

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2161	Press
446-47	~~Mis.~~
Dated 18. 7	1867.

Not to be folded or roughly handled

No. 446. Read the following letter from Messrs. PARRY & Co., Agents and Managers of the Southern India Coffee Company (Limited), to the Chief Secretary to Government, dated Madras, 3rd July 1867 :—

1. The Directors of the Southern India Coffee Company (Limited), which is very largely engaged in the cultivation of coffee in South Wynaad, and consequently deeply interested in the speedy completion of the Tambracherry Ghaut and the other imperial lines of road which have been so long in course of construction in that district, desire to bring to the notice of the Right Honourable the Governor in Council, the insignificant progress that has been made on these works, more especially the former, during the past year, and with this view they beg to submit, for his Lordship's information, some extracts from a letter giving an account of the condition of the ghaut, and of the road between Lackady and the Mysore frontier at the commencement of last month immediately before the setting in of the south-west monsoon. This letter is from one of the principal planters in South Wynaad, and was written in reply to one requesting him to be good enough to furnish full and accurate information as to what had been and was then doing on the above works.

2. Before proceeding to give these however, they trust they may be permitted to point out to his Lordship some of the difficulties planters have now to contend with in sending their crops down to the coast, and how important a question it is to the whole planting community of Wynaad, that the various ghauts and the roads on the plateau connected with them, bringing the different districts into communication with each other, and with the neighbouring countries of Mysore and Coorg, should be completed with the least possible delay.

3. At the present time the three ghauts, the Peria, Tambracherry, and Carcoor, leading respectively from the northern, the southern, and the south-eastern districts of Wynaad to the coast, are not ready for through bandy traffic. There is some probability, we understand, of the last named being sufficiently finished to let coffee be conveyed along its entire length in bandies, before the close of the crop season 1867-68, but not the slightest chance of either of the others being equally advanced. It is possible that the road-ways may be so far completed that a few bandies may be got up and down, but neither of them will be available for cart traffic to such an extent as to allow any considerable portion of the coming season's crops being sent over them on wheels. It is evident, therefore, that the planters' chief reliance for the conveyance of their coffee to the coast this year must still be, as on former occasions, on the bullocks brought by the Brinjarries into the district for this purpose.

4. It is not easy to arrive at an accurate estimate of the quantity of coffee grown in the three districts of Wynaad, and sent down to the West Coast for preparation and shipment, but from the most reliable information we have been able to obtain, we believe last year's crops to have amounted to nearly 4,000 tons, of which the greater portion found its way to the Malabar coast. This includes about 130 tons from the Ouchterlony Estates, despatched by the Carcoor Ghaut and shipped from Calicut.

5. This season the crops throughout Wynaad promise to be larger than they have been for years, and 7,000 tons are considered by those who have the best opportunities of forming an opinion, a moderate estimate of their probable outturn.

6. The shipping season on the Western Coast closes about the end of May, consequently unless the coffee arrives there at least a month earlier than this, it is frequently impossible to prepare it in time to ship it on that side, and it must in that case be sent over to Madras, and thus made to bear the additional cost of 400 miles of railway transit. The Directors mention this in order that his Lordship may understand how important it is to the owners of the coffee that there should be ample facilities in readiness to remove it from the estates as soon as it is in a condition to be sent down. Even with the small crop of last season planters experienced, in many instances, the greatest difficulties in procuring Brinjarry bullocks in sufficient numbers to carry their crops to the coast, and several cases have occurred, the Southern India Coffee Company itself being one of them, in which some portions of the crops have not yet reached the Western Coast, and will have to be brought over to Madras for shipment. If there was this difficulty in dealing with 4,000 tons, how much greater will it be when it becomes necessary to find the means of transport for 7,000 tons, or very possibly even a larger quantity.

7. His Lordship will better understand how great the difficulty is likely to be from the following figures. Taking the crop at 7,000 tons, and assuming that 1,000 tons are sent by bandies down the Carcoor Ghaut or by coolies to the bottom of the other ghauts, and thence by carts to the coast, which is a liberal estimate, it will require about 50,000 bullocks to transport the remaining 6,000 tons, taking a bullock load at four bushels of parchment coffee, and supposing each bullock to make three trips to the coast and back again. The Directors consider it scarcely necessary to remark that, with the experience of former years before them, they feel quite satisfied there is no probability of any such number of bullocks being forthcoming.

