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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3471

Press
Mis.

387-393

Dated

17-11-

1865.

Not to be folded or roughly handled

Read the following papers :—

No. 387. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Coimbatore, 16th October 1865, No. 152.

1. I have the honor to submit, for the orders of Government, the undermentioned papers relating to the opening of a cart road from the head of the Tambracherry Ghât, at Luckady through Vythery, Kulputty, and Sultan's Battery to the Mysore frontier, viz. :—

Enclosures 15.

1. Sketch Map of Wynad, showing the entire line, and the portions estimated for.

2. Abstract and detailed Estimates (2) of earth-work and bridges, and plans (two sets) of bridges, between Luckady and Vythery.

	RS.
Total amount of estimate	25,150
Expended in 1864-65	5,924

	19,226
Proposed expenditure of 1865-66	11,226

	8,000
For entry in Budget of 1866-67	

3. Estimates, Specification, and Plan of a bridge to be built over the Koonuth river, east of Vythery... .. 16,000

Expended in 1864-65	60
	15,940
Proposed expenditure in 1865-66	5,940

	10,000
For entry in Budget of 1866-67	

4. Abstract and detailed Estimates and Report, and set of bridge Plans, for the portion of road between Vythery and the Kulputty river.

	RS.
Total amount of estimate	30,886
Proposed expenditure of 1865-66	4,886

	26,000
For entry in future Budgets	

5. Plan, Specification, and Estimate of a bridge over the Kulputty river.

	RS.
Amount of estimate	8,950
Proposed expenditure of 1865-66	2,950

	6,000
For entry in Budget of 1866-67	

2. With the proposed allotment of Rupees 11,226, under item No. 2, Captain Kennedy proposes to complete the Arrah Mullaly, Thalapoya, and Vythery bridges, minor bridges Nos. 4 and 5, and tunnels Nos. 8 to 12, 14, and 24 with some earth-work, on this section, in 1865-66. He has had occasion to revise his plans and estimates, and greatly to increase the latter from his experience of the unprecedented floods of the past monsoon. Appropriation of funds to be made from the sum of Rupees 20,000, item No. 110 of this year's Budget.

3. The timbers of Koonuth bridge to be got ready, the right abutment to be put in, and two piers to be completed, with the proposed allotment of Rupees 5,940 appropriated as above.

*Proceedings of the Madras Government, Public Works Department,
17th November 1865.*

4. The road-way as far as Kulputty river to be opened to twelve feet through-out, and passable for carts as dry weather road, by the 1st January 1866, with the proposed allotment of Rupees 4,129, whereof Rupees 3,034 to be appropriated as above, and Rupees 1,095 from the balance of Income Tax Funds (Rupees 11,110) made available in G. O. No. 2,903 of 2nd October.

5. Commencement of the Kulputty bridge to be made with the sum of Rupees 2,950, appropriated from the Income Tax Funds as above.

6. The balance of Income Tax Funds, Rupees 7,065, to be devoted to opening the line from Kulputty bridge, through Sultan's Battery, to the frontier as a fair weather road as far as it will go. Mr. Nordmann is employed at present in the preliminary traces of the improved line, on which it is further proposed that he shall be allowed to spend as much more as he can; the necessary funds being hereafter appropriated from the sanction for Tambracherry Ghát, which is believed to be in excess of the probable requirements of the season. I expect to visit the whole line next month, when Mr. Nordmann will be able to show me exactly what he is likely to get through.

7. Captain Kennedy's estimates, herewith submitted, are very large in amount, and I am in hopes that it may be practicable to economize on the working rates for earth-work, &c., as well as in the dimensions of some of the bridges. But the demand for labor throughout his line is very great; and I much doubt his being able to do all that he proposes in addition to his heavy work on Tambracherry Ghát. Moreover, I do not find any allowance made for compensation, which will be heavy, as much of the improved road must run through coffee and other cultivation. And his reports of the excessive floods which he has witnessed this monsoon, and which have led him greatly to increase his original demands, deter me from sanguine anticipations of any great reductions. Such, however, as can be ventured on, will be made after careful investigation.

8. A spirited offer was made by Messrs. Beaumont and Minchin to trace, estimate, and open the road from Kulputty to the frontier with their own funds, on guarantee of re-payment as soon as those at the disposal of Government permitted; and it was intimated to them that there was no objection on the part of Government to meet their wishes. I am sorry to say that it has subsequently been withdrawn, and an offer to take up work at the Government rates substituted. I have closed with this at once so far as relates to the portion between Vythery and Kulputty, under Captain Kennedy, which has already been traced and estimated. And I shall be prepared to meet it as regards the work further east, as soon as Mr. Nordmann's traces and estimates are sufficiently advanced to admit of definite terms being laid down. But it has been a disappointment to me that the original proposition fell to the ground; as it would have greatly assisted the executive agency of the range in getting through its heavy work of considering and meeting the chief wants of Wynad.

No. 388. Memorandum by the Collector of Malabar, dated Gunot, 18th October 1865.

Areakod by Karkur to Mysore.

1. Between Areakod (and the Western) and Mambat (whence water communication to the coast is generally available) the trace is pretty well open, but the earth-work is only partially, and the bridging and tunnelling not, commenced.

11th September 1865.

Three bridges are required, one (the most wanted) half-way between Mambat and Nelambur is well on, and ought to be completed this season. The second and third at the Nelambur and Edakarra rivers respectively are not commenced.

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The bridging of these two rivers is very desirable indeed, but is not actually essential to the commencement of cart traffic.

* With the banks well sloped rafts are generally easier approached and worked on the larger rivers than on the smaller ones.

Karkur Ghát. 12th September 1865.

† I mean of blasting and such like, of course there is a great deal of earth-work, ordinary revetment, tunnelling, &c., but if work is pushed on at once (early in the season) labor is to be had in abundance.

He has 1865-66.

	rs.
Road above Nadkhani to Tippakadu.	20,000
Karkur Ghát...	10,000
Thirty-one miles maintenance	3,410
	33,410

N. B.—I venture strongly to advocate this being done. If the ghát is once open for carts the value of the road above is greatly enhanced, and the 15 or 16 miles of good roadway below, which, till carts can pass the ghát lie comparatively useless, at once become useable and useful.—Vide post p. 4.

14th September 1865.

though it is heavy, being fresh made. The trace is excellent, only one large nullah requires immediate attention, and one permanent abutment of this is half up; a temporary bridge takes the passing traffic over the stream.

The other streams are crossed by very substantial timber superstructures, on permanent masonry abutments. The superstructures will undoubtedly last for three or four years or more, and if the permanent wood-work is made up and fitted at each place, as it is prepared, the gradual replacement of the present superstructures by the permanent ones will interrupt the traffic but little.

If more money is not available for the ghát otherwise, I cannot but think it would be advisable to transfer Rupees 10,000 (or what may be absolutely required to open the ghát for carts this season) to the ghát itself, and fix the permanent platforms over these structures hereafter, as the present superstructures seem to require it from time to time. From Nadkhanai to Tippakadu is decidedly the best completed section of road for its length that I have ever seen in Wynad.

5. Left Gudalur a little before 5, and reached the Battery by $\frac{1}{4}$ past 9, 28 miles, which shows the road cannot be very bad.

Mr. O'Shaughnessy proposes completing two or three of the smaller bridges and some tunnelling this year. Carts could be got along the whole distance now, and over the first 16 miles from Gudalur, with perfect ease; but the road will not be really and effectively open for carts till the bridges above said and a larger one at the 20th mile post from Gudalur are completed, and some of the steepest gradients between that point and the Battery improved.

Not much has been done on this road since His Excellency and party rode over it last year.

Sultan's Battery to Manantoddy.

last year, I understand. But it is proposed to open the high road from Manantoddy southwards on another trace.

Mysore frontier by Sultan's Battery to Vythery. 16th September.

N. B.—This is a most important line, and it is one about which the Planters in South Wynad are most anxious. It is, however, by no means only a Planter's road. It will be the direct line from Calicut, by the Tambracherry Ghát, through the heart of Wynad, to the Mysore country.

Mrs. Beaumont and Minchin have offered to contract for the opening of this as "a fair weather road."

From my Notes opposite, it will be gathered that starting from Luckady the line may be considered in four sections.

1. Luckady to Chalipoya (Kalpetta), say, 9 miles.

2. Thence to the fair portion of the present road from Sultan's Battery to Kalpetta, say, 3 or 4 to 6 miles, as the new trace may be taken.

3. Thence to Sultan's Battery, say, 13 miles.

4. Thence to Mysore frontier, say, 12 miles.

1. Present communication exceedingly bad, but a new trace keeping the general direction of the present road carefully surveyed and in progress now. Two large bridges must be built one at Koonuth another at Chalipoya.

2. Present communication very bad indeed, a new trace absolutely necessary, but not yet decided upon.

3. Now a good fair weather road. Better bridging and tunnelling the main requirements.

4. Just passable for a stray cart, bridging, tunnelling, and some alterations of trace required, but might be looked upon as a fair weather road, if some of the worst pieces were improved.

There is then a good deal of earth-work to be done on No. 1, all to do on No. 2, but comparatively little on Nos. 3 and 4.

Bridging and tunnelling are really the main requisites. I do not know if such works are comprised in the term "fair weather road."

If the offering Contractors are willing to undertake the ordinary bridging and tunnelling, as well as the earth-work, on the Superintending Engineer's specifications, and specific contracts, I would, unless the Superintending Engineer can guarantee the performance of the work as speedily by other means, strongly advocate a contract being concluded.

But if the Contractors will not undertake what save earth-work, I imagine the Superintending Engineer will get on better without than with them.

I strongly advocate permanent masonry tunnelling, and masonry abutments for the smaller bridges, and I trust the works on the Koonuth and Chalipoya bridges will on no account be postponed, but be continued as fast as circumstances will permit, so as to be completed, say, in two seasons.

20th September. Tambracherry Ghát.

progress has been very much less than as expected.

It was hoped that the lower section, to the bottom of the upper 500 feet of ascent, would be opened for carts in the course of last season, if not by February or March 1865. Unless very much speedier progress is made than was made last year, I see little hope of this section being opened for carts throughout this year.

A good deal of work has been done at the bottom of the ghát; and sections of the road thence to Calicut have been greatly improved.

In fact carts travel freely throughout the year from Calicut to the ghát foot, and when the several bridges in progress at the ghát foot are finished, carts could run several miles up. In the dry weather they could pass up as it is to some three miles from the intersection of the new trace with the old ghát.

The upper part of the new ghát was almost untouched last season.

6. The road from the Battery to Manantoddy is much as it was this time

7. Carts occasionally struggle in from the Mysore country to this place (Sultan's Battery). Hence, towards the head of the Tambracherry Ghát, the road is passable with ease for carts to some four or five miles from Kalpetta. The crossings of the streams are quite temporary, some three or four bridges, none of them large, and a few tunnels should be built as soon as possible, and I do not think a better system could be pursued than has been adopted between Nadkhanai and Tippakadu.

At some five miles from Kalpetta to the Chalipoya or Kalpetta river (where Captain Kennedy's trace from Vythery ends) a completely new trace must be opened.

The road (from four or five miles on the Sultan's Battery side of Kalpetta) is very bad indeed, and in parts execrable to near the head of the Tambracherry Ghát.

From the ghát head to the Chalipoya Captain Kennedy has surveyed the line, and I believe fixed upon a very excellent trace; but there is no work done that really assists present traffic in any important degree.

8. Down the ghát to Tambracherry there is no doubt that on the lower portion of the new ghát the pro-

Lakadi to Teriot. 10th October 1865.

9. Left Lakadi for Teriot. The side cuttings fell in in many places during last monsoon, though no very serious damage has been caused. The three difficult streams are apparently untouched, and the approaches are abominable. Some three or four places (where the road was difficult from drainage and rocky obstructions) have been improved with revetments, and two or three minor bridges have been constructed.

But the road is not as a whole easier to ride than when I rode it last year, and I am far from satisfied with the state of things here. Not a step in advance seems to have been made towards bridging, or crossing more easily, the three difficult streams above-said.

Teriot to Manantoddy. 11th October.

Rode on to Manantoddy. A few improvements have been made on this section of the road, and carts might use it freely. But little cart traffic can be expected till the communication is opened to the Tambracherry Ghát head.

Manantoddy to Bavalli (Mysore).

10. I did not see the road to Bavalli (Mysore frontier); but a bridge over a stream about a mile out seems getting on but slowly, and it is a work that should have been completed long ago. The last few miles to Bavalli were very bad last year, and I am told have not been improved.

From Manantoddy southwards.

11. Mr. Nordmann has marked and opened as a bridle-path an excellent trace from the Government hill to the site of the bridge proposed to be built over the Manantoddy river. Thence from the south bank of the river a bridle-path trace is being cut to the Teriot road, and a similar trace is opened to Panamarram on which will be the main line of communication from Manantoddy towards both Sultan's Battery, and Vythery (via Kalpetta).

I believe these traces have been marked with care and judgment; and that the final approval and orders of the Superintending Engineer alone are now wanting for the prosecution of the works.

13th October.

12. Rode to Peria. The roadway is excellent for some nine miles. Then is a very bad piece; and between that and Peria Ghát head there are several bad bits of road, and some very steep gradients.

The road is greatly improved throughout, however, since I saw it two years ago, though considering its importance the worst sections and gradients must be greatly altered before it can be looked on as fairly complete.

Carts do pass along it; but rarely.

14th October.

13. The old Peria trace is steep, and the roadway stony and bad. I went down the new trace, which, with the exception of three rocky obstructions in the upper portion, is opened as a bridle-path. I rode all the lower portion.

The junction with the excellent high road from Tellicherry (and Cannanore) is thrown back to a point about one and a half mile west of Nedibringae, the bottom of the old ghát. The gradient throughout is very easy. The cuttings out of the steep hill slopes of loose crumbly soil will be heavy; but as far as can be seen at present, there is comparatively little blasting or rock work. If the work is vigorously prosecuted, as I hope it may be, carts will be going up and down long before the Lakadi Ghát is opened.

