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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3763 - 44	Press ~~Mis.~~
261-267	
Dated 14-12-	1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th December 1865.*

Read the following papers:—

No. 261. From the Controller of Public Works Accounts, to the Secretary to Government, Department Public Works, dated Madras, 9th October 1865, No. 1,559.

1. I have the honor to acknowledge receipt of your Memorandum of the 7th instant, No. —, and beg to express great regret I should have caused you any inconvenience by submitting a document under wrapper; the error was quite inadvertent, and arose entirely from my finding this practice prevailing here when I took charge of the Office in passing on any documents on which this Office had no authority to issue instructions.

2. As regards Captain Kennedy's application, I did not venture to offer any opinion at all in the matter, the Superintending Engineer of his Division being the authority to regulate that Officer's employment, and the manner in which he should conduct his Office duties. Colonel Walker had been applied to apparently, and had expressed himself unable to make any other arrangements than those existing, and when Captain Kennedy's letter came to me, as I had nothing whatever to do with the distribution of the executive members of the Department, I submitted the matter for disposal to the chief administrative head of the Department.

3. As you have been pleased to call upon me to submit my opinion in the case, I would say Captain Kennedy had perhaps better assume charge of both the Ranges in which his ghat lies, he would then be able to draw funds for his own works by his own cheques, and incorporate his expenditure in the accounts of the subordinates now in charge of the Ranges, who could still continue to perform all the duties belonging to the charge, but submit their accounts to Captain Kennedy for transmission here, this is one arrangement; another would be to make Captain Kennedy's special work a Range charge of itself, we should then have only to open a set of books with him, and this could also be done with all other Officers in similar employ; it is true we have a good many sets of books open at present, but unless this is done for all exceptional cases I see no other way of meeting the difficulties of them, particularly as an Officer appointed to a work of this kind is supposed to be obliged to give his undivided attention to it, and cannot therefore be expected to attend to the duties of a Range.

4. I have only made the above remarks as suggestions, and, in conclusion, I must repeat, I still consider the Superintending Engineer the proper authority to decide the matter in the absence of specific instructions from the Government.

Transferred to the Superintending Engineer of the 7th Division, who in communication with the Controller of Public Works Accounts, will arrange the matter under reference.

FORT SAINT GEORGE, (Signed) CHARLES A. ORR, Colonel, R. E.,
11th October 1865. Secretary to Government, P.W.D.

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No. 262. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Manantoddy, 22nd November 1865, No. 182.

1. I have allowed the matter referred to in your Endorsement of the 11th

* Letter from the Controller to the Secretary to Government, No. 1,559 of 9th October 1865.
Do. from Captain Kennedy to the Controller, No. 148 of 3rd October 1865.

October on the Controller's letter No. 1,559 of 9th idem, (herewith returned with enclosure,*) to stand over until I should have been able to consult with Captain Kennedy personally, and I now report

on the subject to you, instead of arranging it with the Controller as directed, because the proposal I have to make is one that requires the approval of Government before it can be carried out.

2. I have lately, and for the second time, inspected with much attention the road from the head of the Tambercherry Ghát by Vythery, Kulputty, and Sultan's Battery, to the Mysore frontier ; *

Accompanied by Captain Kennedy I inspected his traces as far east as the crossing of the Kulputty river, at a site chosen by us immediately after His Excellency the Governor's last visit to Wynaad. And I can safely say that a better or more direct line could not be wished, and that when opened as a dry-weather road, as Captain Kennedy has every reason to expect it will be about Christmas next, it will be the most acceptable line to the majority of the Planters of South Wynaad that could be made.

3. From the crossing of the Kulputty river, through Chalipoya (or new Kulputty) to old Kulputty, parties are at work improving the existing line for early use by carts ; and they will also open out new traces, either made or reconnoitred, where required for about five miles beyond Kulputty. Thence to Sultan's Battery for about 11 miles a very fair cart road already exists, for which a judicious outlay of the maintenance allowance and other available funds will do all that is required.

4. Of the 14 miles from Sultan's Battery to the frontier, ten have been regularly opened to a width of about five yards throughout, years ago ; and though here and there the slopes are very objectionable, and the nullah crossings require attention, there is no obstacle to dry-weather cart-traffic which cannot be easily and cheaply removed. Four miles from the Mysore frontier at Poongolycottah, where there is a pukka bungalow, the roof of which has been burnt off years ago, the made-road abruptly ceases, and nothing but a jungle track is found. But so easy is the lay of the ground that carts actually find their way through the jungle, which here is comparatively free from underwood and thorns.

5. Altogether I have thought it my duty on no account to withdraw from the operations already undertaken between Vythery (or the Koonoot river), Kulputty, and Sultan's Battery. But pending final orders of Government on the subject, I have put a stop to the traces which I found commenced east of Sultan's Battery, leaving that portion as a clear field for proposing contractors, on whom I would impose as a *sine qua non* the opening to five yards width of the four miles nearest the

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frontier, before any other portion of the road was touched, to make the most of the healthiest part of the year.

6. And my wish is that Captain Kennedy's charge be extended over the entire length of the approach from the frontier to his ghát ; and in consideration of which that he be allowed the usual Wynaad per-centage on his present moderate salary of Rupees 200. He has gone over all the ground with me, and knows thoroughly what to do, and is confident that he will be able to undertake the additional work ; relief from which will enable the Supervisor in charge of North Wynaad to devote himself entirely to his various operations in Manantoddy, and on seven distinct lines of Imperial and District roads converging at that place. I here note that by some mistake a maintenance allowance for only 30 instead of 40 miles from the Mysore frontier to Tambercherry ghát has been asked for and sanctioned, and request permission to rectify the same in the Budget of 1866-67.

7. But the opening of a cart road to the Mysore frontier will do no good till similar operations are carried out on the Mysore side to Goondelpett. The distance, I estimate, at 24 miles, without habitations for the first 15 miles to Parrumbaddy. A year or two ago the Mysore authorities commenced clearing a track through their jungles as the commencement of a good road, but I do not hear that any further steps have been taken. Combined operations should be arranged with them, and those who contract for our portion of the line might extend their operations as far as needful.

No. 263. From the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Manantoddy, 23rd November 1865, No. 185.

1. I have the honor to request, with reference to paragraph 3 of G. O. No. 3,471 of 17th November, that the undermentioned corrections may be made in my letter No. 152 of 16th October printed therewith, viz. :—

Paragraph 4, for Rupees 4,129, read Rupees 4,886.
Do. " 3,034, " 2,834.
Do. " 1,095, " 2,052.
Paragraph 6 " 7,065, " 6,108.

the necessary corrections will be made in the printed copies sent me.

2. With reference to paragraph 5, I recommend the adoption of the contract proposed by Messrs. Beaumont & Minchin to the following extent, viz. :—

Trace and formation of road as per specification from	RS.
Poongolycottah to the Mysore frontier, four miles,	
at Rupees 2,400 per mile	9,600
Superintendence 25 per cent.	2,400
Total road work	12,000
Bridge-work as per abstract estimate and specification.	45,000
Superintendence at 20 per cent.	9,000
Total bridge-work	54,000
Grand total	66,000

Grand Total Rs. 66,000

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whereof Rupees 16,000 to be forthcoming within the current year as wanted, Rupees 25,000 on 1st May 1866, and Rupees 25,000 on 1st May 1867; so that if in a position to do so, the Contractors may complete their undertaking before the monsoon of 1867. Designs of the bridge-work to be prepared from actual sections at the selected sites, and any increase or decrease in quantities to affect the estimates as proposed in paragraph 3 of the Contractors' tender.