8. Having thus endeavoured to explain the chief difficulties to which planters will probably be exposed during the coming season, in procuring transport for their crops, they now proceed to give the extracts from the letter already referred to:—

“The ghaut is passable for bandies up to within a quarter of a mile of the junction of the old and new traces, the revetments up to that point are all permanent, but generally the road-way is only just wide enough for cart traffic, and I am afraid that until it is widened or a wall built at the side it will be very unsafe. The lower portions of the road are in a slightly worn condition, and there is every prospect of its being materially injured during the monsoon, as the centre of the road-way being lower than the sides, it acts exactly like a drain on the hill slope, and the wash will be very great. A quarter of a mile from the junction there is a very heavy revetment not yet commenced, although the stone for it is collected. I do not anticipate that it will be passable before the end of 1867. Beyond this to the old ghaut the work is not very heavy, and there are about 100 coolies employed on it. There is one permanent culvert here that should shortly be finished, all the other bridges, &c., on the ghaut being temporary ones only. The upper “five hundred feet” show no great progress, in some places the road is barely passable for horse traffic, in fact had I known the

“condition it was in, I would not have attempted it. It is possible that it may be widened sufficiently to enable a bandy to pass along its entire length by the end of next May (1868), but it will certainly not be ready for general cart traffic. The upper portion also, where the road passes along those tremendous precipices, must be widened somewhat more than is actually necessary to allow of two bandies passing each other, and a good revetment wall must be built to prevent a recurrence of such accidents as that which occurred there the other day, when a Government bandy endeavouring to go along it to fetch stones, fell over the side, and both cart and bullocks were dashed to atoms.

“As to the road between the top of the ghaut and the Mysore frontier, on the portion between Lackady and Vythery, there are four bridges and one culvert partially constructed to be finished, and various culverts to be built. Between Vythery and Culputty, as you are no doubt aware, Messrs. Hinde, Ferguson, and Yonge contracted to build all the bridges, culverts, and tunnels, the Konooth bridge only excepted, but the terms on which they undertook to do so have proved so unfavourable, that they propose, as soon as they have used up their present materials, to terminate the arrangement. Supposing them to finish two bridges, this will leave to be completed on this portion of the road two bridges of twenty feet span, one of sixteen feet span, two culverts arched, and thirteen tunnels, besides the Konooth bridge, which is the largest on the whole line, and being carried out under Captain Kennedy's immediate supervision. Of this, which has now been a very long time in progress, a great part of the west abutment has yet to be built, the east abutment to be raised, the west pier to be raised, and the east pier to be entirely built, the foundations not having been laid when I last saw it.

“Between Culputty and the Mysore frontier there are all the bridges, some very large ones, together with the culverts and tunnels to build. Messrs. Vertue, Minchin, and Co. took the contract to build the Culputty bridge, but as in the case of that of Messrs. Hinde and Co., already referred to, now find the terms on which they undertook the work so unfavourable, that they do not intend to carry it out beyond a certain point. Captain Kennedy admits that the road between Sultan's Battery and the Mysore frontier will never be passable for bandies until it is properly bridged, owing to the spongy nature of the soil.

“If we consider how little Captain Kennedy has accomplished this season under very favourable circumstances, with an abundant supply of labour, and working on ground close to his head-quarters, we cannot but ask, with serious misgivings, how long it will be likely to take him to complete all the work he has on hand, much of which will necessarily have to be carried out under very different conditions.”

9. The Directors have every reason to believe that the above extracts give a most accurate account of the state of the works on this ghaut, and the trunk road connecting it with the Mysore frontier, as they were a month since, and they trust his Lordship will not consider them, representing as they do a large body of shareholders deeply interested in the early completion of these works, unreasonable if they venture to express their great disappointment at so little progress having

Proceedings of the Madras Government, Public Works Department,
18th July 1867.

been made in them during the late fine season, a disappointment which they are able to state is fully shared in by the whole of the planters of South Wynaad.

10. The Directors would here beg respectfully to call his Lordship's attention to that paragraph in his reply to the address of the planters of South Wynaad, on the occasion of his visit to the district in November of last year, in which he made allusion to these very works, and after expressing his regret that Sir William Denison's instructions in regard to them had not been adhered to with greater accuracy, and that they had not been prosecuted with greater activity, went on to say, "Orders will be immediately given to finish the new road for cart traffic to the foot of the last acclivity in the ghaut with the least possible delay. Before the end of the working season of 1868 the whole of this arduous undertaking will be completed, and will be delivered in a sufficiently advanced state to public use."

11. The Directors have no hesitation in expressing their belief that if these orders had been carried out, as they might have been without difficulty, looking to the great abundance of labour available during the whole of this year, that the roads, and more especially the lower part of the ghaut from the bottom to the foot of the last acclivity, would have been in a very different condition to that in which they now are.