*Proceedings of the Madras Government, Public Works Department,
17th November 1865.*

No. 389. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Coimbatore, 2nd November 1865, No. 165.

1. I have the honor to submit the following notes on the subject of G. O. No. 1,101 of 21st October.

2. In this Order Government have entrusted to Messrs. Beaumont and Minchin the selection and trace of a line of road from the Coonote bridge near Vythery to the Mysore frontier, via Sultan's Battery; and ordered that Captain Kennedy's duties shall be confined to work west of the Coonote Nulla.

3. But nothing is said by Government as to the road from Vythery to Sultan's Battery passing through Kulputty, though from the tenor of Mr. Beaumont's letter of 11th October it is evident to me that his intention is to avoid that place and the entire line of country traversed by the old route.

4. Now what I have to bring to notice is the want of candor with which Mr. Beaumont has laid his proposition before Government and narrated his dealings with me. I submit herewith his first letter to me, dated 3rd August, in the first paragraph of which he offers the services of himself and Mr. Minchin "as Contractors or Agents to open out the road from Kulputty to the Mysore frontier," including tracing and estimating and planning for the same.

5. The accompanying copy of my Memorandum of 10th August in reply, will show that I gave every encouragement to the proposal, but suggested the advance of funds by private enterprise, to be repaid as soon as possible, as I did not see my way clearly on that point only; the Rupees 20,000 allotment of the current year being only sufficient for the works already undertaken by Captain Kennedy west of Kulputty. And for fear of any misunderstanding I distinctly laid it down that we were treating only with reference to the old route between Sultan's Battery and Kulputty.

6. My next communication with Mr. Beaumont in the latter part of August was in person, at his own house in Ootacamund, which I certainly quitted without being led to anticipate any withdrawal of his original offer, or deviation from the existing route, and most assuredly without having expressed any wish that the survey trace and estimates should be undertaken by my staff rather than by his. My disappointment, therefore, was great when in his letter of 12th September Mr. Beaumont informed me that he had, in direct communication with the Chief Secretary to Government, offered "simply as Contractors to make a fine weather road from Luckady to the Mysore frontier," stipulating that the trace should be made by me. As I told him in my published letter, the agency which would enable me to lay out the work would enable me to open the road. Besides if we wanted labor, and he wanted the road opened, what would be easier than to make over to us his surplus coolies.

7. The final step in the negotiation is that which I must characterize as deficient in candor and straightforwardness, and such as I did not expect from Mr. Beaumont. It retracts the stipulation that the trace was to be laid out by the Department Public Works, and simply asserting that his trace shall be the one most approved by the South Wynaad District, has in reality led the Government (unwittingly I believe) to commit itself to the diversion of the imperial line from the north to the south side of the Kulputty hill.

8. My report on the latter will be found in paragraphs 4 and 5 of my letter No. 141 of 19th October 1864, printed with G. O. No. 3,264 of 15th November. And I have no hesitation in repeating that on no account should the imperial line from the Tambracherry Ghaut to the Mysore frontier be allowed to diverge from Kulputty, at which point the imperial line of communication with Manantoddy branches off to Panamarum. The Terriote road and that now proposed must be classed as District roads only, but of such value that Government may be asked to allot to them from Local Funds grants-in-aid equal to the sums contributed by the community, taxing themselves under the Act alluded to in paragraphs 5 of His Excellency the Governor's address to the inhabitants of North Wynaad on 30th September 1865.

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17th November 1865.*

9. Mr. Beaumont, as Manager of the Southern India Coffee Company, comprising all his own late property and the estates of Messrs. Parry and Co., represents influential parties in South Wynaad and at Madras, to whom the construction of the line he has in view is of vital importance, running as it does between the Kulputty and Tainoortha properties. But except by this one Company and those connected with it, or who expect their estates to be brought up by it, I much doubt whether a departure from the old route will be approved. Mr. G. Gordon, for one, has spoken to me strongly against any such proceeding, and I shall probably hear much on the same side from other Planters, next week, when I shall be on the spot.

10. Under all these circumstances, believing that the Government have been misled by entering into negotiations without consulting their local advisers (of whom I am sure that the Collector's views are identical with my own) I have taken the liberty of making no alterations in my existing arrangements; according to which Captain Kennedy is actively engaged in opening up the road west of Kulputty, and Mr. Nordman has in hand the preliminary operations towards carrying it on to Sultan's Battery and the frontier.

No. 390. From Messrs. BEAUMONT and MINCHIN, to the Chief Secretary to Government, Madras, dated Sultan's Battery, 31st October 1865.

1. Herewith we have the honor to forward you tender for forming and bridging the road from Mysore frontier to Sultan's Battery, say—

Forming a road eighteen feet wide in the clear, including side drains, catch drains, clearing jungle, raising and embanking through swamps, &c., at Rupees 2,250 per mile	RS.	33,750
Superintendence at 25 per cent.		8,450
Total formation...		42,200
Bridging at Rupees 3,000 per mile, 15 miles...		45,000
Superintendence at 25 per cent.		11,250
Total masonry...		56,250
		98,450
Contingencies ..		1,550
		1,00,000

2. We are prepared to undertake the execution of the above work, according to the annexed specification for a lump sum of one lac of Rupees. The work to be completed in four years, commencing from the 1st May in the current official year.

3. This date has been fixed on for the completion of the work, on consideration of the amount which it is supposed the Government may allot to it yearly. On a closer examination of this line of road, we find that our original proposal to execute the earth work only, would not render it available for cart traffic, the great obstacles being the numerous streams which intersect this country. We have, therefore, included the bridging in our estimate, so that we may proceed with the most needful works of both descriptions at once. The estimate for masonry has been prepared on data supplied by Mr. O'Shaughnessy as to the number and size of the bridges required, but if any other Government Engineer alter the designs, the estimates must be increased or decreased at the rate of—

12½ Rupees per cubic yard for rubble masonry.

30 " per running foot of superstructure.

5 Annas per cubic yard for earth work.

10 " per cubic yard for the excavation of foundations. These rates

include the proportional cost of establishment, at 25 per cent. on the work.

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17th November 1865.*

4. The Government are aware that this offer has not been made with the same objects as contractors generally have in view, viz., the securing a direct profit by the work. The rates are the same as are paid by the Department Public Works throughout Wynad, and the cost of establishment has been calculated at the same per-centage on work as the present permanent and petty establishment of Wynad amounts to in proportion to their expenditure.

5. The superintendence of labor on private properties cost a much higher per-centage, but as we are willing to give a considerable portion of time and attention to the work ourselves, without direct remuneration, we hope to secure an efficient establishment for the sum allowed.

6. Under these circumstances, we cannot bind ourselves to complete the work in any specified time, but considering our interest in its progress, the Government are assured that every effort will be made to complete it with as little delay as possible.

7. The portion of this line between Sultan's Battery and Culputty has not yet been traced, we are, therefore, unable at present to submit a detailed estimate for its execution; but in order that advantage may be taken of the working season at as early a date as possible, we tender this estimate for the portion of road, the line of which is already decided upon, and as soon as the other section is laid out we shall submit an estimate for it without delay.

8. If this offer is accepted by Government, we would request that the present year's allotment for this work be placed at our disposal as soon as possible, and that we be informed if Government are disposed to make any additional grants for this line of road, during the current official year, so that we may make arrangements accordingly for its expenditure.

9. We beg for an early reply to this letter, in order that if our offer is accepted we may be able to reduce the high rates of pay (8 Annas per diem to common coolies) given now on this line of road, by the Overseer carrying on the repairs, before they become standard, as our estimate is calculated on much lower rates.

N. B.—All claims on account of compensation for land to be settled by Government.

ROAD FROM SULTAN'S BATTERY TO MYSORE FRONTIER.

Abstract of Estimate.

Masonry.

							RS.
1	Bridge 60 feet span, abutments 18 feet high, foundation 6 feet deep						10,000
1	Do. 36 feet span, 15 feet abutments, 6 feet foundations...						
1	Do. 30 do. 18 do. 6 do.						6,000
1	Do. 24 do. 12 do. 6 do.						9,000
1	Do. 15 do. 12 do. 6 do.						4,000
1	Culvert 9 do. 9 do. 3 do.						3,500
6	Do. 9 do. 6 do. 3 do.						1,100
	800 Rupees						at
6	Do. 6 do. 6 do. 3 do.						4,800
	700 Rupees						at
3	Do. 3 do. 3 do. 3 do.						4,200
	500 Rupees						at
6	Road Drains 18 inches square at 150 Rupees						1,500
							900
	Total masonry...						45,000

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Roadway.

	RS.
Formation including side and catch drains, embankments, clearing jungle, &c., at Rs. 2,250 per mile, for 15 miles	33,750
	78,750
Superintendence at 25 per cent.	19,700
Contingencies	1,550

Grand total... 1,00,000

NOTE.—The work proposed to be executed in the current year is to clear the jungle and form the roadway to a width of at least 12 feet throughout, this will cost about 1,000 Rupees a mile or, say, Rupees 15,000, and to expend about 10,000 Rupees to the best advantage in masonry works. The remainder of the work to be completed in the following three years, or probably sooner if funds are available.

(Signed) J. BEAUMONT.

(„) J. W. MINCHIN.

ROAD FROM SULTAN'S BATTERY TO MYSORE FRONTIER.

Specification.

ROADWAY.—To be 18 feet wide in the clear, with inside drains 18 inches wide at top, 12 inches wide at bottom, and 9 inches deep. Catch drains 1 yard wide at top, $\frac{3}{4}$ yard wide at bottom, and half a yard deep; to be cut at (both sides of the road in level ground and on the upper side in side hill cuttings) a distance of at least 4 yards from the inside drains. The roadway to be slightly barrelled.

The roadway through swamps to be raised at least half a yard, the material for the purpose being taken from side channels cut regularly at a distance of 3 yards from the side of the road. The old line to be followed generally, but wherever the gradient exceeds an angle of three degrees with the horizon, the line to be altered accordingly.

MASONRY.—The abutments of all bridges and culverts to be of rubble masonry or brick in chunam, on the same plan and of the same proportions as adopted on the road from Goodaloor to Tippkaudú, and sanctioned by Government. The mortar to be composed of two and a half parts of sand to one part of slaked lime; all bridges and culverts of and below 24 feet span to have a platform of wrought jungle-wood; bridges over 24 feet in span to have platforms of Teak-wood trusses and jungle-wood planking. The roadway of all bridges and culverts to be 12 feet wide between the side rails.

(Signed) J. BEAUMONT.

(„) J. W. MINCHIN.

No. 391. From J. BEAUMONT, Esq., to the Honorable A. J. ARBUTHNOT, dated Ootacamund, 9th November 1865.

1. I have the honor to acknowledge receipt of three copies of the Proceedings of Government, relative to the construction of the imperial road, from Coonote stream to the Mysore frontier, by Mr. Minchin and myself.

2. The writer has the honor to communicate for information, that when he left Sultan's Battery yesterday, not only had the Department of Public Works not transferred to Messrs. Beaumont and Minchin the portion of the line provisionally conceded to them, but were acting more energetically upon it than at any prior period. Colonel Walker's staff were busily employed in selecting a line north of the Kulputty hill, whilst we (in accordance with the opinion of the Planters of South Wynad) are engaged in fixing our course to the south of the same.

3. Coolies have been employed during the last few days by the Department Public Works Range Officer in improving the old trace between the battery and the frontier.

4. To prevent confusion in accounts, and perhaps useless expenditure, I would venture to suggest that all operations by the Department Public Works be

*Proceedings of the Madras Government, Public Works Department,
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suspended upon the line from Coonote to the frontier; and Mr. Minchin and myself are prepared to receive over and employ at any date, all the hands that may be suspended by the transfer to us, provided of course that the rates of pay of such are the usual ones.

No. 392. Minute by His Excellency the President:—
(Here enter—November 1865.)

No. 393. ORDER THEREON, 17th November 1865, No. 3,471.

CIVIL WORKS, No. 56.

1. The first of these papers has reference to the opening of a cart road from the head of the Tambracherry Ghaut at Luckady to the Mysore frontier, via Vythery, Kulputty, and Sultan's Battery. With it the Superintending Engineer submits plans and estimates for separate sections of this line; and these estimates as well as the past and proposed outlay, amount as follows:—

	Amount of Estimate.	Expenditure of 1864-65.	Proposed expenditure in 1865-66.	For entry in Budget of 1866-67.
	RS.	RS.	RS.	RS.
For earth-work and bridges between Luckady and Vythery ...	25,150	5,924	11,226	8,000
Bridge over the Kunnuth river east of Vythery. For road between Vythery and the Kulputty river ...	16,000	60	5,940	10,000
Bridge across the Kulputty river ...	30,886	...	4,886	26,000
	8,950	...	2,950	6,000

2. The estimates for the portion of the road between Luckady and the Kulputty river, inclusive of bridges, thus aggregate Rupees 80,986. The expenditure on this work in the past official year amounted to Rupees 5,984, and it is proposed to lay out Rupees 25,002 in the current year, and to provide in the ensuing and future Budgets the balance of the estimates.

3. The Government approve of Colonel Walker's estimates, but they notice certain discrepancies in the Superintending Engineer's proposals for distributing the available funds. In paragraph 1, Rupees 4,886 are allotted for distributing between Vythery and the Kulputty river, but in paragraph 4 the allotment is stated at Rupees 4,129. Again, the amounts which in paragraph 4 the allotment is stated to meet from the Budget grant of Rupees 20,000 are Rupees 200 in excess of that grant, and no mention is made of the source from which the additional sum is to be provided. Colonel Walker will be requested to furnish a statement showing clearly the manner in which the Imperial and Income Tax grants of Rs. 20,000 and 11,110 respectively are to be distributed.

21st October 1865, No. 1,101.