3. I am unable to reconcile Mr. Beaumont's allusion to contracting for "a line between Sultan's Battery and Kulputty," in paragraph 7 of the said tender, with his statement in paragraph 2 of letter of 9th November, that the Contractors were selecting a line south of the Kulputty hill, avoiding the place so named. No doubt more energetic action was being taken on the Public Works in hand in November than before, that being the commencement of the best part of the working season, and Mr. Beaumont having taken no notice of any offer of work on Captain Kennedy's traces. I deny Mr. Beaumont's assertion in paragraph 3 of letter last quoted, that coolies had been employed in improving the old trace from Sultan's Battery to the frontier; some trial traces for new lines only had been pegged; and as reported in my letter No. 182 of 22nd November 1865, I have withdrawn every one, and left the Contractors a clear field east of the Battery. West of it I shall be glad to receive tenders for bridge-work as far as Chalipoya. But the improvement of the old road between Poongolycottah and Chalipoya can best be carried out departmentally, under Captain Kennedy, whom I have already named to Government for charge of the entire line. That Officer is not deserving of the imputation cast on him by paragraph 9 of the Government Order under reply; and I would respectfully bring to notice that any such failure on his part as that anticipated would have been amply justified by the orders of Government in their Proceedings No. 1,101 of 21st October, paragraph 3, (Public Department).

4. To supply funds for Messrs. Beaumont and Minchin this year, I would indent on the large allotment of the Tambercherry Ghát, which would still leave an expenditure of Rupees 37,000 to be incurred on the ghát itself; quite as much as can be well spent. But I am quite at a loss how to raise funds for more work on Karkoor Ghát, so long as the Supreme Government enforces its orders against transfers from Military works. Otherwise far more than the amount required would be available from the unappropriated balance of the grant of Rupees 75,000 for new Artillery Barracks at Cannanore.

5. I will reply to paragraphs 7 and 8 of the Government Order in another letter.

NOTE.—Rupees 150 per mile is added to the Contractor's rate for road work for tracing.

Twenty-five per cent. for superintendence of road works is approved on account of the isolated situation. But the contract is capable of extension within Mysore limits.

Twenty per cent. is considered quite enough for superintendence of bridge work, which is more concentrated than road work. Offers to contract for the entire Karkoor Ghát and road above have been received, in which 20 per cent. for

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superintendence is considered sufficient by the Contractors and by Mr. O'Shaughnessy who forwards their proposals.

No. 264. Memorandum from the Controller of Public Works Accounts, to the Secretary to Government, Department Public Works, dated Madras, 29th November 1865, No. 2,236.

* To be returned.

With reference to the accompanying* Memorandum No. 162, dated the 24th instant, from the Superintending Engineer, 7th Division, the undersigned has the honor to request the Secretary to Government, Department Public Works, will be good enough to furnish him with a copy of any orders which may have been passed on this office letter to Government, No. 1,559, dated 9th October 1865, for guidance.

No. 265. From Messrs. BEAUMONT and MINCHIN, to the Chief Secretary to Government, dated Kulputty, 29th November 1865.

1. We have the honor to acknowledge receipt of a copy of the Minutes of Government, dated the 17th instant, referring to the concession to us of certain work to be performed upon the Imperial road from Coonote stream to the Mysore frontier.

2. With reference to Colonel Walker's letter to the Secretary of Government, Department Public Works, dated 16th October 1865.

Paragraph 8.—"I have closed with this at once so far as relates to the portion between Vythery and Culputty under Captain Kennedy, &c."

Colonel Walker so far from having "closed" with us as to any offer to take up work at the Government rates on this portion of the line, has never even made us an offer upon the subject

3. With reference to the letter of Colonel Walker to the Secretary of Government, Department Public Works, dated 2nd November 1865.

4. As already previously expressed in correspondence, the tenor of Colonel Walker's conversation at his house was understood by Mr. Beaumont in a different light to that taken of it by the Superintending Engineer.

5. Mr. Beaumont could but conclude from what passed, that Colonel Walker would prefer to lay out the road by means of his own staff: and as to the diversion of the road to the south of the Kulputty hill, Colonel Walker then stated that if a shorter and better line in that direction could be shown, he would consider it.

6. In these paragraphs the Superintending Engineer of this Division attributes to us want of candor, and interested motives in advocating the divergence of the line to the south of the Culputty Hill.

Paragraphs 7, 8, and 9.

He accuses us in distinct terms:—
Firstly.—Of having misrepresented the views of the South Wynaad Planters, as to the selection of the line.

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Secondly.—That we advocated the southern road for the advantage of the Southern India Coffee Company.

7. As to the first imputation, we have the honor to refer the Government to the enclosed copy of the Proceedings of the South Wynnad Planters' Association, which alone sufficiently exhibits the feelings of the residents of the District upon this subject.

8. As to the second point, we do not hesitate, as Directors of this Company, to express our opinion that the interests of the Southern India Coffee Company will be best served by the line of road being carried north of the Culputty hill; and we quote in support of this assertion from a letter of Mr. Beaumont's to Messrs. Parry & Co., Agents to the Company, upon the subject:—

Extract.—"It is more advantageous for our Company that the imperial line should go north of the hill, thus preserving the importance of our Culputty Estates, whence we can obtain all articles (labor included) with great facility for Vellara Mulla Plantations. Were the road to run south of the hill, Culputty would be a closer, and as it would not touch the Vellara Mulla property, we could not gain a *quid pro quo* in that direction. I am forced to trace south of the hill by the voice of the district, and by my honest conviction that we shall obtain a shorter and better line."

9. In consequence of the uncalled for misstatements made by the Superintending Engineer of the 7th Division, and the illiberal construction put upon our proceedings, which appear to have been accepted by the Government, and to have influenced them in their decision to adopt the north line, we venture to beg the favor of being permitted to retire from the undertaking which we had proposed to carry out; and to withdraw the tender which has been placed in Colonel Walker's hands for examination. We have in accordance with the instructions now under acknowledgment stopped the "tracing" of the new line which was in progress south of the Culputty hill.

From A. H. HINDE, Esq., to J. BEAUMONT, Esq., dated Ellembellary, 28th November 1865.

1. I have just received your note, requesting me to give you a copy of the Proceedings of a Meeting held at Vythery, relative to the construction of a trace to Sultan's Battery, south of the Kulputty hill. You seem to have lost sight of the fact that the Meeting to which you allude was not an Association but a general one, summoned so purposely at the suggestion of some of the leading Planters, to give both Native land-owners as well as Europeans an opportunity of attending. Consequently the minutes of this Meeting (which was convened in consequence of Colonel Walker's professed intention of conveying the road north of the Kulputty hill) are not entered in the records of the Association. I have, however, in my possession a paper that was then drawn up embodying the resolutions that were passed, a copy of which I now enclose. You will notice sented are those of Messrs. Barnes, Remington, and Parry & Co. I am not in a position to state as to what Mr. Barnes' opinions are, as to the relative merits of the two traces, but his late partner Mr. Pelman strongly advocated that to the south. Mr. Remington was unavoidably absent from the Meeting of which he was a warm supporter if not the originator, he however wrote both to Mr. Rossell and myself expressing his willingness to unite with us on the construction of such a trace. Messrs. Parry & Co. refused to unite with us in this object, in the ground, I believe, that the road to the north of the hill was more in accordance with the interests of the Culputty estates.

