderabad
Communications, in

3
of y^e same D^y Carlo England
5/22. D^y London 1864. Feb 8th

Oct. 1866. 28-410
 28977-28987
 28988-28997

Oct. 1866, 28, 4116

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1898

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Book 13

Howard

277

240 3261-1572-1864

view to carrying out the
suggestions of His
Excellency the Governor,
as conveyed in a minute

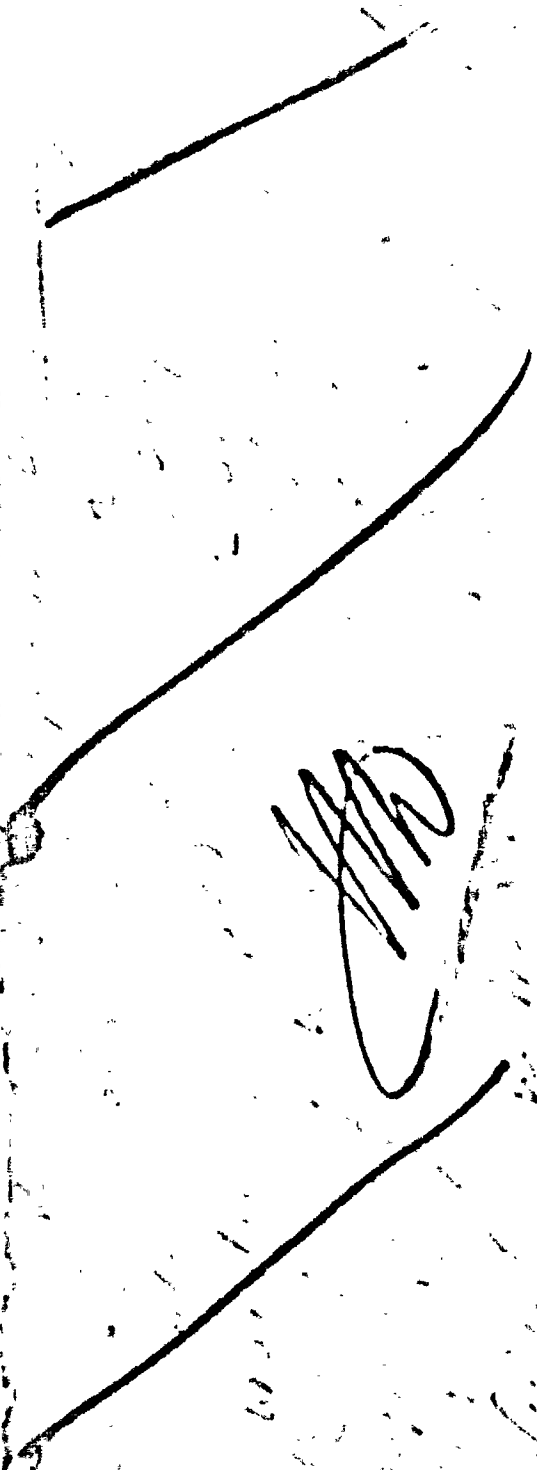
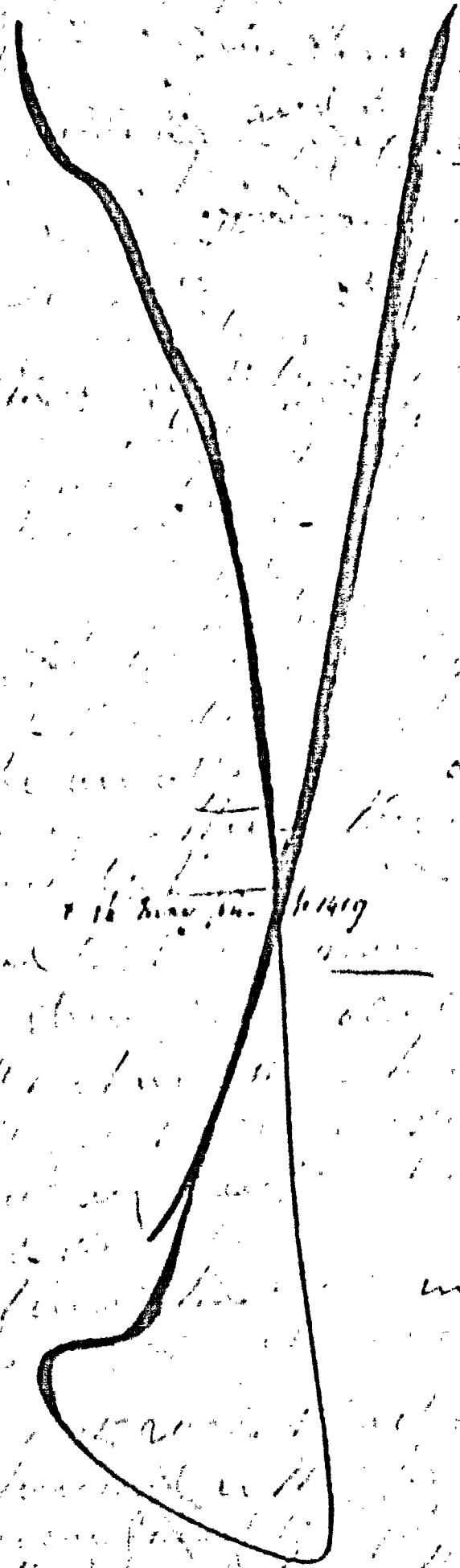
dated 4th October 1864.