4. In a separate Order in the Public Department the Government have expressed their willingness to allow Messrs. Beaumont and Minchin, as representatives of the Planters of South Wynaad, to undertake the tracing and construction of the road from the Kunnuth river to the Mysore frontier, via Kulputty and Sultan's Battery, should their terms be such as to admit of their contract being accepted. Messrs. Minchin and Beaumont have accordingly now submitted a proposal to complete the 15 miles of that road between the Mysore frontier and Sultan's Battery for a sum of one lac of Rupees inclusive of the cost of supervision, and intimate their readiness to take up at the same rates the formation of the remaining 20 miles, from Sultan's Battery to the Kunnuth river, on an entirely new trace to be made by themselves south of the Kulputty hill.

5. Messrs. Beaumont and Minchin's estimates and specifications will be referred to the Superintending Engineer of the 7th Division, who will report without delay on their reasonableness, and what funds can be appropriated to the work; and those

*Proceedings of the Madras Government, Public Works Department,
17th November 1865.*

gentlemen will be informed that as the remaining portion of the road in question by the north of the Kulputty hill is now in an advanced state of construction, it is too late to abandon that line, and they will be requested to confine any further proposals they may make to the improvement of the old line of road from Sultan's Battery to the Kulputty river.

6. The Government are gratified to observe from the Collector's remarks that the progress of operations between Areacode and Tippacadoo via the Carcoor Ghaut has been generally satisfactory. Colonel Walker will report in what manner he would propose to supply the additional funds represented to be required to open the Carcoor Ghaut for carts this season. The work may be proceeded with in anticipation of funds being hereafter provided from any available source.

7. The Government are disappointed to learn that the progress on the Tambracherry Ghaut and road below has not been commensurate with the importance of that line. They resolve to draw the special attention of the Superintending Engineer to the subject, and to direct that vigorous efforts be made for pressing on the work. Colonel Walker's attention will also be drawn to the Collector's remarks in paragraphs 9 to 13, and he will explain why so little has been effected in improving the means of communication from the head of the Tambracherry Ghaut to Manantoddy and the Mysore frontier at Bawhully via Teriote, as also the reason of the road from Sultan's Battery to Manantoddy being allowed to remain almost untouched since it was traversed last year by His Excellency the Governor.

8. In Proceedings No. 2,996, dated 18th October 1864, the Government specified the works* which were specially to be put in hand during the working season of 1864-65, and funds were provided for them in sufficient time to admit of their being pushed forward; but from what they gather from the papers now before them the Government are in doubt how far those orders have been attended to. Colonel Walker will accordingly report immediately the amount of work performed between the date of the orders referred to and the end of April 1865 upon the several roads above mentioned. He will also state the quantity of work since done on the same lines of road, and the probable amount required to complete them. It will be distinctly understood that until these roads are completed nothing is to be laid out upon the trace of the new Periah Ghaut, and that the outlay upon the old ghaut and the road leading to it from Manantoddy, as also the other lines referred to in the Minute of His Excellency the Governor, printed with Proceedings No. 2,996, dated 18th October 1864, will be limited to the amount of the maintenance allowance, thus freeing the grants from Imperial and Income Tax funds for new works for the prosecution of the three special lines abovementioned.

9. The Government expect that Captain Kennedy will complete, by the close of December 1865, the line of road from Luckady to Kulputty to the extent indicated in a letter addressed by him to the Collector at the commencement of the present month, failing which he will be required to show cause for omitting to carry out his promises.

(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.
To Messrs. Beaumont and Minchin.
To the Collector of Malabar.
Exd. S. T. Augustin

(13) 34

MINUTE BY THE HONORABLE THE PRESIDENT.

1. I have gone over the papers on the subject of Messrs. Beaumont and Minchin's proposal to complete the whole line of road from a point not far from Luckady to the Mysore frontier, viâ Sultan's Battery; a part and parcel of which is an estimate for the completion of the road from Sultan's Battery to the Mysore frontier for the sum of one lakh of Rupees.

2. These Wynaad roads have been a thorn in the side of the Government for the last five years or more. Money has been spent, and positive directions have been given to the Superintending Engineers to concentrate their exertions upon particular lines of road, yet from year to year complaints are made to the Government that their directions have not been carried out; that the money granted has been frittered away; that bits of road have been commenced here and there without any connection between them.

3. In 1864 I went through the central part of Wynaad, and I saw with my own eyes that these statements were, to a great extent, correct; and with a view to remedy the evils complained of, the Government, in October 1864, gave certain definite instructions to the Superintending Engineer to the following effect:—

1st. That the road from the top of the Carcoor Ghaut to Tippacaudoo was to be completed at once.

2nd. That the road from the top of the Tambracherry Ghaut viâ Teriote to Manantoddy was to be pressed forward.

3rd. That a trace of a road from the head of the Tambracherry Ghaut viâ Kulputty and Sultan's Battery to the Mysore frontier was to be put in hand at once.

4. These were pointed out to be the special and principal works to be put in hand during the working season of 1864. The order was given in October, funds were provided, and there were five or six months dry weather, during which the work could have been pushed forward.

5. From Messrs. Beaumont and Minchin's statement it would appear that after the lapse of more than a year the trace of the road to Sultan's Battery and on to the Mysore frontier has not been completed; and I have very strong suspicions that the road viâ Teriote to Manantoddy is very much in the same state as when I passed over it last year.

6. Colonel Walker was directed, in forwarding his estimates for the year 1865-66, to provide a maintenance allowance for the roads from the Carcoor Ghaut to Tippacaudoo, from Luckady, viâ Teriote, to Manantoddy, and from the Periah and Cootiaddy Ghauts to Manantoddy, and to expend the rest of the grant of 60,000 Rupees upon the completion of Nos. 2 and 3. He must, however, have been well aware that these directions as to the maintenance allowance must be contingent upon the completion of the roads in question, and that such a grant could not at all mean that he was to limit his expenditure upon the roads in question to the maintenance allowance. In order, therefore, that the Government may know to what extent their orders have been carried out, Colonel Walker will be directed to report *immediately* the amount of work done between the end of October 1864 and the end of April 1865, upon the different roads alluded to above; he will also state what amount of work has been executed up to the present period, since the commencement of the present financial year, upon the same lines of road, and the probable amount required to

complete them; he will also understand that, until these roads are completed, nothing is to be laid out upon the trace of the new Periah Ghaut, and that the outlay upon the old Ghaut, and the road leading to it from Manantoddy, will be limited to the amount of the maintenance allowance, as will also be the case upon the other lines of road alluded to in my Minute of October 1864.

7. With regard to the tender sent in by Messrs. Beaumont and Minchin for the line of road from Sultan's Battery to the Mysore frontier, Colonel Walker will report as to the reasonableness of the charge without delay, and such sums as can be transferred from the trace of the Periah Ghaut, and other works, will be allotted to this line of road.

8. Messrs. Beaumont and Minchin will be told that the work on the road to Kulputty, to the north of Kulputty Hill, are now too forward to allow of the plan being altered, and, therefore, that in estimating for the line of road from Sultan's Battery to Kulputty, they must take the old line of road which is said to need but little doing to it for ten or twelve miles, and from the end of this perfect a line to the end of Kulputty bridge.

9. It must, however, be understood that the Executive Engineer who, according to Mr. Ballard's letter of November 3rd, promised to complete the line of road from Luckady to Kulputty, will be required to show cause should he fail to carry out his promise, for the statement made by Mr. Ballard in this letter differs materially from that contained in his report from personal inspection about 20th September.

Dated 15th November 1865.

(Signed) W. T. DENISON.

Report to accompany Estimate for
the Bridge over the Hoonath River.
Estimate of Rupees (16,000) one thousand
Six hundred for constructing a Bridge of
4 Bays of 40 feet span of Timber on Masonry
Piers and Abutments over the Hoonath River
on the road from the Tambacherry Ghaut to
the Mysore frontier.

1. The River bed is of hard shingly gravel,
and has an easy fall, but during the Monsoon
is liable to sudden floods, and the stream is
then of considerable magnitude, and great violence,
owing to the specification having been called for
during the Monsoon when the banks are flooded
it is not possible at present to ascertain the fall
with precise correctness.

2. The Foundations of the Bridge are to
be of Brick in Churnam, 6 feet deep resting
on gravel.

3. It is not proposed to connect the
cutwaters with each other or with the abutment,
and there will be no flooring nor apron.

4. The Piers are to be 5 feet thick at top
and abutments the same; their thickness at
bottom will be one third of their respective heights,
which will vary, but all will be raised to an
uniform height of $27\frac{1}{2}$ feet above the bed of
the River; allowing 5 feet clear above the
highest flood for the passage of Trees & other
floating bodies; the Bridge will provide
3441.45 square feet of waterway, the section
of the River during highest floods being 2935.90 sq. feet.

at the same point as the first

This latter section is taken at a point about 30 yards above the site of the Bridge where the banks are better defined though the position is not so favorable for the construction of the Bridge. 5. The Superstructure of the Bridge is to be of Brick in Chunam, the spanning portion & Roadway of Timber. The Cylinders are to be faced with stone roughly dressed.

6. The Parapets are to have no interior Cornices, and the roadway is to be made horizontal as well as the approaches to it, and its clear width between the Sillings will be 16 feet, and between the Wings 18 feet.

Lachadie
24th July 1865

R. B. W. Bellie, Captain
Ex. Officer in charge Works

W. L. C. Jones
Inspector

the rate of labor, and

Report to accompany estimate for that portion of the Road from the Head of the Tambacherry Grant to Sultan's Battery and the Mysore Frontier which lies between Bythery and Culputty.

1. Estimate for constructing a 3rd Class Road from Bythery to Culputty. Length 6 miles 364 yards.
2. Amount of Estimate Rupees 30129 and comprising the following particulars.

6 1/4 miles of tracing	@ Rs. 25 per mile	166	4	"
943000 Square Feet of cutting jungle	per 3 1000 sq ft	147	7	6
12137 Cubic Yards of cutting Catch Drain	annas 22 C. 4 th	1896	7	9
14920 Square Feet of shaping Road	@ annas 6. 100 sq ft	55	15	2
644 1/2 Cubic Yards of Blasting Rock	@ Rupees 3 - C. 4 th	1932	12	"
335823 Ditto of Earth Works	@ annas 3. 0.	6296	11	"
74032 Ditto	@ 2. 4. 0.	1470	13	"
18459 Ditto Embankment	@ 8. 5. 0.	3878	7	"
Sundries	@ Rs. 2 1/2 per cent	449	2	7
13 Tunnels of 1 vent of 3' x 3'		3965	"	"
4 Ditto Ditto 3' x 4 1/2'		1576	"	"
1 Bridge Timber on Masonry abutments of 12 Feet span		792	"	"
3 Ditto do do do 16 do		5602	"	"
Amount of Estimate		30129	"	"

3. The top surface of the Road is to be 20 feet in width as provision has been made in the Estimate for metalling. The side slopes of the embankment are to have a base equal to the height, and when required will be turfed. There are no bridges of greater span than 20 feet except those over the Komuthi and Culputty Rivers, for which separate Reports and Estimates have been forwarded. The object of constructing this road is (in conjunction with the Tambacherry Grant now in course of execution) to open up the communication between the Western Coast, and Mysore Territory, chiefly for the benefit of the Wynail District, in which there is a large and rapidly increasing colony of Europeans engaged in Coffee Planting, who at present are without the means of transporting their produce to their shipping port of Calicut, except at great expense, on pack ^{on the same way as} mules or by coolies, and are equally deficient in the supply of the large quantities of grain required by the numerous labourers employed on their estates. A want of better carriage tends to keep up the prices of provisions, increases rates of labour, and is

Survey of 1882/83-84

- 09/11/14

productive of serious loss in many ways. The country through which the road passes is very hilly, intersected by numerous watercourses and in parts covered with dense jungle, on this section however the land is almost entirely occupied by Coffee cultivation, of which the different Estates extend in an almost unbroken line, the whole way. There are no large towns: Bythery and Culpatty are only villages, the latter however, is the Post Office of this part of the district and has been selected for the Head Quarters of the District Magistrate, and as a Police Station. I am unable to give any reliable ^{data} as to the exact amount of traffic; it increases annually and very rapidly, as more land comes under cultivation each year. At present the whole of the traffic is carried on by Coolies or on Pack Bullocks. The impassable character of the existing roads during the Monsoon months puts an entire stop to the latter, and indeed it times does so also in the case of coolies. But from October to May the roads are crowded with droves of Bangalore Bullocks carrying grain from Mysore, Coffee to the Coast, and bringing back Salt, Fish, and other produce from the latter. During the Monsoon, frequently for a fortnight or three weeks together, communication of every description is entirely stopped; even to the Post Runners between Bythery and Mandastaddy, the chief place on the Taluk; while hundreds of coolies are found dead each year on the sides of the roads, from sheer starvation, and exposure to the weather through inability to get to their destinations. The gradients of the existing Roads make it quite impossible for Carts to be used even in fine weather; those of the proposed line will in no instance be of greater steepness than 1 in 14; the general gradient varies from 1 in 30 to 1 in 50, and in many parts is quite level.

Robert Kennedy Captain
in Charge of Works

Sachasie
25 September 1855

Wm. H. H. H.
Supt. of Works

Estimate of the probable expense of constructing Tunnels and Bridges on that portion of the Road from the Head of the Tarn bercherry Grant to Sultan's Battery and the Mysore Frontier, which lies between Lackadde and Bythery.