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2. I need offer you no stronger proof of the professed opinion of the district than that contained in the enclosed document; it is scarcely possible to credit the belief, that a body of Planters would agree to an acreage tax being levied on their estates for the purpose of defraying the expenses contingent on tracing an imperial line, unless it was their united opinion that it was infinitely preferable to the one selected by Government, and that from its acknowledged merits might eventually have the preference given to it.

3. I have no hesitation whatever in stating that not a single Planter has been actuated by self-interested motives, in advocating this line, further than in supporting one, which they considered would be most advantageous to Government and the district at large. The one now adopted by Colonel Walker is from 18 to 20 miles in length, the distance direct being only 12, that is, from Kulputty to Sultan's Battery. The Planters were of opinion that the southern trace would be shorter throughout, and would probably save about 6 miles, that the gradients would be better, and the bridges smaller and fewer in number; they considered these important points, the saving both to Government and the district being apparent to the former, if not in the construction at least in its future up-keep, and to the latter in the saving of distance, &c. It was upon these grounds that the Planters were led to sign the document of which I now enclose a copy.

Meeting held at Vythery Club, 30th January 1865.

We the undersigned Planters unanimously agree to make a trace from Vythery to Meenagaddy, each bearing their proportions of cost as per acreage stated underneath, and Messrs. Rossall, Hinde, Buckham, and Beaumont are appointed to carry out the above.

For	Cartwright's	Estates,	330	acres,	Signed	James Boosey.
"	Lackadie	do.	250	do.	"	J. B. Buckham.
"	Culloor	do.	600	do.	"	G. L. Yonge.
"	Buckham's	do.	50	do.	"	J. B. Buckham.
"	Boyd & Co.'s	do.	600	do.	"	J. Gordon.
"	Eagle's	do.	235	do.	"	G. J. Glasson.
"	Perenda Maythel	do.	135	do.	"	G. J. Glasson.
"	Remington's	do.	450	do.	"	G. L. Yonge.
"	G. Yonge's	do.	50	do.	"	James Hector.
"	Hector's	do.	50	do.	"	
"	DeVass'	do.	100	do.	"	P. S. Punnett.
"	P. F. Punnett's	do.	50	do.	"	Samuel Prager.
"	Smith's	do.	200	do.	"	J. Gordon.
"	Gordon's	do.	50	do.	"	
"	Coonumbatta	do.	30	do.	"	H. B. Winterbotham.
"	Winterbotham's	do.	50	do.	"	
"	Coolamundra	do.	60	do.	"	Thos. H. Rossall.
"	Punora	do.	200	do.	"	Arthur H. Hinde.
"	Hinde's	do.	120	do.	"	J. Beaumont.
"	Beaumont's	do.	300	do.	"	J. Boosey.
"	Boosey's	do.	75	do.	"	
"	Wild's	do.	30	do.	"	G. J. Glasson.
"	Lancaster's	do.	90	do.	"	G. J. Glasson.
"	Bellen Para	do.	50	do.	"	
"	Barnes'	do.	85	do.	"	J. Gordon.
"	Mullena	do.	30	do.	"	

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11th December 1865.

No. 266. From the Collector of Malabar, to the Chief Secretary to Government, Fort Saint George, dated Calicut, 30th November 1865, No. 150.

1. I received G. O. dated 17th instant, No. 3,471, Public Works Department, a few days ago, and I have just received, through the Superintending Engineer, G. O. dated 17th instant, No. 3,458, Public Works Department. The receipt of the latter leads me at once to address you.

2. In paragraph 7 of the Order first quoted it is directed that "vigorous efforts be made for pressing on the work" on the Tambracherry ghât.

You will remember that when His Excellency rode down this ghât about a year and two months ago, it was clearly expected that the lower section of the ghât was to be open for carts to the crossing of the old ghât (i. e. some 500 feet from the top) by all February 1865.

3. This expectation has not been fulfilled.

Work has of course been done, but the upper two miles or so of the portion of the ghât under notice is now practically as impassable for carts as it was when His Excellency passed down last year, and unless the work is most vigorously pressed on,

* Vide letter of Superintending Engineer to Messrs. Beaumont and Minchin, dated 16th September 1865, in Proceedings of Government, dated 21st October 1865, No. 1,101, Public Works Department.

and a full amount of cooly* labor kept on the ghât to supplement the Sapper labor, this portion of the ghât will not be made passable for carts in the course even of the present season.

4. It is true that there is and will be a great demand for labor between the ghât head and Kalpetta, as well as beyond Kalpetta, in order that the line from the ghât head to Mysore may be opened as ordered by Government. But labor is unusually plentiful in Wynaad this season, and unless now available funds are diverted above but the lower portion of the ghât in the course of this season.

5. I am led to bring this matter prominently to notice, as I see by the second

Vide also Superintending Engineer to Government, dated 16th October 1865, paragraph 6, in Government Proceedings dated 17th November 1865, No. 3,471, Public Works Department.

G. O. quoted above, that Rupees 6,000 to 7,000 are transferred from the Tambracherry ghât to another work, whilst "other savings" from the ghât estimate are anticipated, which are to be applied to the road from the ghât head to the Mysore frontier.

The allotment for the ghât was made on due consideration of its requirements and the capabilities of expenditure, a better supply of labor could hardly have been anticipated, for as already said labor is unusually abundant just now.

When there is so much to be done on the ghât, I most earnestly urge that arrangements be made for doing it, and I respectfully deprecate allowing transfers of the funds (especially to works unconnected with Wynaad) instead of requiring that they be expended on the works for which they are allotted.

P. S.—I send copy of this letter to the Superintending Engineer, 7th Division.

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No. 267.

ORDER THEREON, 14th December 1865, No. 3,763.

CIVIL WORKS, No. 45.

* No. 185.

1. In his letter of the 23rd November* 1865, above recorded, the Superintending Engineer of the 7th Division reports on the tender which had been submitted by Messrs. Beaumont

and Minchin, Planters of South Wynaad, for completing the road between the Mysore frontier and Sultan's Battery on the line to Luckady at the head of the Tambracherry Ghât, for a sum of one lac of Rupees.