2. The recommendations
submitted by Colonel
Nether are the following.

1st The immediate commence-
ment of the Perak Strait new
fence with the aid of the 8000
Rs. specially provided for the
work in the Imperial Budget
of 1864/5, and of the 3500
Rs. sanctioned for the improve-
ment of the old Strait, which
from recent enquiries it appears
the planters have determined
on abandoning.

2nd The expenditure of a sum
of Rs. 10,000 on the line
from Sultan's Battery to the
Kopra frontier.

3rd That the millage of Rs. 1780
provided in the Sultan's
Budget for the road from



Sultan's Battery to the
head of the Tanjong
River, to the bridge
across the
Kulipul mullah.

The provision of a
maintenance allowance
of Rs. 4,000 @ Rs. 110 a
mile for the 40 miles of
road from the bridge
to the frontier.

The expenditure of a
sum of Rs. 20,000 out of
an allowance of 50,000 on
the road from the head
of the river to the
to the Superintendent, and
Rs. 10,000 on the Strait
by the Government.
The expenditure of Rs. 10,000
on the Strait and
Kopra frontier from the
fund provided for the
improvement of the
road from the head
of the river to the
to the Superintendent, and
Rs. 10,000 on the Strait
by the Government.
The expenditure of Rs. 10,000
on the Strait and
Kopra frontier from the
fund provided for the
improvement of the
road from the head
of the river to the
to the Superintendent, and
Rs. 10,000 on the Strait
by the Government.

proposed by His Excellency the Governor to be assigned for the roads in the Hyndal Plateau, in the following manner:

20,000. as shown above for the road from the head of the Admonon River to the head of the Admonon.

13,860. from the maintenance of the roads in the Budget of 1864/5.

26,110. from the allotment for the Admonon.
 ~~20,000~~
 ~~Admonon with Rs. 10,000~~

in which he spent above stated, in the line from Jullundur to the frontier.

And the balance on the road from the Jullundur to the frontier via Terrioli to the Admonon, together with the maintenance grant & Income Tax allotment of Rs. 9240, in the aggregate Rs. 20,380 to be spent on this most important line of communication during the current year.

The first of these several proposals. They are as follows:

was contemplated to provide the sum of Rs. 60,000 from Imperial Funds, and not to disturb the appropriations made in the General Tax Budget for the Hyndal roads, in order to make up that requirement.

The Superintendent Engineer will be requested to specify the particular lines on which he proposes to expend the sum of Rs. 60,000, being a portion of the Imperial Funds. The Government of India will be requested to allot the sum of Rs. 13,860 to

to be taken from the
maintenances, grants, and
the sum of the sum of the
spent on research information
on these points is ne-
cessary to enable the
Government to obtain the
sanction of the Govt
of India to the necessary
transfer of funds.

W. B.

The Supp. Page 70
of 1875

Copy in a letter to England
of 22^d December 1864/88

90, 1864 Dept
Proc. of Govt for Gov

7:32 1/2
Proc. of the All. Govt
Q/1864/88

Q/1864/88

Q/1864/88

Letter from the Supp. Division
making propo-
sals for re-appropriating the
allocations in the Budget of
1864/85 for the U.S. Navy
Communications, including
District, in view to carrying
out the suggestions of this
Division of the Treasury,
as conveyed in a Minute
of 4th October 1864. (See
order thereon).