Measurements				Description of Work	Rate	Per	Amount of each	
							Article	Work
				<u>N^o 1 Bridge--14 x 6 1/2</u>				
44	4	3	528	Foundation of Abutments				
20	3 1/2	3	210	Ditto Wing Walls				
42	2 3/4	6 1/2	750 3/4	Abutments above				
23	2 1/4	6 1/2	336 3/8	Wing Walls. Ditto				
34	1 1/2	1 1/2	63 3/4	Roadway				
				1888 7/8	Cubic Feet of Rubble Stone in Churn	24	C. feet 100-	453 5 3
				Woodwork				
18	1	2/3	60	5 Stringers				
18	1	2/3	24	2 Sleepers				
4	1/2	1/3	5 1/3	8 Railposts				
56	3	2/3	4 2/3	Railing				
36	1/2	1/3	6	Ditto Caps				
36	1	1/3	12	Coping Planks				
19	14	1/4	66 1/2	Planking				
27	2	1/4	23 1/2	Longer Planks				
64	3	1/2	5 1/3	Studs for Railing and Spring Rail				
				197 6/8	Cubic Feet of Timber Brought & put up	1 8	C. feet	296 12
				Excavating Foundations				12
				Filling in and making approaches				
				Sup Int.				
				641 1/3	Painting	5	Square	32 1
					Sundries	2 8	Cent	19 13 9
				Total				8/13
				<u>N^o 2 Bridge 20 x 9</u>				
44	5	3	660	Foundation to Abutments				
30	3 1/2	3	337 1/2	Ditto Wing Walls				
42	3 1/2	9	1323	Abutments above				
34	2 1/2	9	765	Wing Walls ditto				
48	2	1 1/2	144	Roadway				
48	7 1/2	3 1/2	322 9/2	carried over				8/13

(90)

Value left from last days
Engineering &c. Rs. 1529 of
16 October 1865.

Rs. 447/185

Rs. 49 of 1065/66.

Estimated for completing
the portion of the road
from the Head of the Tarn bercherry
Grant to Sultan's Battery
and the Mysore
Frontier.
Rs. 39886

[illegible]

No.	Length	Breadth	Height	Cubic Feet	Description	Volume
46	3	1/2	1	69	Brought forward	
14	2	3/4	1	73 1/2	Backing to Arch	
15	1 1/2	2	1	45	Face Wall	
				117 1/2	Blocking Course	
					Cubic Feet of Brick in Churnam	26
					Excavating Foundations	
					Centring	
					Sundries	
					Total for 1 Tunnel	
					Total for 5 Tunnels	
82	3	2	1	492	No 14 Tunnel 3 x 4 1/2	
4 1/2	2	3	1	27	Foundations to Abutments & Sloping Wings	
46	2 1/4	2	1	207	Retaining Walls	
36	2 1/4	4 1/2	1	364 1/2	Abutments above	
23	6 1/2	1 1/2	1	224 1/2	Sloping Wings above	
46	3	1 1/2	1	69	Arch	
14	2	3/4	1	73 1/2	Backing to Arch	
15	1 1/2	2	1	45	Face Walls	
				117 1/2	Blocking Course	
					Cubic Feet of Brick in Churnam	26
					Excavating Foundations	
					Centring	
					Sundries	
					Total	
45	7	4 1/2	1	1417 1/2	No 6. Anah Mullah Bridge 26 x 15	
48	4 1/2	15	1	3312	Foundations to Abutments	
42	4 1/2	15	1	2835	Ditto Wing Walls & Wings	
-	-	-	-	-	above	
96	2	2	1	384	King Wall	
96	1 1/2	3 1/2	1	504	Abroadway	
					Parapet	
				8452 1/2	Cubic Feet of Brick in Churnam	26
					Woodwork	
30	1 1/2	8	1	125	15 Stringers	
18	1	1/2	1	36	14 Sleepers	
7	1	3/4	1	46 1/2	10 Corbels	
4 1/2	2 1/2	1/2	1	15	10 Shuts	
4	1/2	3	1	8	12 Rail Posts	
4 1/2	3	3	1	4	8 Shuts to Railing	
104	5	1/2	1	8 1/2	Railing	
52	1/2	3	1	8 1/2	Ditto Caps	
52	1	1/8	1	17 1/2	Coping Planks	
				269 1/2	Carried over	

				Brought forward				2197 7 2		8353	
26	19	$\frac{1}{4}$	123 $\frac{1}{2}$	Planking							
27	4	$\frac{1}{4}$	27	Longer Planks							
			419 $\frac{5}{6}$	Cubic Feet of Timber brought & put up	1	8	L. ft.	629	13		
				Excavating Foundations, filling water filling in				140			
140	25 $\frac{1}{2}$	5 $\frac{1}{2}$	19635	Cubic Feet of cut & cased approach		5	L. ft.	227	4		
			1052	Painting		5	Sq. ft.	52	97		
				Sum of		2	0	Cent	82	12	
				Total				3330		3330	
N. 12. Thalapoya Bridge 2 Bays 30 x 16 cul.											
42	5 $\frac{1}{2}$	6	1385	Foundations to Abutments							
28	6	5	1008	Abutments							
32	4 $\frac{3}{4}$	4	608	Abutments							
54	2 $\frac{1}{2}$	7	945	Retaining Wall							
38	4	15	2280	Abutments above							
20 $\frac{9}{10}$	4 $\frac{1}{2}$	15	1410 $\frac{3}{4}$	Pier							
75	2 $\frac{1}{2}$	15	2812 $\frac{1}{2}$	Wing Walls							
96	2	36	636	Roadway							
96	1 $\frac{1}{2}$	3 $\frac{1}{2}$	504	Parapet							
			1062 $\frac{1}{2}$	Cubic Feet of Rubble Stone in Churn	24		C. ft.	100	2773	11	10
Woodwork											
34	14	$\frac{3}{4}$	282 $\frac{1}{2}$	10 Stringers							
16	1	$\frac{1}{2}$	64	18 Sleepers							
14	1	$\frac{3}{4}$	140	15 Corbels							
7	$\frac{3}{4}$	$\frac{1}{2}$	46 $\frac{3}{4}$	120 Struts							
4	$\frac{1}{2}$	$\frac{1}{3}$	14 $\frac{2}{3}$	122 Rail Posts							
4 $\frac{1}{2}$	$\frac{1}{3}$	$\frac{1}{3}$	11	122 Struts to Railing							
17	$\frac{5}{16}$	$\frac{2}{3}$	103 $\frac{5}{9}$	22 Joists							
25	$\frac{5}{16}$	$\frac{2}{3}$	62 $\frac{1}{2}$	19 Long Joists							
136	$\frac{1}{3}$	$\frac{1}{4}$	18 $\frac{1}{3}$	Railing							
136	$\frac{1}{2}$	$\frac{1}{3}$	22 $\frac{2}{3}$	Abutment Cap							
136	1	$\frac{1}{3}$	45 $\frac{1}{3}$	Coping Planks							
68	17	$\frac{1}{4}$	289	Planking	1	8	L. ft.	135	9	4	
			102 $\frac{1}{2}$	Cubic Feet of Timber brought & put up				120			
				Dressed Stone for Cutwaters & Corners of Abutments				100			
				Excavating Foundations & Railing				895	11		
				Cubic Feet of Embankment of gravel		5	L. ft.	39	1	2	
				Gravel Embankment		1	0	200	13	2	
				Painting		5	Sq. ft.	142	2		
				Sum of		2	8	Cent	5503		
				Total				17486		17486	
Carried over											

Dear Sister from the City of New York
 18th Dec 1852

[illegible]

[illegible]

W-1

1/152
Superintending Engineer's Office
Cochin 16th October 1865

From
The Superintending Engineer
7th Division
To
The Secretary to Government
Department Public Works

Sir,
I have the honor to submit for the orders of Government the undermentioned papers relating to the opening of a Cart Road from the Road of the Sambarahery Ghaut at Luckady, through Vythery, Kulpully, and Sultan's Battery to the Mysore Frontier.

Enclosures 15.

- 1 Sketch Map of Wynad showing the entire line, and the portions estimated for.
- 2 Abstract and detailed Estimates (2) of earthwork and Bridges, and Plans (2 sets) of Bridges, between Luckady and Vythery.

Total amount of Estimate Rupees 25,750 --
Expended in 1864-65 5,724 --

23,026
16,000
30,886
8,910
80,986

As per Receipts

Proposed Expenditure of 1865-66 19,226 --
For entry in Budget of 1866-67 Rs 8,000 --

- 3 Estimates, Specification, and Plan of a Bridge to be built over the Konnath River East of Vythery Rs 16,000 --
Expended in 1864-65 60 --

Proposed Expenditure in 1865/66 5,910 --
For entry in Budget of 1866-67 Rs 10,000 --

- 4 Abstract and detailed Estimates and Report, and set of Bridge Plans, for the portion of road between Vythery and the Kulpully River.

Total

Total amount of Estimate Rupees — 30,886 —
 Proposed expenditure of 1865/66 — 1,886 —
 For entry in future Budgets — 26,000 —
 5. Plan, Specification, and Estimate, of a Bridge
 over the Kulpatty River.

Amount of Estimate Rupees — 8,950 —
 Proposed expenditure of 1865/66 — 2,950 —
 For entry in Budget of 1866/67 — 6,000 —

2 With the proposed allotment of Rs 11,326 under Item

No 2 Captain Kennedy proposes to complete the Small
 Mullapp, Thalappaya, and Tythery Bridges, Minor
 Bridges Nos 4 and 5, and Tunnels Nos 8 to 12, 14,
 and 24 with some earthwork, on this section, in 1865-66.
 He has had occasion to revise his Demand Estimates,
 and greatly to increase the latter from his experience of
 the unprecedented floods of the past season.

Appropriation of funds to be made from the sum of
 Rs 30,000, Item No 110 of this year's Budget.

3 The Timbers of Korumth Bridge to be got
 ready, the Right abutment to be put in, and 2 Piers
 to be completed, with the proposed allotment of Rupees
 5,940 appropriated as above.

4 The Roadway as far as Kulpatty River to be
 opened to 12 feet throughout, and passable for carts in
 dry weather road, by the 1st January 1866, with the
 proposed allotment of Rs 4,129, whereof Rs 3,034 to be
 appropriated as above, and Rupees 1,095 from the Balance
 of Income Tax Funds (Rupees 1,110) made available in
 G.O. No 2903 of 2nd October.

5 Commencement of the Kulpatty Bridge to be
 made with the sum of Rs 2,950 appropriated from
 the Income Tax Funds as above.

6 The balance of Income Tax Funds Rs 7,065 to be

devoted to opening the line from Kulpatty Bridge
 through Sultan's Battery to the Frontier at fair weather
 road as far as it will go. Mr. Nordmann is
 employed at present in the preliminary traces of the
 improved line, on which it is further proposed that he
 shall be allowed to spend as much more as he sees fit,
 the necessary funds being hereafter appropriated from
 the sanction for Tambicherry Grant, which is believed
 to be in excess of the probable requirements of the season.
 I expect to visit the whole line next month, when Mr.
 Nordmann will be able to show me exactly what he
 is likely to get through.

7 Captain Kennedy's Estimates herewith submitted
 are very large in amount, and I am in hopes that it
 may be practicable to economize on the working rates
 for earthwork &c. as well as in the dimensions of some
 of the Bridges. But the demand for labour through-
 out his line is very great; and I much doubt his being
 able to do all that he proposes in addition to his
 heavy work on Tambicherry Grant. Moreover I do not
 find any allowance made for compensation; which
 will be heavy, as much of the improved road must
 run through Coffee and other cultivations. And his
 reports of the excessive floods which he has witnessed
 this season, and which have led him greatly to
 increase his original demands, deter me from sanguine
 anticipations of any great reductions. Such however
 as can be ventured on, will be made after careful
 investigation.

8 A spirited offer was made by Messrs
 Brammont and Minchin to trace, estimate, and
 open the road from Kulpatty to the Frontier with
 them.

their own funds, on guarantee of repayment as soon
as those at the disposal of Government permitted;
and it was intimated to them that there was no objec-
tion on the part of Government to meet their wishes.

I am sorry to say that it has subsequently been with-
drawn, and an offer to take up work at the Govt.
rates substituted. I have closed with this at once
so far as relates to the portion between Vythery and
Mullapally, under Captain Kennedy, which has already
been traced and estimated. And I shall be
prepared to meet it as regards the work further
East, as soon as Mr. Nordmann's traces and estimates
are sufficiently advanced to admit of definite terms
being laid down. But it has been a disappoint-
ment to me that the original proposition fell to the
ground, as it would have greatly assisted the Execu-
tive Agency of the Range in getting through its heavy
work of considering and meeting the chief wants of
Mynad.

I have the honor to be

Sir,

Your most obt. servant

Wm. Walker Lieut Col R.E.
Superintending Engineer Mynad.

MINUTE BY THE HONORABLE THE PRESIDENT.

1. I have gone over the papers on the subject of Messrs. Beaumont and Minchin's proposal to complete the whole line of road from a point not far from Luckady to the Mysore frontier, via Sultan's Battery; a part and parcel of which is an estimate for the completion of the road from Sultan's Battery to the Mysore frontier for the sum of one lakh of Rupees.

2. These Wynaad roads have been a thorn in the side of the Government for the last five years or more. Money has been spent, and positive directions have been given to the Superintending Engineers to concentrate their exertions upon particular lines of road, yet from year to year complaints are made to the Government that their directions have not been carried out; that the money granted has been frittered away; that bits of road have been commenced here and there without any connection between them.

3. In 1864 I went through the central part of Wynaad, and I saw with my own eyes that these statements were, to a great extent, correct; and with a view to remedy the evils complained of, the Government, in October 1864, gave certain definite instructions to the Superintending Engineer to the following effect:—

1st. That the road from the top of the Carcoor Ghaut to Tippacaudoo was to be completed at once.

2nd. That the road from the top of the Tambracherry Ghaut via Teriote to Manantoddy was to be pressed forward.

3rd. That a trace of a road from the head of the Tambracherry Ghaut via Kulputty and Sultan's Battery to the Mysore frontier was to be put in hand at once.

4. These were pointed out to be the special and principal works to be put in hand during the working season of 1864. The order was given in October, funds were provided, and there were five or six months dry weather, during which the work could have been pushed forward.

5. From Messrs. Beaumont and Minchin's statement it would appear that after the lapse of more than a year the trace of the road to Sultan's Battery and on to the Mysore frontier has not been completed; and I have very strong suspicions that the road via Teriote to Manantoddy is very much in the same state as when I passed over it last year.