2. Colonel Walker states that ten of the fourteen miles from Sultan's Battery towards the frontier were opened to a width of five yards some years ago, and that the obstacles to making these ten miles available for dry weather cart traffic are so inconsiderable as to render it expedient, on the ground of economy, to leave their removal to the Department. The remaining distance of four miles from Poongoly-cottah to the Mysore frontier is represented to require tracing and formation, but the ground to be traversed is stated to be comparatively easy to be worked on. Colonel Walker accordingly proposes to modify Messrs. Beaumont and Minchin's estimate in the following manner, and he explains, in a foot note to his letter already quoted, the grounds on which he has reduced the rate for superintendence on masonry work from 25 to 20 per cent:—

Messrs. Beaumont and Minchin's estimate.	As modified by the Superintending Engineer.	RS.
Masonry works	Masonry works	45,000
Forming roadway, &c., at Rupees 2,250 per mile, for fifteen miles	Forming four miles of roadway from Poongolycottah to the Mysore frontier, at Rupees 2,400 per mile...	9,600
Superintendence at 25 per cent.	Superintendence at 20 per cent. on masonry works	9,000
Contingencies	Do. at 25 per cent. on formation of roadway	2,400
		66,000

3. Colonel Walker suggests that the Contractors should be required to open the four miles of road from Poongolycottah to the frontier to a width of five yards; that they should complete this before commencing any other work which they may stipulate for; that the designs of the proposed bridges should be prepared from actual sections to be taken at the selected sites, and that funds should be provided by the diversion of Rupees 16,000 from the current year's allotment for the Tambracherry Ghât, the balance† of the estimate being allotted in equal proportions during the next two years.

† Rupees 50,000.

4. On full consideration, the Government think that Messrs. Beaumont and Minchin's charge for superintendence may be allowed to stand; but, with this exception, they approve of the Superintending Engineer's estimate as a basis on which to found a contract. Colonel Walker will observe, however, from the fifth of the papers above recorded, that Messrs. Beaumont and Minchin have requested permission to retire from their undertaking, and to withdraw the tender which they had submitted. The Government request that Colonel Walker will place himself in communication with those gentlemen, with a view of inducing them to re-consider

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their letter of the 29th ultimo, and he will, at the same time, intimate to them his willingness to receive tenders for the bridge work on the road west of Sultan's Battery as far as Chalipoya. Should Messrs. Beaumont and Minchin still decline to undertake the work to the extent, and on the terms mentioned in paragraphs 2 and 3, Colonel Walker will make arrangements for its execution by departmental agency, submitting the necessary plans and estimate for sanction with the least practicable delay.

5. On the recommendation and responsibility of the Superintending Engineer, the Government will not object to the charge of the entire length of road from Luckady to the frontier being entrusted to Captain Kennedy, and, in consideration of the heavy expenses of living and travelling in most unhealthy parts of the country which will now be entailed upon that Officer, they are pleased to extend to him the provisions of the Order of the 14th November 1864, No. 3,260, under which an addition of 50 per cent. upon pay and allowances is passed to the Members of the Public Works Department who are employed in the Wynaad. The Controller will be requested to report from what source the extra charge can be met.

6. With reference to the Superintending Engineer's proposal to divert a sum of Rupees 16,000 from the Tambracherry Ghât allotment, his attention will be called to the letter from the Collector of Malabar, above recorded, and he will be requested, with reference to the orders in paragraph 2 of Proceedings No. 3,471 of the 17th ultimo, and to the Collector's report that "labor is unusually plentiful in Wynaad this season," to push on this important work with the utmost expedition.

7. The corrections which are noticed in paragraph 1 of Colonel Walker's letter of 23rd November 1865, will make the following alterations in allotments:—

From Budget allotment of Rupees 20,000.	For road between Luckady and Vythery...	RS. 11,226
	„ Koonooth bridge	5,940
	„ road from Vythery to Kulputty river...	2,834
From Income Tax grant of Rupees 11,110.	„ road from Vythery to Kulputty river...	2,052
	„ Kulputty bridge	2,950
	„ road from Kulputty river towards the frontier	6,108

8. This distribution is approved.

9. The Government authorize the entry in the Budget of 1866-67 of Rupees 4,400, instead of Rupees 3,300, for the maintenance of the road from the Tambracherry Ghât to the Mysore frontier.

10. Adverting to paragraph 7 of the Superintending Engineer's letter No. 182, His Excellency the Governor in Council resolves to address the Commissioner of Mysore upon the subject of continuing to Goondelpett, in the Mysore country, the road from Luckady to the Mysore frontier.

(True Extract.)

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

To the Superintending Engineer, 7th Division, ~~with 1 Enclosure~~
„ Controller of Public Works Accounts, with 2 Enclosures
„ Accountant General.
„ Collector of Malabar.
To Messrs. Beaumont and Minchin.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
14th December 1865.

No. 3,764.

No. 268.

To

THE COMMISSIONER FOR THE GOVERNMENT OF THE TERRITORIES
OF HIS HIGHNESS THE MAHA RAJA OF MYSORE.
SIR,

CIVIL WORKS, No. 46.

Operations being in active progress for opening up the important line of communication from the head of the Tambracherry Ghât at Luckady to the Mysore frontier, via Kulputty and Sultan's Battery, I am to request that you will be so good as to state, for the information of the Madras Government, with reference to the accompanying report from the Superintending Engineer of the 7th Division, what measures are in contemplation for continuing this road in the Mysore country to Goondelpett.

I have the honor to be,

Sir,

Your most obedient servant,

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

Exd. S. T. Augustin.

Grand Total Rs. 66,000

Letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Manantoddy, 22nd November 1865, No. 182.

1. I have allowed the matter referred to in your Endorsement of the 11th October on the Controller's letter No. 1,559

* Letter from the Controller to the Secretary to Government, No. 1,559 of 9th October 1865.
Do. from Captain Kennedy to the Controller, No. 148 of 3rd October 1865.

of 9th idem, (herewith returned with enclosure,*) to stand over until I should have been able to consult with Captain Kennedy personally, and I now report

on the subject to you, instead of arranging it with the Controller as directed, because the proposal I have to make is one that requires the approval of Government before it can be carried out.

2. I have lately, and for the second time, inspected with much attention the road from the head of the Tambercherry Ghât by Vythery, Kulputty, and Sultan's Battery, to the Mysore frontier.

* * * * *
Accompanied by Captain Kennedy I inspected his traces as far east as the crossing of the Kulputty river, at a site chosen by us immediately after His Excellency the Governor's last visit to Wynaad. And I can safely say that a better or more direct line could not be wished, and that when opened as a dry-weather road, as Captain Kennedy has every reason to expect it will be about Christmas next, it will be the most acceptable line to the majority of the Planters of South Wynaad that could be made.

3. From the crossing of the Kulputty river, through Chalipoya (or new Kulputty) to old Kulputty, parties are at work improving the existing line for early use by carts; and they will also open out new traces, either made or reconnoitred, where required for about five miles beyond Kulputty. Thence to Sultan's Battery for about 11 miles a very fair cart road already exists, for which a judicious outlay of the maintenance allowance and other available funds will do all that is required.

4. Of the 14 miles from Sultan's Battery to the frontier, ten have been regularly opened to a width of about five yards throughout, years ago; and though here and there the slopes are very objectionable, and the nullah crossings require attention, there is no obstacle to dry-weather cart-traffic which cannot be easily and cheaply removed. For miles from the Mysore frontier at Poongolycottah, where there is a pukka bungalow, the roof of which has been burnt off years ago, the made-road abruptly ceases, and nothing but a jungle track is found. But so easy is the lay of the ground that carts actually find their way through the jungle, which here is comparatively free from underwood and thorns.