6. Colonel Walker was directed, in forwarding his estimates for the year 1865-66, to provide a maintenance allowance for the roads from the Carcoor Ghaut to Tippacaudoo, from Luckady, via Teriote, to Manantoddy, and from the Periah and Cootiaddy Ghauts to Manantoddy, and to expend the rest of the grant of 60,000 Rupees upon the completion of Nos. 2 and 3. He must, however, have been well aware that these directions as to the maintenance allowance must be contingent upon the completion of the roads in question, and that such a grant could not at all mean that he was to limit his expenditure upon the roads in question to the maintenance allowance. In order, therefore, that the Government may know to what extent their orders have been carried out, Colonel Walker will be directed to report immediately the amount of work done between the end of October 1864 and the end of April 1865, upon the different roads alluded to above; he will also state what amount of work has been executed up to the present period, since the commencement of the present financial year, upon the same lines of road, and the probable amount required to

22 Oct 1865

W. H. P. 1865
Superintending Engineer

to the Secretary to Govt
1865

1/10/52

Oct 16 1865
Proctor

Beaumont & Minchin
1865

to the Secretary to Govt
1865

for opening a road from
from the head of the river

Cherry Blaudet & Co
1865

1865
1865

22 Oct 1865
1865

complete them; he will also understand that, until these roads are completed, nothing is to be laid out upon the trace of the new Periah Ghaut, and that the outlay upon the old Ghaut, and the road leading to it from Manantoddy, will be limited to the amount of the maintenance allowance, as will also be the case upon the other lines of road alluded to in my Minute of October 1864.

7. With regard to the tender sent in by Messrs. Beaumont and Minchin for the line of road from Sultan's Battery to the Mysore frontier, Colonel Walker will report as to the reasonableness of the charge without delay, and such sums as can be transferred from the trace of the Periah Ghaut, and other works, will be allotted to this line of road.

8. Messrs. Beaumont and Minchin will be told that the work on the road to Kulputty, to the north of Kulputty Hill, are now too forward to allow of the plan being altered, and, therefore, that in estimating for the line of road from Sultan's Battery to Kulputty, they must take the old line of road which is said to need but little doing to it for ten or twelve miles, and from the end of this perfect a line to the end of Kulputty bridge.

9. It must, however, be understood that the Executive Engineer who, according to Mr. Ballard's letter of November 3rd, promised to complete the line of road from Luckady to Kulputty, will be required to show cause should he fail to carry out his promise, for the statement made by Mr. Ballard in this letter differs materially from that contained in his report from personal inspection about 20th September.

Dated 15th November 1865.

(Signed) W. T. DENISON.

Minute

13

I have gone over the papers on the subject of Messrs. Beaumont & Minchin's proposal to complete the whole line of road from Sultan's Battery to the Mysore frontier via Sultan's Battery. a part and parcel of which is an estimate for the completion of the road from Sultan's Battery to the Mysore frontier for the sum of one lakh of Rupees. There ~~has been~~ ^{has been} a thorough road have been a thorough in the side of the Govt for the last five years or more money has been spent and positive directions have been given to the Superintending Engineer to concentrate their exertions upon particular lines of road, yet from year to year complaints are made to the Govt that their directions have not been carried out. That this money granted has been frittered away that bills of road have been commenced here & there without any connection.

between them.
in 1864 I went through
the central part of Mysore
and I saw with my own
eyes that these statements
were to a great extent correct
and with a view to remedy
the evils complained
of the Govt. in Oct^r 1864
I gave certain definite
instructions to the Sup^r
Engineer to the following
effect -
1st that the road from the
top of the Caracai Ghaut
to Lippicadoo was to be
completed at once.
2nd that the road from
the top of the Sambrachery
Ghaut via Terioli to
Mannatoddy was to
be pushed forward.
3rd that a trace of a road
from the head of the Sam-
brachery Ghaut via
Kalsputty to Kulltan
Battery to the Mysore
Frontier was to be put
in hand at once.
These were pointed out
to be the special and
principal works to be
put in hand during
the working season of
1864 - The order was

given in October. Funds
were provided, & there
were few or six months
dry weather during which
the work could have been
pushed forward.
From Mr Beaumont's
private statement it
would appear that after
the lapse of more than a
year the trace of the road
to Kulltan Battery
and on to the Mysore
Frontier has not been
completed, and I have
very strong suspicions
that the road via Terioli
to Mannatoddy is very
much in the same state
as when I passed over it
last year.
~~Mr. Col. Walker was~~
directed, in forwarding
his estimates for the year
1865-66, to provide a
maintenance allowance
for the roads from the
Caracai Ghaut to Lippicadoo
from Kulltan Battery via Terioli
to Mannatoddy, and
from the Terioli & Mannatoddy
Ghauts to Mannatoddy
and to expend the rest
of the sum of 6000 Rs
upon the completion of

he must however have been well aware that their direction as to the maintenance allowance must be contingent upon the completion of the roads in question, and that such a point could not at all mean that he was to limit his expenditure upon the roads in question to the maintenance allowance. He order therefore that the Govt may know to what extent their order have been carried out. Col Walker will be directed to report immediately the amount of work done between the end of Oct^r 1864 & the end of April 1865 upon the different roads alluded to above. He will also state what amount of work has been executed up to the present period since the commencement of the present financial year, upon the same line of road, & the ^{probable} amount required to complete them.

as well also be the case upon the other lines of road alluded to in my minute of Oct^r 1864.

3
he will also understand that, until these roads are completed, nothing is to be laid out upon the trace of his new Special Grant & that the outlay upon the old Grant, & the road leading to it from Manantoddy, will be limited to the amount of the maintenance allowance. The tender look repaid to the tender submitted by Messrs Beaumont & Phipps for the line of road from Kullum to the Mission frontier. Col Walker will report as to the reasonable expense of the charge without delay, and such sum as can be transferred from the trace of the Special Grant, and other works will be allotted to the line of road. — Messrs Beaumont & Phipps will be told that the work on the road to Kulpetty to the Phipps Kulpetty Hill are now forwarded to be allowed the plan being altered and therefore that in estimating for the line

19
road from Sultan
Mutter to Kalpatty they
must take the old line
of road which is said to
need but little doing to
be for 10 or 12 miles and
from the end of this sec-
-tion along to the end of
Kalpatty (Mud). -

It must however be un-
-derstood that the
Executive Eng^r who
according to Mr Mallard's
letter of Nov 3rd promised
to complete the line of
road from Luckhilly to
Kalpatty will be required
to show cause should he
fail to carry out his
promise for the state-
-ment made by Mr
Mallard in the letter
differ materially from
the statement contained in
his report from per-
-sonal inspection
about 20th Sept^r.

W. J. M. J. M.

I concur

J. P.

I also concur

W. J. M.

18th 1865 Dept
P. of Govt. to Govt

No. 4570

Minute by His Exy
the President

27
Recd. } Nov 1865

No. 3471 - 17th Nov. 1865.

Directing the Sup.
Eng. 7th to furnish in-
formation regarding certain
roads in the Malabar
Dist. and to report as to
the reasonableness of
the tender sent in by
Messrs Beaumont & Minchin
for constructing a line
of road from Sultan's
Battery to Mysore frontier

No. 392

Breaked, by Kurkur,
to Mysore.

11th Sep^r 1865

* With the banks well sloped
rafts are generally easier
approached & worked
on the larger rivers than on
the smaller ones -

Memorandum
by the Collector of Malabar

1. Between Areakud (the
terminus of perpetual
water communication
westwards) and Maumbat
(whence water communication
to the coast is generally available)
the trace is pretty well open
but the earth work is only
partial, and the bridging
& tunnelling not commenced.
2. From Maumbat to the foot
of the ghats the road way is
excellent, and permanent
tunnelling generally completed.

Three bridges are required
one (the most wanted) half
way between Maumbat &
Pulambur is well on &
ought to be completed this
season -

The 2^d & 3^d at the Pulambur
& Edakavra rivers respec-
tively are not commenced.

The bridging of these 2
rivers is ~~not commenced~~
very desirable indeed,
but is not actually spent
to the commencement of
cart traffic -

Of the two, it wld. be better
to let the bridging of the
big river (Pulambur) stand

Karkair Ghat
12th Sept 1915

* I mean of blasting & such like -
of course there is a great deal of
earthwork - ordinary roadwork -
tunnelling etc - but if work is
pushed on at once (early in the
season) labor is to be had in
abundance -

He has 65/66
road above
Karkair to Tappakadu - 25.
Karkair Ghat - 10,000
31 miles maintenance - 3,410
33,410

N.B. I venture strongly to advocate
this being done - If the Ghat is
once ^{opened} the value of the road
above is greatly enhanced -
and the 15 or 16 miles of good
roadway below, wh. the carts
can pass the Ghat be comparatively
useless at once become ^{useful}
& useful - vide post - p. 4 -

over -
The for these rivers
could run now between
Mambal & the foot of
the Ghat -

3 - rode up Karkair
Ghat; about 2 hours
easy - There is really
comparatively little to
be done to render it
fully serviceable for
carts; and from the
top to Tappakadu is
now used by carts freely.

Mr. O'Shaughnessy of course
wants for Rs 20,000
he could put the Ghat
in good order for carts
in 4 months! - He
wants Rs 10,000 more,
for the Ghat wh. whld.
provide 3 ^{smallish} bridges with
permanent masonry abut-
ments; & strong timber super-
structure (to last for 2 or 3 years
when the permanent ^{superstructure}
could be put on as ready)
& permanent tunnels
with rough stone revetments
& stone slabs, or strong
timber coverings, - with
earthwork to full width -

14th Sept 1915

4. rode out to Tappakadu
back - a good number
of carts on the road, tho'
it is heavy, being fresh made.
The trace is excellent - only
one large nalla requires
immediate attention &
one permanent abutment
which is half up - a temporary
bridge takes the passing
traffic over the stream -

The other streams are
crossed by very substantial
timber superstructures,
on permanent masonry
abutments - The superstructures
wld. be doubled & last
for 3 or 4 years or more,
and if the permanent
wood work is made up
at each place as it is prepared
& fitted, the gradual re-
placement of the present
superstructures by the
permanent ones wld
interrupt the traffic
but little -

If more money is not
available for the Ghat
otherwise, I cannot but
think it wld. be available
to transfer Rs 10,000, (or

What may be absolute
 required, ~~to open~~ ^{open} the path
 for carts this season) to
 the path itself; and fix
 the permanent platforms
 over these structures here
 after - as the present ~~open~~
 structures seem to require it
 from time to time - from Nudkhi to

Toppikadon is decidedly
 the best completed section
 of road for its length
 that I have ever seen
 in Wynaad -

Gudalur to Sullani Battery
 15th Sept 1855

5 - left Gudalur a little
 before 5, and reached
 the Battery by 1/4 past
 9 - 28 miles - which
 shows the road cannot
 be over long -

Mr. O'Shaughnessy is
 completing 2 or 3 of the
 smaller bridges - and
 some tunnelling this
 year - Carts can go
 along the whole distance
 now - over the
 first 16 miles from Gudalur
 with perfect ease - but
 the road will not be really
 & effectually open for carts
 till the bridges above said

P. Battery to Manantoddi 6.

The road from the Battery
 to Manantoddi is
 much as it was this
 time last year. I under-
 stand - But this is owing
 to open the high road from
 Manantoddi Southwards
 in another place -

Mysore frontier by S. Battery
 16th Sept

N. B. This is a most important
 line, and it is one about which
 the Plaulers in South Wynaad
 are most anxious -

It is however by no means
 only a Plauler road. It will be
 the direct line from Kallicut,
 by the Tamberacherry path, through
 the heart of Wynaad, to the
 Mysore country -

Mr. Beaumont & Minchin
 have offered to contract for the
 opening of this as "a fair weather
 road" -

From my notes opposite it will
 be gathered that during from

Carts occasionally
 struggle in from the
 Mysore country to this
 place (S. Battery) -
 Hence, towards the
 head of the Tamberacherry
 stream, the road is passable
 with ease for carts to
 some 4 or 5 miles from
 Kallipetta - The crossings
 of the streams are quite
 temporary - But some
 3 or 4 bridges, none of
 them large, and a few

and a large one at the
 20th mile from Gudalur
 are completed - and
 some of the steepest grades
 between that point & the
 Battery improved -

Not much has been
 done on the road since
 H. Excellence & party rode
 over it last year -

Lakshmi the line may be considered in 4 sections

1. Lakshmi to Chalipoga (Kallipetta) (say 9 miles)
2. Hence to the far portion of the present road from Bally to Kallipetta (say 3 or 4 to 6 miles, as the new line may be taken)
3. Hence to S. Bally (say 13 miles)
4. Hence to Mysore frontier (say 12 miles)

1. present communication exceedingly bad - but a new trace keeping the general direction of the present road carefully surveyed in progress now - Two large bridges must be built one at Kunat - another at Chalipoga.
2. present communication - bad indeed - a new trace absolutely necessary - but not yet decided upon -
3. Now a good fair weather road - Better bridging & tunnelling the main requirements -
4. Just capable for a stage cart. Mules, tunnelling, & some alterations of trace required - but might be looked upon as a fair weather road - in some of the worst places were improved -

There is then a good deal of earthwork to be done on Nos 1 & 2 - but comparatively little on Nos 3 & 4 -

Bridging & tunnelling are really the main requirements. I do not know if such work are comprised in the term "fair weather road".

If the contractors are willing to undertake the ordinary bridging & tunnelling, as well as the extra work, on the Supt Engineer's specifications, & specific contracts - I would, unless the performance can guarantee the speedily by other means, strongly advocate

line, shd. be built as soon as possible; & I do not think a better system could be proposed than has been adopted between Nankhans & Tippetkader -

At some 5 miles from Kallipetta to the Chalipoga or Kallipolla river (where Capt Kennedy's trace from by the river) a completely new trace must be opened -

The road (from 4 or 5 miles on the S. Bally side of Kallipetta) is very bad indeed, & in fact, nearer to near the head of the Tacubora Churi flat -

From the flat head to the Chalipoga Capt Kennedy's 200 curved the line, & I believe fixed upon a very excellent trace; but there is no work done that

a contract being concluded -

But if the contractors will not undertake night day earthwork I imagine the Supt Engr will fit on better without than with them -

I strongly advocate permanent masonry tunnelling - & masonry abutments for the smaller bridges - and I trust the works on the line will be postponed, till Chalipoga bridges will on no account be postponed, till continued as fast as circumstances will permit, so as to be completed in 2 seasons -

20th Sept

Tacubora Churi flat

really a first present traffic in any important degree.

8 - Down the flat to Tacubora Churi. There is no doubt that on the lower portion of this new flat the progress has been very much less than was expected.

It was hoped that the lower section, to the bottom of the upper 500 ft of ascent, would be opened for carts in the course of last season, if not by Feb or March/65 - but very much slower progress is made than was made last year. I can little hope of this section being opened for carts throughout this year -

A good deal of work has been done at the bottom of the flat, & sections of the road thence to Calicut have been greatly improved. In fact carts travel freely throughout the year from Calicut to the flat foot & when the several bridges were repaired at the flat foot

are finished. Parts could
run several miles up-
In the dry weather they
could pass up as far
to some 3 miles from
the intersection of the
new line with the old
ghat -

The upper part of the
new ghat was almost
untouched last season.

Lakadi to Teri -
10th Oct 1895

9. Left Lakadi for Teri.
The side cuttings fill
in ~~top~~ in many places
during last monsoon.
No very serious damage
has been caused. The
3 difficult streams are
apparently untouched
& the approaches are
abominable. Some
3 or 4 places (where
the road was difficult
from drainage & rocky
obstruction) have been
improved with
reticements - and
2 or 3 minor bridges
have been constructed.

But the road is not
as a whole easier to ride
than when I rode it

Teri to Manantoddi
11th Oct

Manantoddi to
Davallo (Nagpur)
10.

From
Manantoddi
Southwards

last year - and I am
far from satisfied with
the state of things here -
Not a step in advance seems
to have been made towards
bridging, or crossing more
easily the 3 difficult
streams above said -

Wade on to Manantoddi.
A few improvements have
been made on this section
of the road, and carts
might use it freely. But
little cart traffic can be
expected till the com-
munication is opened
to the Faubera along
ghat head -

I did not see the road
to Davallo (Nagpur) but
a bridge over a
stream abt a mile out
seems filling on but
slowly - & it is a work
that shd. have been
completed long ago.
The last few miles to
Davallo were very bad
last year, and I am
told have not been
improved -

11 - Mr. Hordman has

marked & opened as a
bridle path an excellent
haz. from the Gov. Hill
to the side of the road -
proposed to be built
over the Morantoddy
river - Thence ^{from}
^{the S. bank of the river}
bridle path trace ~~is~~
is ~~being~~ ^{being} cut to the
Terish road - and a
similar trace is opened
to Panamarr - on
which will be the main
line of communication
^{from Managatung}
towards both Tully
Batters, and Vety
(via Kalfella) -

I believe these traces
have been marked
with care & judgment
and that the general
approval & orders of
the Sup^r Engineer are
^{now} awaiting for the
prosecution of the
works -

12 rode to Perica - the
road was in excellent
for some 9 miles - then

is a very bad piece - &
between that & Perica
that head there are several
bad bits of road, and
some very steep sections.

The road is greatly im-
proved throughout however
since I saw it 2 years
ago - tho' considering its
importance the worst
sections and gradients
must be greatly altered
before it can be looked
on as fairly complete.

Carts do pass along
it, but rarely.

14th Oct-

13 - The old Perica trace
is steep, and the road
long & bad - I went
down the new trace, wh.
with the exception of
3 rocky obstructions
in the upper portion is
opened as a bridle path.
I rode all the lower portion.
The present with the
excellent high road
from Tellockerry (&
Cannanore) is thrown
back to a point about
1 1/2 miles west of Kedi

13th Oct

brings, the bottom of
the old flat - The gradient
throughout is very easy -
~~and~~ The cuttings out of
the steep hill slopes of
loose creosote soil will
be heavy ^{but as far as can be seen} there is com-
paratively little blasting
or rock work - For
the work is vigorously
proceeding, as I hope it
may be, early will be
done up and down
long before the Lake
Gate is opened -

C. A. N.

Cassio. Sec 17
Oct 1854 1855

1865.
Memo on Mr Beaumont's letter of
the 3rd August 1865.

- 1 The undersigned is in this letter, for the first time, made aware of the possible contingency of the loss of Mr Oshaughnessy's service to the South Wynaad Manager.
- 2 There are no men in the country of whose ability, more than to replace his loss, the Superintending Engineer has less doubt than of Messrs Beaumont and Minchin, acting as Contractors or Agents.
- 3 But these Gentlemen do not appear to be well informed as to the funds available for Wynaad North.
- 4 Government have fully redeemed their promises as regards provision of Rs 60,000 Annually for Roads on the Plateau of Wynaad. And an equal distribution of that sum has been made between South-East, South, and North Wynaad.
- 5 In South-East Wynaad Rs 2000 are allotted to the Road from the Head of Kulkor Ghaat to Tippar-Radoo. Besides Rs 10,000 for the Ghaat itself, available as soon as Mr Oshaughnessy shall have supplied the necessary Estimates.
- 6 To South East Wynaad a similar

For Mr O's letter
from 10th 11th 1865
Mr J. M. C. L. C.

Oct 1865 } Oct 1865
Recd 30

Beaumont's
upon the condition
and recognition
of the receiving
communication
in the Wynaad
as 31/71-1865

Dr. 9th Nov 1865-Dr. 11/11/65

9. The offer of Messrs Brammont
and Minchin applies only to one
line the grant for which will easily
be laid out by Captain Kennedy.

Madras Presidency generally.
He is unwilling, however, to lose
such valuable cooperation, and sug-
gests that he be supplied with a
note of the terms on which the prope-
sing Contractor will trace, survey,
and estimate for, the Road from
Kulputty to the Mysore Frontier, star-
ting from the Kulputty Bridge Site
fixed by Captain Kennedy. All Bridges
and Drains required, to be shown in the
Plans and Estimates. Tracing to
include cutting & Bridlepaths, yardout
of the solid, in side slopes, accurately
to fixed gradients not exceeding 3 in
1 or 9, and temporary slopes to bul-
dows, not over 1 in 12. Waste level
ground and cultivation need only be

shown in the Survey; but areas of land for which Compensation will be required (including 10 yards on either side horizontally from Centre of Roadway) to be particularized in Estimate and Survey.

12 On acceptance of terms, completion and approval of Trace, and compilation of Plan and Estimates, the Contractors might proceed to state what portion of the work they are prepared to undertake within the current year, and what amount of funds they could spend on the same. Such proposals could then be submitted to the Madras Government with a recommendation from the undersigned that the Supreme Government be requested to allot the necessary grant, if it (as often happens), that funds otherwise allotted cannot be made use of originally intended. Otherwise the funds might be advanced by private enterprise, and repaid by Government in successive years.

13 As to method of procedure to be adopted in opening out the road at first for the immediate benefit of the District, the undersigned considers 12 feet width sufficient except in level grounds where the full width

of 18 feet may be given at once. And he would decidedly object to the construction of Drains before that of Bridge, over all such watercourses as are ever flooded to an extent endangering life. Not that he would follow of temporary drains; but he would save or otherwise harden sloping passages across minor streams, in the first instance, instead of bridging them.

He - Note - The above has reference entirely to the old route between Kulpatty and Sultan's Battery. Any Trace, Survey, and Estimate of an alternative line South of the Kulpatty Hill that may be undertaken by the Contractors, will be at their own risk. Not that the undersigned is not open to conviction, if such line can be proved superior to the existing one, but he does not believe in it and cannot support it at present.

Coonoor }
11th August 1865 }
James Smith Collett
Superintending Engineer

11:165

Supr. Engineers Office
117

N:1

Aug 3 August 1865.

Colonel Walker
Superintending Engineer
7th Division

Sir

Having been recently informed of the probability of Mr. C. Shadrighney's quitting his present charge in Wynae, and anticipating that the change of officers may possibly lead to a delay in the completion of the proposed line from Culcutta to the Mysore Frontier, I am induced to beg the favor of your informing me whether you would be disposed to accept the services of myself and Mr. J. W. Minchin (supported by our fellow Planters in South and East Wynae) as Contractors or Agents to open out, during the ensuing twelve months, to the extent of your available funds the line in question.

In this proposition it is contemplated to submit to you or your subordinate officers, an offer for Pricing - Estimates for Bridges, earth work &c. based upon the Government tariff of prices

Braumont has laid his proposition before Government and narrated his dealings with me - I submit herewith his first letter to me dated 3d August, in the first para of which he offers the services of himself and Mr. Minchin as Con-

Supr. Engrs. Room on
Mr. Braumont's letter
of 3d Aug 1865 -

117/200/115

Business notes of
22 Nov. 1865
from
Mr. Shadrighney
of the Mysore Frontier
to the Supr. Engrs. Office

(2)

for that District - and that such Estimates, after being approved of by the Government Engineer, shall be carried out under Contract by Messrs Beaumont and Minchin.

Perceiving the difficulty, under which your labor, of a staff unequal to the necessities, we venture to offer to employ competent men for making Plans and Estimates to be submitted for approval, we of course to be remunerated under special arrangements for preparing such Plans & Estimates.

In case our proposition be favorably viewed, we would suggest (for the immediate benefit of the District) that all available funds should at first be applied to cutting out a good fifteen feet road with drains, the streams to be passed by fords which could be used by carts after sloping down the banks, during six to nine months of the year - during which period it is always customary to purchase

Beaumont has laid no proposition before Government and narrated his dealings with me - Submit herewith his first letter to me dated 3rd August, in the first para of which he offers the services of himself and Mr. Minchin as Com-

77:165

Supr. Engineer's Office
177

(3)

75

and store upon the Estates the principal portion of the Grain which is consumed.

The erection of Bridges, and widening out of the Road would thus be deferred until the requisite Funds became available, and in the meanwhile the present grants would be practically applied to our ^{most} immediate wants.

May I solicit the favor of your reply to ~~address~~ Tainoortha, Viz. there are should our offer suggest to you any mode ~~by~~ which our efforts could advance the completion of the Road under notice, Mr. Minchin and myself would be glad to be permitted to wait upon you at Coonoor on any day after the 20th instant.

I have the honor to be. Sir

Your most obedt Servant
J. Beaumont

Beaumont has laid his proposition before Government and narrated his dealings with me. I submit herewith his first letter to me dated 3d August, in the first para of which he offers the services of himself and Mr. Minchin as Com.

11:165

Suprs. Engineers Office
7th Division
Coimbatore, 27 Nov. 1865, 77

From

The Superintending Engineer
7th Division

To, The Secretary to Government D.P.W.
Madras.

Sir, I have the honor to submit the fol-
lowing notes on the subject of L.O. No.
1104 of 21st October.

2. In this order Government have in-
structed to Messrs Brammont and Min-
chin the selection and trace of a line of
road from the Coonoor Bridge near Vythang
to the Mysore Frontier, via Sultan's Battery.
and ordered that Captain Kennedy's duties
shall be confined to work west of the Co-
onoor Nulla

3. But nothing is said by Government
as to the Road from Vythang to Sultan's
Battery passing through Kulpatty, though
from the terms of Mr. Brammont's letter of
11th October it is evident to me that his in-
tention was to avoid that place and the
entire line of country traversed by the
old route.

4. Now what I have to bring to notice
is the want of Candour with which Mr.
Brammont has laid his proposition be-
fore Government and narrated his deal-
ings with me. I submit herewith his
first letter to me dated 3rd August, in
the first para of which he offers the ser-
vices of himself and Mr. Minchin as Con-

Received by Mr. Minchin

27th Nov 1865

27th Nov 1865

27th Nov 1865

27th Nov 1865

"tractors or agents to open out the road
from Culpetta to the Mysore Frontier"
including tracing and estimating and plan-
ning for the same.

5. The accompanying copy of my Memo
of 10. August in reply, will shew that I gave
every encouragement to the proposal, but
suggested the advance of funds by private
enterprise, to be repaid as soon as possi-
ble, as I did not see my way clearly on
that point only; the Rupees 20000 allotment
of the current year being only sufficient
for the works already undertaken by Capt.
Kennedy West of Kulpatty. And for
fear of any misunderstanding I distinctly
by laid it down that we were treating
only with reference to the old route between
Sultan's Battery and Kulpatty.

6. My next communication with Mr.
Brammont in the latter part of August
was in person at his own house in Coim-
batore, which I certainly quoted without
being led to anticipate any withdrawal
of his original offer, or deviation from the
existing route, and most assuredly without
having expressed any wish that the sur-
vey, trace and estimates should be under-
taken by my Staff rather than by his.
My disappointment therefore was great
when in his letter of 12. Sep. Mr. Bram-
mont informed me that he had, in
direct communication with the Chief
Secretary to Govt., offered "simply as con-
tractors to make a fine weather road from
Suckad to the Mysore Frontier," stipu-
lating that the trace should be made
by me. As I told him in my pub-

me to lay out the work would enable me
to open the road. Besides if we wanted
labour, and he wanted the road opened, what
would be easier than to make over to us
his scripless coolies.

7. The final step in the negotiation
is that which must characterize as de-
finitive in Candour and straightforwardness,
and such as I did not expect from Mr.
Brammont. It retracts the stipulation
that the trace was to be laid out by
the Department Public Works, and
simply asserting that his trace shall be
the one most approved by the South
Mysore District, has indirectly led the
Government (unwittingly, I believe) to con-
sider itself to the diversion of the Imperial
Line from the North to the South side of
the Kulpatty Hill.