5. Altogether I have thought it my duty on no account to withdraw from the operations already undertaken between Vythery (or the Koonoot river), Kulputty, and Sultan's Battery. But pending final orders of Government on the subject, I have put a stop to the traces which I found commenced east of Sultan's Battery, leaving that portion as a clear field for proposing contractors, on whom I would impose as a *sine qua non* the opening to five yards width of the four miles nearest the frontier, before any other portion of the road was touched, to make the most of the healthiest part of the year.

6. And my wish is that Captain Kennedy's charge be extended over the entire length of the approach from the frontier to his ghat; and in consideration of which that he be allowed the usual Wynaad per-centage on his present moderate salary of Rupees 200. He has gone over all the ground with me, and knows thoroughly what to do, and is confident that he will be able to undertake the additional work; relief from which will enable the Supervisor in charge of North Wynaad to devote himself entirely to his various operations in Manantoddy, and on seven distinct lines of Imperial and District roads converging at that place. I here note that by some mistake a maintenance allowance for only 30 instead of 40 miles from the Mysore frontier to Tambercherry ghat has been asked for and sanctioned, and request permission to rectify the same in the Budget of 1866-67.

7. But the opening of a cart road to the Mysore frontier will do no good till similar operations are carried out on the Mysore side to Goondelpett. The distance, I estimate, at 24 miles, without habitations for the first 15 miles to Parumbaddy. A year or two ago the Mysore authorities commenced clearing a track through their jungles as the commencement of a good road, but I do not hear that any further steps have been taken. Combined operations should be arranged with them, and those who contract for our portion of the line might extend their operations as far as needful.

Memorandum

22nd Novr/65. 182
23rd " " 183

The accompanying letters from the Superintending Engineer of the 17th Division are circulated for the orders of Government. In the first of these papers Colonel Walker reports the result of a recent personal inspection of the road from the head of the Tambercherry Ghat at Suchady to the Mysore frontier via Wythery, Kulputty and Sullans Battery. It appears that 10 of the 14 miles from Sullans Battery towards the frontier were opened to a width of 5 yards some years ago, and that it is only the remaining distance of 4 miles which require tracing and formation.

In the second of his letters the Superintending Engineer reports

It appears that this is the best course to follow - had Col Walker done as he was ordered last year the 4000 would have been spared all these expenses & extra allowance for Captain Kennedy as recommended. All the extra expenses (1000) which were intended to secure the road would be well to make an attempt to secure the extra allowance for Captain Kennedy as recommended.

reports, with reference to Proceed-
ings dated 17th November 1862,
No. 3471, on Messrs Beaumonts
and Minchin's estimate for com-
pleting the road between the Mysore
frontier and Sultan's Battery for
a lac of Rupees. For the reasons
stated in his first letter, he proposes
that those gentlemen should be re-
quired to confine their operations
to the facing and completion
of the earthwork of the 4 miles of
road above referred to to a width of
5 yards, and to the construction of
the necessary masonry works through-
out the whole distance, as provided
for in their estimates. Colonel Walker's
modified estimate is as follows -

Messrs Beaumont & Minchin's Estimate

Masonry works _____ 45000
Forming roadway 7¹/₂ ft at
Rs. 2250 per mile for
13 miles _____ 33750
Superintendence @ 25% 19700
Contingencies _____ 1550

Rs. 100000

As modified by Supr Engrs

Masonry works _____ 45000
Forming 4 miles of road-
way at Rs. 2400 per
mile _____ 9600
Superintendence at 25% on
formation of roadway - 2400
do at 20% on masonry works 9000

Rs. 66000

In explanation of the reduction of
the cost of superintendence for
masonry works from 25 to 20 per
cent, it is explained that offers
to carry out, at the latter rate, simi-
lar work on the Poonoo Ghaut
and road above have been received,
and that considering the con-
sidered character of the work,
20 per cent will be a fair allow-
ance - The Government may however
think that as Messrs Beaumont and
Minchin's other rates are passed by
Colonel Walker their charge for super-
intendence may also stand, mak-
ing their estimates as modified -
Rupees. 68,250.

Orders are requested as to
whether the Superintending Engineer
may be instructed to transfer the
execution of the work, to the extent
indicated, to Messrs Beaumont
and Minchin on their consenting to
undertake it on the terms mentioned.

Grand Total Rs. 66000

No. 1559.

Captain J. D. Fisher. R. E.
 Controller of N. W. Accounts.

Dr.

2. As regards Captain Kennedy's application. I did not venture to offer any opinion at all in the matter the Superintendent Engineer of his Division being the authority to regulate that Officer's employment and the manner in which he should conduct his Office duties: Colonel Walker had been applied to apparently and had expressed himself unable to make any other arrangements than those existing and when Captain Kennedy's letter came to me as I had nothing whatever to do with

the

Grand Total Rs. 66,000

Charles A. Smith

১৯৫৫

Port Saint George } Secy to Govt D. W. D.
30th Nov/65

[illegible]

Oct 22nd 1865 - Oct 4th

the distribution of the Executive members of the Department I submitted the matter for disposal to the chief administrative head of the Department.

3. As you have been pleased to call upon me to submit my opinion in the case I would say Captain Kennedy had in perhaps better resume charge of both the ranges in which his office lies, he would then be able to draw funds for his own works by his own cheques and incorporate his expenditure in the accounts of the subordinate now in charge of the ranges, who could still continue to perform all the duties belonging to the charge but submit their accounts to Captain Kennedy for transmission here. This is one arrangement another would be to make Captain Kennedy's special work or range charge of itself and should then have only to open a set of books with him and this could also be done with all other Officers in similar employ - it is true we have a good many sets of Books open at present but unless this is done for all exceptional cases I see no other way of meeting the difficulties of them particularly as an Officer appointed to a work of this kind is supposed to be obliged to give his undivided attention to it and cannot therefore be expected to attend to the duties of a

Range

Range.

4. I have only made the above remarks as suggestions and in conclusion I must repeat I still consider the Superintending Engineer the proper authority to decide the matter in the absence of specific instructions from the Government.

I have the honor to be

Sir,

Your most obedient servant.

Captain P.E.

Controller of Public Works Accounts.

The Secretary to Government.
D. W.

Grand Total - 66,000

185

Culcutta November 29th 1865.

The Honorable A. J. Arbutnot
Chief Secretary to Government

Sir,
We have the honor to
acknowledge receipt of a copy
of the Minutes of Government
dated the 17th instant, referring to
the concession to us of certain
work to be performed upon the
Imperial Road from Coonoor
etc and to this effect are,

Para 8.
I have closed with
this at once so far
as relates to the
portion between
Lydney & Culpeper
under Captain
Kennedy &c"

Frontier.
With reference to Colonel
Walker's letter to the Secretary of
Government L. D. F. W. dated 16th October
1865—

1865 -
Colonel Walker so far from
having 'closed' with us as to any
offer to take up work at the
Government rates on this
portion of the line, has never
even made us an offer upon
the subject.

Transferred to

Superintending Engineer of the
1st Division who in communication
confer with the Contractor of
Dykes accounts with among the
master under reference.

Dated 9th October 1885.
Dec. 10th

Ms. A. 9. 2. 1. 559

Deborah Cuthbert
Newbury Letter No. 148
p. 32. Dec. 1865

11-23-61/62

Samuel J. May
 Secretary to Anti-
 Slavery Dept

4712/65.