8. My report on the latter will be found
in paras. 4 and 5 of my letter No. 141 of 19.
October 1864 printed with L.O. No. 3264 of
15th Nov. And I have no hesitation
in repeating that on no account should
the Imperial Line from the Tambacherry
ghat to the Mysore Frontier be allowed
to diverge from Kulpatty, at which point
the Imperial Line of Communication
with Manantally branches off to Panna-
marum. The Terrete Road and that
now proposed must be classed as Dist.
Roads only; but of such value that
Government may be asked to allot to
them from Local Funds Grants-in-aid
equal to the sums contributed by the Com-
munity, taxing themselves under the
Act alluded to in para 5 of H. E. the

North Wynand on 30th Sep: 1865.-

9. Mr. Beaumont as Manager of the Southern India Coffee Company comprising all his own late property and the estates of Messrs Parry and Co., represents influential parties in South Wynand & at Madras, to whom the construction of the line he has in view is of vital importance, running ^{as it does} between the Kulpatty and Tainoorthe properties. But except by this one Company, and those connected with it, or who respect their estates to be brought up by it, I much doubt whether a departure from the old route will be approved. Mr. J. Gordon, for one, has spoken to me strongly against any such proceeding, and I shall probably hear much on the same side from other planters, next week, when I shall be on the spot.

10. Under all these circumstances, believing that the Government have been misled by entering into negotiations without consulting their Local Advisers, (of whom I am sure that the Collector's views are identical with my own,) I have taken the liberty of making no alterations in my existing arrangements, according to which Capt. Kennedy is actively engaged in opening up the road West of Kulpatty, and Mr. Nordmann has in hand the preliminary operations towards carrying it on to Sultan's Battery and the Frontier. I have &c

W. Walker Secy. Col. R. P.

Supers. 4. 9. 65

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no 3471-175 Nov 1865

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17 1865 - Dept
of Govt for
Rs 4508

From a Heer Bazaar
and a Muzim

Dated 31st Oct
Received Rs 65
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Forwarding
Tender for forming
and bridging the road
from Mysore frontier
to Sultan's Battery -

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no 3471-175 Nov 1865

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From Messrs Beaumont
and a. Lincoln

dat of 9 Nov/65
Recd 105
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3
No. 3171-17th Nov/65
Suggesting that
all operations by the
W. Dept on the line of
road from Choondale to
the Mysore frontier be
suspended, and desiring
that Messrs Beaumont &
Beaumont are prepared
to employ all the hands
that may be suspended
by the transfer of

No. 391

11000
21st Nov/65

Nov 5. 1865.

ing done by
I return the
copy of letter which
which I have sent to
the printer. He thinks
that as this letter will
be enclosed in memorandum
from Bellard which
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Messrs Beaumont & Lincoln

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Nov 5. 1865.

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sections of the line, upon

Nov 2 1865 Cal. 117

1865.

Nov 24 71 - 17th Nov 1865

(20)

And should not take long
to open the few remaining
miles to the frontier - The
completion of the whole be-
fore the first class road will then
be carried steadily forward.

I would strongly deprecate
taking from Kennedy the section
East of the Kennedy stream
& between it & Malpolder - and
get more so any deviation
from the trace at Malpolder
of the line (which each is prepared
by the offering Contractors)
unless approved by the
Sup's Expt - Yrs much
Satisfied

What is
by the

Calcutta, Nov 5. 1865.

Dear Mr. Arbuthnot

The accompanying estimate
and Tender has been framed after the
most careful examination of the line
with Mr. C. Chaughey, and is we
believe calculated in strict accordance
with the Government schedule of Rates.

Upon account of selecting the South
of Calcutta Hill for our line, the whole
country is new, and requires careful
grading and estimating before tendering.
but I can name for your guidance
that our offer for say the remaining
twenty miles will not, I believe,
exceed per mile the cost of the portion
for which we now tender.

We shall branch off at Chondale,
not from Coonobe - It is quite amusing
to witness the alacrity of our A. P. W. in
this locality. The concession of the
Road has excited their energy, and
to show some little work done most
frantic efforts are being made by all
grades of the Department to do something

new road south of the Calcutta Hill -

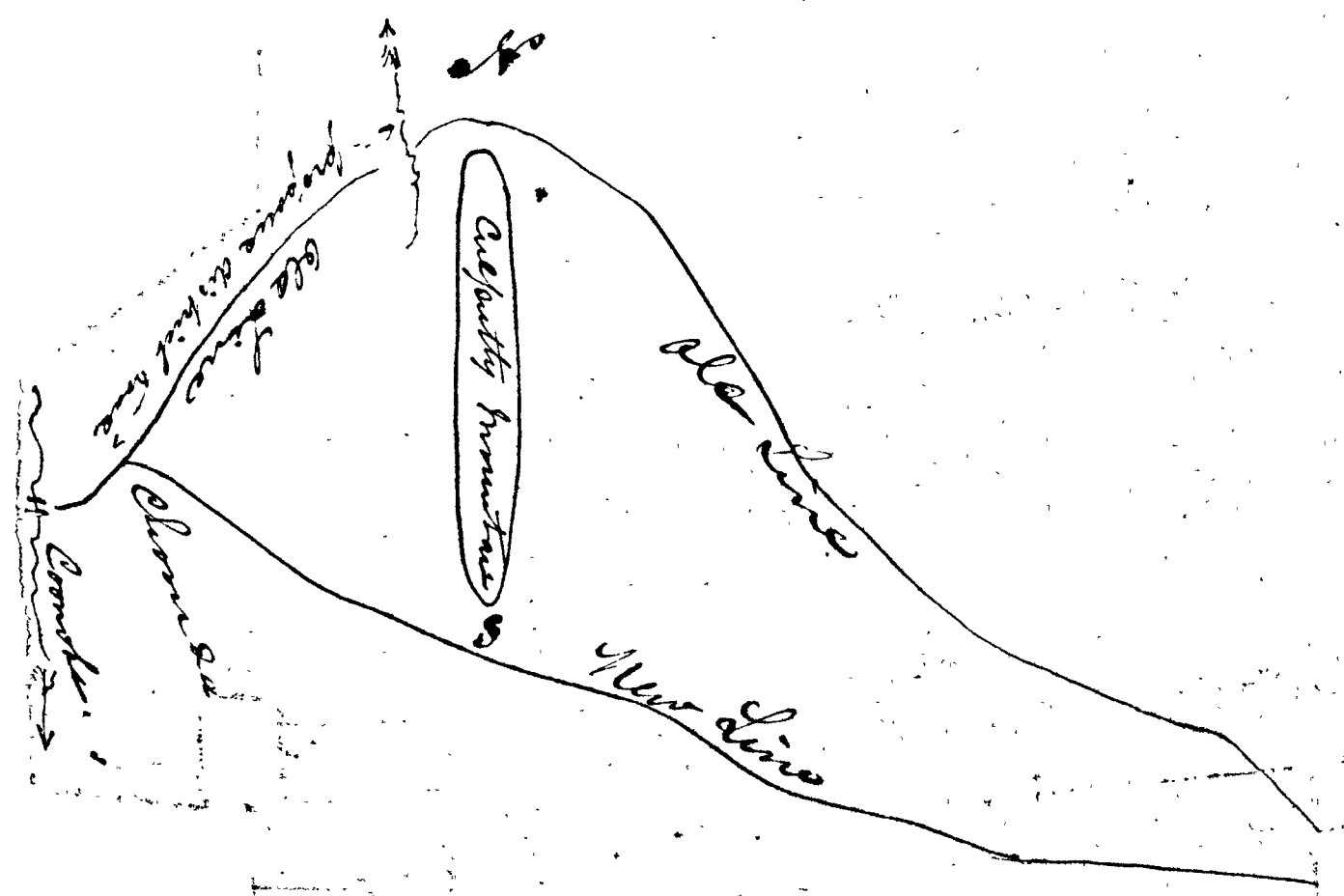
sections of the road, and

95 Dec 1865 - 2a. 11m

all

97

upon the portion which we are undertaking - Three days ago Captain Kennedy showed me a copy of the Minutes of Council upon our road question forwarded to him by Ballare. At that date however he had strangely heard nothing from Walker and would not accept, as official, instructions from the Collector to stop work east of Coonote upon our line during the last 14 days than during months before. It will be represented, in order to thwart our scheme, that the earth work from Coonote to Culputty has been partially completed. It is true that the spasmodic efforts produced by the rumour of our attitude with Government, have been the part of Kennedy. I would venture to suggest however that the small portion of cutting Chondale he uses as a district imperial line at the latter point.



98 May

[Bitten] to near Coonote at the hamlet on an entirely new track south of the Culputty Hill.

Sections of this line

2. 9. 1865. Oct. 11/7

In order that we may during the fine weather employ every available hand upon the work, will you kindly have our tender examined and if approved pass it as speedily as possible. Our personal interests press us to use every dispatch possible in the completion of the line which will be originally proposed, but open out a fine weather bandy road, the Spanning Bridges to be erected as you can grant us funds.

We tender as you will observe for Bridging &c complete. We shall do the same for the other portion. Believe me Yours sincerely J. Beaumont

imperial line as we have

Memorandum

The following papers are circulated for the order of Government.

- I { 1. Colonel Walker's letter with 2 minutes for constructing the portion of the road from Suchady to the Mysore Frontier, via Sultan's Battery, between Suchady and the Calputty river.
- 2. Collector of Malabar's notes on Ryanaad roads.
- 3. Draft of order on above.
- II { 1. Memoirs by Colonel Walker on the trace of road from Coonoth bridge to Mysore frontier proposed by Beaumont and Kitchin.
- 2. Mr. Ballard's letter on the proposed new road between Suchady and Calputty &c.
- 3. Memoirs Beaumont and Kitchin's letter submitting proposals to complete the road from the Mysore frontier to Sultan's Battery for one day of Rs. and to trace and complete the remaining 20 miles from Sultan's Battery to near Coonoth at the same rate on an entirely new trace south of the Calputty Hill.

Sections of this line

Mezoy Beaumont and a Chinese
proposed for the construction of the
15 miles of road between the
Myae frontier and Sultan's
Battery appear to the undersigned
based on a fair calculation of such
work as they would have to do to
thoroughly open the line at the high
rates paid for ^{labor} materials in that
part of the country; but if they re-
quire 25 per cent in the cost of
the work, or nearly 20,000 to pro-
vide superintendence, the road might
as well be made by Government
under supervision specially provided
for it.

The whole of the funds
allotted to Wynaad communications
above the Ghats, having been
already assigned, there will be dif-
ficulty in advancing a Mezoy
Beaumont and a Chinese the
money they require for an immediate
beginning of operations between
the Myae frontier and Sultan's

101
Battery unless Government will order
other work to be suspended.

As regards the adoption of an
entirely new trace from near Coonoor
to Sultan's Battery in a direction South
of the Calputty hill, it is to be observed
that Col. Walker, in company with
Captain Kennedy, minutely inspected
the country in the direction indicated
by a Mezoy Beaumont and a Chinese,
with a view to discovering a suitable
and more direct trace than the old
road round by Calputty, and that both
these Officers were of opinion that
physical difficulties of such magni-
tude would be encountered in the line
South of the Calputty hill as to make
it inadvisable to look for a good trace
in that direction, and they agreed
that no better one than the general line
of the old road could be found.

Sections of this line,

Mr Ballard shows that, with the work which will be completed this season, the old road, with only a few exceptional bad places, will be put into very fair passable condition as a dry weather road, and that it will then be easy to work it up into a first class road, and he strongly recommends the retention of the old line. Coll Walker is not only of the same opinion, but shows that Messrs Beaumont and Minchin have a personal interest in diverting the road, and denies the statement that the change of line will meet with the approval of the planters generally.

As directed by Government, the undersigned sought information from Mr Loch. That gentleman stated that he did not know what

a note from
Messrs A. & T.
to the Govt.

103
Messrs Beaumont and Minchin had finally decided, but that he was himself satisfied with the old line of road, and moreover, he informed the ^{undesignated} that, ~~inasmuch as the~~ ~~road since the left the~~ ~~road~~ ~~road~~, Mr O'Shaughnessy had intimated to him that after going over the ground South of the Calputty hill with Messrs Beaumont and Minchin, he had strongly advised them to abandon their intention of adopting that line, and to adhere to the old one.

As Messrs Beaumont and Minchin's present proposals extend only to the 15 miles between the Mysore frontier and Sultan's Battery, they do not affect Coll Walker's estimates for the road from Suchady to wards Calputty, as far as the Calputty river; but if Government intend to allow Messrs Beaumont & Minchin

sections of this line, and

To adopt a new line, Coll Walker's
Estimates should be sent back to
him and the draft order upon
them altered to suit the views
of Government.

Wm A. M. Coll SR.

Secy to Govt M.A.

Fort Saint George
8th November 1865

105
From Mr. J. J. M.
My dear Charles,
What Mr. Humphreys
said to me was in substance to
this effect. That if he could
assist at all he was clearly of
opinion the line south of Col:
Putty Hill was the one that
ought to be adopted - but that
if Government were decided
under any circumstances to

J.H.D.

Civil Works

Proceedings of the Madras Government.
Under date the 20th/65
Read the following.

From the Supg Eng^r of the 7th D^o

Submits for the orders of
Govt. Plans and Estimates for
opening a Cart Road from the
head of the Tambacherry Ghāt
at Luckady thro' Vythery Kulpatty
and Sultan's Battery —

J.H. 16th Oct/65 152.

From the Collector of
Malabar.

Remarks upon the con-
sideration and requirements of
the various communications
at the proposed —

J.H. 18 Oct/65 153.

The first of these papers
has reference to the opening
of a Cart Road from the head
of the Tambacherry Ghāt
at Luckady to the Mysore
frontier via Vythery, Kulpatty
& Sultan's Battery. With it
the Supg Engineer submits
plans & estimates for separate
sections of this line; and these

estimates as well as the fact
 & proposed outlay, amount as
 follows: -

	Amount of Estimates	Expenditure of 1864-5	Proposed ex- penditure on 1865-6	For entry in Budget of 1865-6
For earthwork & bridges between Luckady & Vythery	25,150	5,921	11,226	8,000
Bridge over the Kammuthu river east of Vythery	16,000	80	5,940	10,000
For road between Vythery & the Kulpatty river	30,856	"	1,556	26,000
Bridge across the Kulpatty river	5,950	"	2,950	6,000

The estimates for the
 portion of the road between Luckady
 & the Kulpatty river, inclusive
 of Bridges, thus aggregate Rs. 50,906.
 The expenditure on this work
 in the past official year amounted
 to Rs. 5,904, & it is proposed to
 lay out Rs. 25,002 in the current
 year & to provide in the en-
 suing & future Budgets the
 balance of the estimates. X

As regards the distance
 between the Kulpatty river,
 through Sultan's Battery, to
 the Mysore frontier, Col. Walker
 proposes to open the line, as

21 Oct 1865

far as the means at his dis-
 -posal will allow, as a fair
 weather road. The Govt have
 in a separate order in the
 Public Dept expressed their
 willingness to allow Messrs
 Beaumont & Brinchem, as re-
 -presentatives of the Planter
 of South Mysore, to undertake
 in Contract the tracing &
 construction of this road from
 the Kammuthu river via Kul-
 patty & Sultan's Battery
 to the Mysore frontier, and
 in now approving of Col.
 Walker's estimate, as a basis
 on which to found a Contract,
 they resolve to direct him
 to transfer the execution of
 the work to those gentlemen
 in the Contract which they
 propose submitting to Govt.
 being accepted. As it is
 observed, however, from the second
 of the papers above recorded,

that the portion of the road extending from a few miles east of Kulpatty to Sultan's Battery is already a very fair fine weather road, the operation of retracing & improving that section will be postponed till the others are completed. By this arrangement the Officers of the S. W. Dept. will be materially relieved, and be enabled to push forward the works on which their operations will be concentrated with greater rapidity.

Adverting to Para 7 of his letter, Col. Walker will be requested, when inspecting the entire line, to scrutinize Capt. Kennedy's estimates most carefully with a view to the utmost possible economy being enforced.

The Govt notice certain discrepancies in the S. W. Dept's proposals for distributing the

* Rs 11,226
 5760
 5034
 20,200

available funds. In Para 1, Rs 4850 are allotted for the road between Vyshery & the Kulpatty river; but, in Para 4 the allotment is stated at Rs 6129. Again, the amounts which in Paras 2 to 4 it is proposed to meet from the Budget grant of Rs 20,000 are Rs 200 in excess of that grant, & no mention is made of the source from which the additional sum is to be provided. Col. Walker will be requested to furnish a statement showing clearly the manner in which the Imperial & Income Tax grants of Rs 20,000 & 11,110 respectively are to be distributed.

The Govt are grateful to observe from the Collector's remarks that the progress of operations between Arcade &

Tippacandos, via the Carcoor
ghat, has been generally
satisfactory. With regard to
the additional funds represented
to be required to open the Carcoor
ghat for Carts this season, it
is observed that, if operations on
the line between Kulpittay &
Sultan's Battery are to be
stopped, the sum of Rs 7065
referred to in Para 5 of the
S. Inq's letter will be available,
& Col. Walker will, in sub-
mitting the statement called
for in Para 5 above, make the
necessary provision to meet this
demand.

The Govt are disap-
pointed to learn that the
progress on the Tambercherry
ghat & road below has not
been commensurate with the
importance of that line. They
resolve to draw the special
attention of the S. Inq. to the

12

117

subject, & to direct that
vigorous efforts be made for
preparing on these works, as also
those below the Carcoor ghat
which are noticed by the Collectr.
Col. Walker's attention will also
be drawn to the Collector's remarks
in Paras 9 to 13, & he will
explain why so little has been
effected in improving the means
of Communication from the
head of the Tambercherry
ghat to Mannantoddy &
the Mysore frontier at Baishully
na Soroke, as also the reason
of the road from Sultan's Battery
to Mannantoddy being allowed
to remain almost untouched
since it was traversed last
year by H.E. the Governor.

26
4

7. The S. Inq. & Dr
4. Controller
2. Collector of Malabar

C.B.

To be printed - margin

Public Works Dept

No. 1
Proceedings of the Madras Government
Under date the 16th October 1865

October 1865

Read the following.

From the Superintending Engineer
of the 7th Division.

Submitting for the orders of
Government certain Plans and
Estimates for opening a Cart
Road from the Head of the Tambr
cherry Ghaut at Luckhady thro'
Vythery, Kulpully & Sultan's Battery

(Here enter 16th October 1865
No 152)

This paper has reference
to the opening of a Cart road from
the head of the Tambracherry
Ghaut at Luckhady to the Mysore
frontier via Vythery, Kulpully
& Sultan's Battery.

The Supy Engr submits
Plans & estimates for separate
sections of this line, & the
amounts of these estimates as well
as the facts & proposed outlay, are
as follows:-

W.D. J.P.

Amount of estimate	Expenditure of 1864/5	Proposed Expenditure in 1865/6	For contingencies on the est. of 1864/5
For earthworks & bridges between Luckhady & Vythery	25,150	57,24	11,226
Bridge over the Namudhi river each of Vythery & the Kulpully river	16,000	60	57,10
For road between Vythery & the Kulpully river	30,886	"	4886
Bridge across the Kulpully river	8,950	"	2950

The estimates for the portion of the road between Lucknow & the Kulpurthy river, inclusive of Bridges, thus aggregate Rs 80,986. The expenditure on this work in the past official year amounted to Rs 5,984, & it is proposed to lay out Rs 25,000 in the current year & to provide in the ensuing & in future Budgets the balance of the estimates.

As regards the distance between the Kulpurthy river, the Sultan's Battery to the proposed frontier, Col. Walker proposes to form the line, as far as the means at his disposal will allow, as a fair weather road. The Govt. have in a separate order in the Public Dept. expressed their willingness to allow Messrs Beaumont & Minchin as representatives of the Chambers of South Wynd, to undertake on contract the tracing & construction of the road, ^{as also the portion between the Minchin's bridge & Kulpurthy,} should the terms of their tender for executing the works be approved of. This

21 Oct 1860

Rs 11,226
5940
3034
20,200

arrangement will materially relieve the officers of the Madras and enable them to push forward the works on which their operations will be concentrated with greater rapidity.

Adverting to Para 7, Col. Walker will be requested when inspecting the entire line to scrutinize Capt. Stenned's estimates most carefully with a view to the utmost possible economy being enforced.

The Govt. notice contains discrepancies in the proposed distribution of the available funds. In Para 1, Rs 4886 are allotted for the road between Wynd & the Kulpurthy river; but in Para 4 the allotment is stated at Rs 4129. Again, the amounts which in Paras 2 to 4, it is proposed to meet from the Budget grant of Rs 20,000 are Rs 200 in excess of that grant, & no mention is made of the source from which the additional sum is to be

provided. Col. Walker with the
requested to furnish a statement
showing clearly the manner in
which the Imperial & Income
tax grants of Rs 20,000 & 11,110. res.
pectively are to be distributed.

With these remarks
he has resolved to sanction the
estimates submitted by Col.
Walker.

APB

To
The S. Ingey & Co
Controller
Arch General

c. 27th Oct 1865

Public Works Dept 123

No 3171

Proceedings of the Madras Government
Under date the 17th November 1865
Read the following

From the Supt Engineer of the 2^d
Submits Plans and Estimate
for opening a Cart Road from the Head
of the Tambacherry Ghaut at Luckhady
to the Vythery Kulpatty & Sultan's Battery
From the Collector of Malabar. (Here enter 16th October 1865 - 1865)
From the Supt Engineer of the 2^d (Here enter 2nd Nov - 1865)
From Messrs Beaumont and
Michie (Here enter 31st October - 1865)
From Do Do (Here enter 9th Nov - 1865)
Minute by His Excellency the
President. (Here enter November - 1865)

The first of these
papers has reference to
the opening of a Cart
road from the head
of the Tambacherry
Ghaut at Luckhady
to the Mysore frontier
via Vythery, Kulpatty
and Sultan's Battery.
With it the Supt Eng.
submits

W. J.

submit plans and estimates for separate sections of this line, and these estimates as well as the past and proposed outlay, amount as follows.

	Amount of Estimate	Expenditure of 1864/65	Proposed expenditure in 1865/66	Per cent in Budget of 1866/67
For earthwork and bridges between Suekady and Vythery —	25,150	5,924	11,226	8,000
Bridge over the Konnath river east of Vythery —	16,000	60	2,940	10,000
For road between Vythery and the Kuepully river —	30,886	"	4,886	26,000
Bridge across the Kuepully river —	8,950	"	2,950	6,000

2 The estimates for the portion of the road between Suekady and the Kuepully river, inclusive of Bridges, thus aggregate Rs 80,986. The expenditure on the work in the past Official year amounted to Rs 5,984, and it is proposed to

lay out Rupees 25,000 in the Current year and to provide in the ensuing and future Budgets the balance of the Estimates.

3 The Government approve of Colonel Walker's Estimates, but they notice certain discrepancies in the Superintending Engineer's proposals for debiting the available funds. In para 1 Rs 4,886 are allotted for the road between Vythery and the Kuepully river, but in para 4 the allotment is stated at Rupees 4,290. Again, the amounts which in paras 2 to 4 it is proposed to meet from the Budget grant of Rs 20,000 are Rs 200 in excess of that grant, and no mention is made of the

source from which the additional sum is to be provided. Colonel Walker will be requested to furnish a statement showing clearly the manner in which the Imperial and Income Tax grants of Rs. 20,000 and 11,110 respectively are to be distributed.

In a separate order in the Public Department the Government have expressed their willingness to allow Messrs. Beaumont and Michin, as representatives of the planters of South Wynaad, to undertake the survey and construction of the

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road from the Kunnooth river to the Mysore frontier, via Kulpatty and Sultan's Battery, should their terms be such as to admit of their ^{contract} being accepted - Messrs. Michin and Beaumont have accordingly now submitted a proposal to complete the 15 miles of that road between the Mysore frontier and Sultan's Battery for a sum of one lac of Rs. inclusive of the cost of supervision, and intimate their readiness to take up at the same rates the formation of the remaining 20 miles from Sultan's Battery to the Kunnooth river, on an entirely new trace to be made by themselves South

South of the Tulpully
Hill.

The Messrs Beaumont
and Lincoln's estimates
and specifications will
be referred to the Super-
intending Engineer of the
17thth who will report without
delay on their reasonableness,
and what funds can be
appropriated to the work;
and these gentlemen will
be informed that as the
remaining portion of the
road in question by the
South of the Tulpully hill
is now in such an ad-
vanced state of con-
struction, it is too late to
abandon that line, and
they will be requested to
confine any further
proposals they may

make to the improvement
of the old line of road
from Sullivan's Battery to
the Tulpully pier.

The Government
are gratified to observe
from the Collector's re-
marks that the pro-
gress of operations be-
tween Newcode and the
Percarloo via the Carcor
Ghaut has been generally
satisfactory. Colonel
Walker will report in
what manner he would
propose to supply the
additional funds re-
quired to be required to
open the Carcor Ghaut
for carts this season.
The work may be proceed-
ed with in anticipation of
funds being hereafter

provided from any avail-
able source.

The Government are
disappointed to learn that
the progress on the Tambracherry
Ghaut and road
below has not been com-
mensurate with the impor-
tance of that line. They
resolve to draw the special
attention of the Supg Engr
to the subject, and to direct
that vigorous efforts be
made for pressing on the
work. Coll Walker's
attention will also be
drawn to the Collector's
remarks in paras 9 to 13,
and he will explain why
so little has been effected
in improving the means
of communication from
the

head of the Tambracherry
Ghaut to Manantoddy
and the Mysore frontier
at Bawhully via Tenole,
as also the portion of the
road from Sultan's Battery
to Manantoddy being
allowed to remain almost
untouched since it was
traversed last year by
His Excellency the Govern-
or.

In Proceedings
No 2996, dated 18th
October 1864 the Govt
specified the works
which were specially to
be put in hand during
the working season of 1864/65,
and funds were provided
for them in sufficient
time to admit of their
being pushed forward, but

1. Road from the head of the Caroor
Ghaut to Tiffracondor
2. Road from the head of the Tam-
bracherry Ghaut to Manantoddy
via Tenole
3. Trace of road from the head of the
Tambracherry Ghaut via Sultan's
Battery to the Mysore frontier.

but from what they
gather from the papers
now before them the
Government are in doubt
how far these orders
have been attended to.
Col. Walker will ac-
cordingly report im-
mediately the amount of
work performed between
the date of the orders re-
ferred to and the end of
April 1865 upon the several
roads above mentioned.
He will also state the
quantity of work since done
on the same lines of road
and the probable amount
required to complete to
complete them. It will
be distinctly understood
that

that until these roads
are completed nothing is
to be laid out upon the
trace of the new Periah
Ghaut, and that the
outlay upon the old
Ghaut and the road
leading to it from Ellana
- today, as also the
other lines referred to
in the Minute of His
Excellency the Governor,
printed with Proceedings
No. 996 dated 18th Decr/64,
will be limited to the
amount of the main-
-tenance allowance, thus
freeing the grants from
imperial and Income
Tax funds for new
works, for the prosecution
of the three special lines
here mentioned - The.

The Government
expect that ^{Capt.} Kennedy
will complete by the close
of Decr the line of
road from Suckady to
Tulipity to the extent
indicated in a letter
addressed by him to the
Collector at the com-
mencement of the pre-
sent month, failing which
he will be required to
show cause for omitting
to carry out his promises.

W.P.

- To
7 The S. L. J. 812 ✓
4 " Controller ✓
3 " Acct. ✓
1 Major Do.
5 The Col.

Leaf

16-8-24 III

16
P. 1885 Dapao
P. 1885 of Govt. of Govt

X. 24/71
P. 1885 of the Govt
D. 17/18/85

Opening of a cart road from
the head of Sambracherry Ghah at
Luckady, through Kinnipetty & Subbana
Battary to the Mysore frontier - Raping
order on certain papers relating to

1885-86 89/8