Stenogramas

1003763-83764-110802/85

To the Secy of the
 of the Secy of the
 with letter from Captain Kennedy
 No 148 of 3 October 1865
 1865-1866

②
With reference to the letter of
Colonel Walker to the Secretary of
Government Q. P. W. dated
22 November 1865.

Para 6
Conversation in
Beaumont's House.

As already previously
expressed in correspondence
the tenor of Colonel Walker's
conversation at his house was
underscored by Mr. Beaumont
in a different light, taken of
it by the Superintending
Engineer.

Mr. Beaumont could but
conclude from what passed
that Colonel Walker would
prefer to lay out the Road
by means of his own Staff;
and as to the diversion of the
road to the South of the
Bulbushy Hill, Colonel
Walker then states that
if a shorter and better one
in that direction could
be shown, he would
consider it.

Very respectfully
Yours
J. M. M. M. M.

Paras 7. 8. & 9

In these paragraphs the
Superintending Engineer of
this Division attributes to us
want of candor, and interested
motives in advocating the
divergence of the line to
the South of the Culcutta
Hill -

He accuses us in distinct
terms of having misrepresented
firstly of having misrepresented
the views of the South Wynae
Planters as to the selection of
the line -

Secondly, that we advocated
the Southern Road for the
advantage of the Southern
India Coffee Co. alone.

As to the first imputation,
we have the honor to
refer the Government to the
enclosed copy of the Proceedings
of the South Wynae Planters'
Association which alone
sufficiently exhibits the
feelings of the Residents of
the District upon this
subject. Some several years
over

As to the second point, we do not hesitate, as Directors of this Company, to express our opinion that the interests of the Southern India Coffee Co. will be best served, by the line of ~~Rail~~ being carried north of the Culcutty Hill; and we quote in support of this assertion from a letter of Mr. Remond to Messrs Dary Co, Agents to the Company, upon the subject.

Extract

"it is more advantageous for
 "our Company that the
 "imperial line should go
 "north of the Hill, thus
 "preserving the importance
 "of our Culcutty Estates, whence
 "we can obtain all articles
 "(labor included) with
 "great facility for Vellara
 "Mulla Plantations. Were the
 "road to run South of the
 "Hill, Culcutty would be a
 "loser, and as it would not
 "touch the Vellara Mulla

(5) 12 3)
"Properly, we could not gain
"a *quo pro quo* in that
"direction. I am forced
"South of the Hill by the
"voice of the District, and
"by my honest conviction
"that we shall obtain a
"shorter and better line."

In consequence of the
uncalled for misstatements
made by the Superintending
Engineer of the 7th Division
and the illiberal construction
put upon our proceedings which
appear to have been accepted
by the Government, and to
have influenced them in
their decision to adopt the
north line, we venture to
beg the favor of being
permitted to retire from the
undertaking which we
have proposed to carry out;
and to withdraw the
Tender which has been
placed in Colonel Walker's
hands for examination.

Apr 13

(6)

We have in accordance
with the instructions now
under ~~instructions~~ acknowledged
stopped the "Tracing" of the
new line which was in
progress south of the
Culpeper Hill.

We have the honor to be
Sir

Your most obedient servants

James Beaumont

John William Mendenhall

27/10/1865

1865 Depart
 of Govt of
 From No 4879
 Messrs Beaumont
 & Minchin

Dated 29 Nov
 Recd 5 Dec

Enc 2

Requesting per
 mission to withdraw
 their tender for the
 completion of the
 road from the Joranda
 Bridge to the Mysore
 Frontier -

79265

nos. 3763-23764-142800-1865

1865

1865

Superintending Engineers Office
 Manamaddy 23rd November 1865

From Lieut Colonel G. W. Walker R.E.
 Superintending Engineer 7th Division
 To Colonel C. A. Orr R.E.
 Secretary to Government D. A. M.

Sir, I have the honor to request with reference
 to para. 3 of G.O. No 2471 of 17th November that the
 undermentioned corrections may be made in my letter
 No 152 of 16th October printed therewith viz -

Para 11. For Rs 4129 read Rs 4086
 " 3034 " 2834
 " 1095 " 2052
 Para 6 " 7065 " 608

the necessary corrections will be made in the printed
 copies sent me.

2 With reference to para 5. I recommend the accep-
 tion of the contract proposed by Messrs Beaumont
 and Minchin to the following extent viz -
 Trace and formation of Road as per specification
 from Pongdypetta to the Mysore Frontier, 4 miles at
 Rs 2100 per mile Rs 9600

Superintendence 25 per cent " 2400
 Total Roadwork Rs 12000

Bridge work as per actual Estimate and
 specification Rs 4800
 Superintendence at 20 per cent " 9000

Total Bridge work " 57000
 Grand Total Rs 66000

whereof Rs 15,000 to be forthcoming within the current year as wanted, Rs 25,000 on 1st May 1866, and Rs 25,000 on 1st May 1867; so that if in a position to do so, the Contractors may complete their undertaking before the monsoon of 1867. Designs of the Bridge work to be prepared from actual sections at the selected sites, and any increase or decrease in quantities to affect the Estimates as proposed in para 3 of the Contractors' tender.

3. I am unable to reconcile Mr Deaumont's allusion to contracting for "line between Sultan's Battery and Sulphatty" in para 7 of the said tender, with his statement in para 2 of letter of 9th October that the Contractors were selecting a line South of the Sulphatty Hill, avoiding the place so named. No doubt more energetic action was being taken on the Public Works in hand in November than before, that being the commencement of the best part of the working season, and Mr Deaumont having taken no notice of any offer of work in Captain Kennedy's traces. I deny Mr Deaumont's assertion in para 3 of letter last quoted that Coolies had been employed in improving the old trace from Sultan's Battery to the Frontier; some trial traces for new lines only had been pegged; and as reported in my letter No 182 of 22nd Nov 65, I have withdrawn everyone, and left the Contractors a clear field East of the Battery. Most of it I shall be glad to receive tenders for Bridge work as far as Chalipoyar. But the improvement of the old road between

Pongolycottah

Pongolycottah and Chalipoyar can best be carried out Departmentally under Captain Kennedy whom I have already named to Government for charge of the entire line. That officer is not deserving of the imputation cast on him by para 9 of the Government Order in due reply; and I would respectfully bring to notice that any such failure on his part as that anticipated would have been amply justified by the orders of Govt in their Proceedings No 1101 of 21st October para 3. (Public Department).

4. To supply funds for Messrs Deaumont and Minchin this year I would indent on the large allotment of the Chamberlayne Grant, which would still leave an expenditure of Rupees 37,000 to be incurred on the Grant itself; quite as much as can be well spent. But I am quite at a loss how to raise funds for more work on Harbours Grant, so long as the Supreme Government enforces its orders against transfers from Military works - otherwise far more than the amount required would be available from the unappropriated balance of the grant of Rs 75,000 for New Artillery Barracks at Cannanore.

5. I shall reply to paras 7 and 8 of the Govt order in another letter. I have the honor &c

M. Walker Esq. M. B. E.
Superintending Engineer &c

Note: Rupees 150 per mile is added to the Contractors rate

rate for Road work, for Tracing.
25. per cent for Superintendence of Road works
is approved on account of the isolated situation.
But the Contract is capable of extension within
Mysore limits.

20 per cent is considered quite enough for
Superintendence of Bridge work, which is more
concentrated than Roadwork - offers to contract
for the entire Harbor Embankment and Road above
have been received, in which 20 per cent for Super-
intendence is considered sufficient by the Contrac-
tors and by Mr. Shaughnessy with forwards their
proposals.

MUR
23.11.65

Ex. 7. no. 22 / 65. 29. 12. 12
e. 101.000. 1865. 29. 1. III

226

o Separate from his former
connections in his letter to
you of 16 October and, recom-
mends the adoption of the
contract proposed by his
Government and himself,
and adds, "I am sure you
will forward it for-
ward."

October 23^d 1873
New York

Office Secretary to French
C. H. D. H.

The Superintendent, Cincinnati
7th Decr

Dep. 1865
John. J. 1865
from 1865

No. 2236.

OFFICE OF THE CONTROLLER, P. W. ACCOUNTS.
Madras, 29th Nov. 1865.

MEMO.

to be
returned

With reference to the accompanying Memo: N^o 162 dated the 24th Instant from the Superintendent Engineer 7th Division, the undersigned has the honor to request the Secretary to Government D. W. will be good enough to furnish him with a copy of any orders which may have been passed on the letter to Government. N^o 1559 dated 9th October 1865 for guidance. -

Captain R. E.

To
The Secretary to Government. D.M. Controller, P. W. Accounts.
Care - Fort St. George

From
 the Controller of M.
 Accounts.
 To
 the Secretary to Govt.
 Subject: George.

Dated 27th November 1865.
 Recd. 30th No. 2236.

Requesting to furnish
 for guidance with a copy
 of any orders which may have
 been passed on this matter to
 Government No. 1659 dated
 9th October 1865.

31264.
 3763-83761-1150 Dec 2/65

x Letter from the
 Controller to the
 Secy to Govt. No.
 1559 of 9th October
 so from Capt. Kennedy
 to the Controller No. 1148
 of 3rd October 1865.

1862
 From
 Lieut. Colonel A. W. Walker & Co.
 Superintending Engineering Division
 to
 Colonel C. A. Orr & Co.
 Secretary to Government D. P. W.

Sir,
 I have allowed the matter referred to in your
 endorsement of the 11th October on the Controller's letter
 of 1st 1859 of 9th Oct (herewith returned with inclosure)
 to stand over until I should have been able to consult
 with Captain Kennedy personally. And I now report
 on the subject to you, instead of arranging it with
 the Controller as directed, because the proposal I
 have to make is one that requires the approval of
 Government before it can be carried out.
 I have lately, and for the second time inspec-
 ted with much attention the road from the head of
 the Chamberlain's Shant by Tythery, Kulpatty, and
 Sullivan's Battery, to the Mysore Frontier; regarding
 which I lately addressed Government in letter of 1865
 of 2nd instant, deprecating conception to a surreptitious
 attempt to substitute for the portion between Tythery
 and Sullivan's Battery an entirely new line south of
 the Kulpatty. I was accompanied by Captain Ken-
 nedy & inspected his traces as far as east as the
 crossing of the Kulpatty River at a site chosen by
 us immediately after H. E. the Governor's last visit
 to Mysore. And I can safely say that a better
 or more direct line could not be wished, and
 that when opened as a dry weather road, as Captain
 Kennedy has every reason to expect it will be
 about

about Christmas next, it will be the most acceptable line to the majority of the Planters of South Mynad that could be made.

3 From the crossing of the Kulpatty River, through Chalipoya (or New Kulpatty) to old Kulpatty, parties are at work improving the existing line for early use by carts; and they will also open out new traces either made or reconnoitred, where required for about 5 miles beyond Kulpatty. Thence to Sultan's Battery for about 11 miles a very fair cart road already exists, for which a judicious outlay of the maintenance allowance and other available funds will do all that is required.

4 Of the 14 miles from Sultan's Battery to the frontier 10 have been regularly opened to a width of about 5 yards throughout, years ago; and though here and there the slopes are very objectionable and the nullah crossings require attention, there is no obstacle to any further cart traffic which cannot be easily and cheaply removed. 4 miles from the Mysore Frontier at Pongolycotta, where there is a pukka Dungalow the roof of which has been burnt off years ago, the made road abruptly ceases and nothing but a jungle track is found. But so easy is the lay of the ground that carts actually find their way through the jungle, which here is comparatively free from underwood and thorns.

5 Altogether I have thought it my duty on no account to withdraw from the operations already undertaken between Tyltherry (or the Moonat River) Kulpatty and Sultan's Battery. But pending final orders of Government on the subject, I have put a stop to the traces which I found commenced east of Sultan's Battery, leaving that portion as

as a clear field for proposing Contractors. On whom I would impose as to line and now the opening to 5 yards width of the 14 miles nearest the frontier, before any other portion of the road was touched, to make the most of the healthiest part of the year.

6 And my wish is that Captain Kennedy's charge be extended over the entire length of the approach from the frontier to his Ghaut; and in consideration of which that he be allowed the usual Mynad percentage on his present mode of rate salary of Rs 200. He has gone over all the ground with me, and knows thoroughly what to do, and is confident that he will be able to undertake the additional work; relief from which will enable the Supervisor in charge of North Mynad to devote himself entirely to his various operations in Manantoddy, and on distinct lines of Imperial and District Roads converging at that place. I here note that by some mistake a maintenance allowance for only 30 instead of 40 miles from the Mysore Frontier to Ambercherry Ghaut has been asked for and sanctioned, and request permission to rectify the same in the Budget of 1866/67.

7 But the opening of a cart Road to the Mysore Frontier will do no good till similar operations are carried out on the Mysore side to Goolchellah. The distance is estimated at 24 miles, without habitations for the first 15 miles to Pambaddy. A year or two ago the Mysore authorities commenced clearing a track through their jungles as the commencement of a good road, but I do not hear that any further steps have

4712 No. 2

You will remember that when His Excellency rode down this ghat about a year & two months ago it was clearly expected that the lower section of the ghat was to be open for carts to the crossing of

the old ghat (i.e. some 500 ft from the top)
by all February 1865.

3 This expectation has not been
fulfilled.

Work has of course been done,
but the upper 2 miles or so. of the portion
of the ghat under notice is now
practically as impassable for carts
as it was when His Excellency passed
down last year - and unless the work
is most vigorously pressed on - and
full amount of Cooly labor kept on
the ghat to supplement the Sapper labor
this portion of the ghat will not be made
passable for carts in the course even of the
present season.

4 It is true that there is and will
be a great demand for labor between the
ghat head & Kalpetta; as well as beyond
Kalpetta in order that the line from the
ghat head to Mysore may be opened as or-
dered by Government - But labor is un-
usually plentiful in Mysore this season.

*vide letter of duty
Engineer to Milford
Brammont & Litchfield
dated 16 Sept 1865
in Proceedings of Government
dated 21 Oct 1865
No 1101 - P. W. D.

vide also supplies
to Govt. dated 16
October 1865. P. 6
in Govt. Proceedings
d/17 Nov. 1865. No
3471 P. W. D.

and unless now available funds are diverted
too far, I am convinced that a sufficiency
may be had to open not only the road
above but the lower portion of the
ghat in the course of this season.

5 I am led to bring this matter
prominently to notice, as I see by the second
G.O. quoted above that Rs. 6000 to 7000
are transferred from the Jamberachery
ghat to another work, whilst other savings
from the ghat estimate are anticipated,
which are to be applied to the road from
the ghat head to the Mysore frontier.

The allotment for the ghat was
made on due consideration of its requirements
& the capabilities of expenditure - a better
supply of labor could hardly have been
anticipated, for as already said labor is
unusually abundant just now.

When there is so much to be
done on the ghat I most earnestly urge
that arrangements be made for doing it,
and I respectfully deprecate allowing
transfers of the funds (especially to works

unconnected with wages) instead of
requiring that they be expended on the
works for which they are allotted.

I have the honor to be

Your most obedt. Servt.

Cassallan
Collector

P.S. I send Copy of this letter to the
Superintending Engineer & Genl.

Cassallan
Collector

Copied CR


Oct 12 1866

file line/line

the Mysore frontier and
Sultan's Battery on the
line to ~~the~~ Suckrody at
the head of the Tamha.
Cherry Ghat, for a sum
of one lac of Rupees.

2. Colonel Walker
states that 10 of the 14
miles from Sultan's Battery
towards the frontier were
opened to a width of
5 yards some years ago,
and that the obstacles
to making the ^{ten miles} available
for dry weather cart traffic
are so inconsiderable as
to render it expedient, on
the ground of economy,
to leave their removal to
the Department. The
remaining distance of

4 miles from Poongaly-
cottah to the Mysore
frontier is represented to
require tracing and for-
mation, but the ground
to be traversed is stated
to be comparatively easy
to be worked on. Col
Walker accordingly
proposes to modify
Messrs Beaumont and
Minchin's estimate in
the following manner,
and he explains, in a
foot note to his letter
already quoted, the grounds
on which he has reduced
the rate for superintendence
on masonry work from
25 to 20 per cent -

Messrs Beaumont & Minchin's Estimate

As modified by the Supt. Engineer.

Masonry works _____ 45000

Masonry works _____ 45000

Forming roadway
at Rs. 2250 per
mile for 15 miles } 33750

Forming 4 miles of roadway
from Pongolcottah to the
all-year frontier, at Rs. 2100
per mile. } 8400

Superintendence @ 25 per
cent _____ 19750

Superintendence @ 20 per cent
on masonry works. } 9000

Contingencies _____ 1550

at 25 per cent on for-
mation of roadway _____ 2100

Rs. 100,000

Rs. 66,000

Rs. 50,000

3 Colonel Walker suggests that the Contractors should be required to open the 4 miles of road from Pongolcottah to the frontier to a width of 5 yards; that they should complete this before commencing any other work which they may stipulate for; that the designs of the proposed Bridges should be prepared

from actual sections to be taken at the selected sites, and that funds should be provided by the diversion of Rs. 16,000 from the Current year's allotment for the Tambracherry Ghat, the balance of the estimate being allotted in equal proportions during the next two years.

4 On full consideration, the Government think that Messrs Beaumont and Minchin's charge for superintendence may be allowed to stand; but, with this exception, they approve of the Supt. Engineering Engineer's estimate as a basis on which to found a

a contract. Colonel Walker will observe, however, from the fifth of the papers above recorded that Messrs Beaumont and Minchin have requested permission to retire from their undertaking, and to withdraw the tender which they had submitted.

The Government request that Colonel Walker will place himself in communication with those gentlemen, with a view of inducing them ^{to} reconsider their letter of the 29th ultimo, and he will, at the same time, intimate to them his willingness to receive tenders for the bridge.

92
bridge work on the road west of Sultan's Baiting as far as Chali poyer. Should Messrs Beaumont and Minchin still decide to undertake the work to the extent, and on the terms mentioned in para. 2 and 3, Col Walker will make arrangements for its execution by departmental agency, submitting the necessary plans and estimate for sanction with the least practicable delay.

5. On the recommendation and responsibility of the Superintending Engineer, the Government not object to the change of the entire length of road from

from Sue Kady to the
frontier being entrusted
to Captain Kennedy,
and, in consideration of
the heavy expenses of
living and travelling in
most unhealthy parts
of the County which will
now be entailed upon

that Officer, they are
~~pleased to extend to him~~
pleased to extend to him
the provisions of the order
of the 14th November 1862,
No. 3260, under which
an addition of 50 per
cent upon pay and
allowances is granted
to the members of the
P.W.D. who are employed
in

23
in the Wynad. The
Controller will be requested
to report from what source
the extra charge can be
met.

With reference to
the Superintending Eng^r,
proposed to divert a
sum of Rs. 16,000 from
the Tamhacherry Grant
allotment, his attention will
be called to the letter from
the Collector of Malabar,
above recorded, and he
will be requested, with re-
ference to the order in
para 2 of No. 3471,
of the 17th Ultimo, and
to the Collector's report
that "labor is unusually
plentiful in Wynad
this season," to push
on

on this important
work with the utmost
expedition.

7 The report promised
in para 5 of the Supg Engrs
letter No 185 should be
submitted at an early date.

8 The corrections which are
noted in Para 1 of
Colonel Walker's letter
of 23rd November 1865
will make the follow-
ing alterations in
allocments.

For

From Budget allotment
of Rs. 20,000

From Income Tax
Grant of Rs. 11,110

For road between Suchandy
and Vytheny — Rs. 11,226
" Koonoolth Bridge — " 5,940
" road from Vytheny to
Kulputty river — " 2,831
" road from Vytheny
to Kulputty river — " 2,052
" Kulputty Bridge — " 2,950
" road from Kulputty
river to Kochel's ^{the} front-
ier — " 6,108

9 This distribution is approved.

10- The Government
authorize the entry in the
Budget of 1866/67 of Rs.
4,400, instead of Rs.
3,300, for the maintenance
of the road from the
Tambacherry Shant
to the Mysore frontier.

// Adverting to para
7 of the Supg Engrs letter
No 182, His Excellency

The Governor in Council
resolves to address the
Commissioner of Nyere
upon the subject of con-
tinuing to Gondelpho,
in the Nyere country,
the road from Sukady
to the Nyere frontier.

W.H.

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Decr. 15th December

- 7 To The S. D. by the 15th of ~~18~~ 19
- 4 " Contr with 2 Enclos
- 3 " Acct to Rmly
- 5 " Collr of Kalabery
- 1 Info to Be amount and Inchoos
- 1 M. B. amount

Engineer of the 7th Div,

~~to~~ what measures
are in contemplation

for continuing this road
in the Mysore country
to Goondelpett -

[Signature]

Fort St George }
14th Decr. 1865 }

Recd^d 16th December / 65.
With copy of letter from
S^r 182 d/22^d / 11-65-

2

6th Dec

No 1865 Dupt
Pres. of Govt. of Dec. 8

No 3764
To the Commissioner
for the Govt. of the Territories
of His Highness, the
Maha Rajah of Mysore

24 Dec 55

C. P. 509/118

The Commissioner of Mysore
requested to state the measures
in contemplation for continuing
the above road in the Mysore
country to Goundelhatt.

No 268