12. Though the Directors have only alluded to the inconvenience and difficulties connected with the transport of their crops to the coast, which the delay in completing the ghaut entails on planters, they feel it is scarcely necessary for them to point out to his Lordship that it is also a cause of very serious loss and inconvenience to them in many other ways, tending greatly to retard the progress of the district, by increasing the cost of procuring many articles so much, that no one, unless possessed of considerable capital, can attempt to get them up.

13. For instance there can be no doubt that if the ghaut were practicable for bandies, machinery and artificial manures would be very generally made use of, but at present the one is so difficult to carry up, and the other, with cost of transport added to its price on the coast, so much too expensive, that scarcely a planter attempts to procure either of them.

14. The Directors submit this statement to His Lordship the Governor in Council, in the earnest hope that, taking into consideration the various circumstances they have brought to his notice, he will see fit to issue instructions to the Officer in charge of the roads in Wynaad to have the orders given by his Lordship, during his tour in November last, carried out in the spirit in which they feel assured it was his intention they should be.

15. They would beg to state, in conclusion, that the opinions and feelings they have expressed with reference to the unsatisfactory progress and present position of the roads in the District of South Wynaad are not confined to themselves alone, but are equally those of every planter in the country.

Transferred to the Public Works Department for disposal.

(Signed) R. S. ELLIS,
Acting Chief Secretary.

Proceedings of the Madras Government, Public Works Department,
18th July 1867

No. 447. ORDER THEREON, 18th July 1867, No. 2,161.

CIVIL WORKS, No. 64.

1. The Government have perused with much attention the foregoing representations of the slow progress supposed to have been made last year on the construction of the ghauts and roads in Wynaad; but, on looking to the returns of the expenditure on those works for the period in question, and on examining the detailed description of the year's operations throughout that province, which has been laid before Government by the Officer in charge of them, His Excellency the Governor in Council cannot take the same unfavourable view as that expressed by the Directors of the Southern India Coffee Company of the result of the exertions which have been made to push forward those works, and to hasten the completion of all the communications which are necessary thoroughly to open up the country.

2. The Government, fully appreciating the difficulties which the still imperfect state of the communications of Wynaad occasions the planters, have endeavoured year by year to make as large assignments for the improvement of those communications as the urgent claims of equally important districts would allow; and so long as those appropriations can be shown to have been worked out with care, and with an intelligent view to the progressive advancement of the final object of providing Wynaad with a complete system of roads within a reasonable period of time, there appears to His Excellency in Council to be little real ground of dissatisfaction, or for complaint. There is nothing before Government to show that, considering the very great obstacles which the deficiency of labour, the scarcity of materials, and the nature of the climate oppose to the progress of all public works in Wynaad, either the attention of the Officers employed on those works has been misdirected, or the money at their disposal misapplied: It must be remembered that, at the instance of the planters, the Government consented to undertake the simultaneous construction of three new ghauts and the large extent of road which is required to lay open the whole of the plateau; but this course, which, in the opinion of many, was one of questionable expediency, having been entered upon, His Excellency in Council, making allowances for all the difficulties which the Executive Officers have met with in collecting labour and in being disappointed of the assistance which they had the expectation held out to them of obtaining from local contractors, and, seeing that the year's expenditure* fell little short of the large assignment,† cannot but think that the progress should be considered satisfactory, notwithstanding that the apparent result, especially towards opening the Tambracherry ghaut, is not such as to meet the emergent necessities of the planters for transport for their coming crops. Operations on the Tambracherry Ghaut were much retarded by sickness in the usually healthy season of the year, from August 1866 to January 1867, and by the rains extending to a very late period and thereby detaining labourers below the ghauts; but it is to be hoped that, with the increased efforts which will be made, the ghaut will be opened to a width sufficient to enable it to be made use of by carts by the end of 1868.

* Rupees 1,47,549.
† Rupees 1,50,208.

*Proceedings of the Madras Government, Public Works Department,
13th July 1867.*

3. It is the anxious desire of Government to fulfil with the least loss of time their undertaking to provide sufficient means of communication to Wynaad, and they have therefore this year made a still larger assignment† than heretofore for the purpose, and they will now press upon the Officer specially placed in executive charge the necessity of urging on operations to the utmost of his ability.

(True Extract.)

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

To Messrs. Parry & Co.,
,, Captain Kennedy.

Exd. S. T. Augustin.

Madras 3rd July 1867.

To
The Chief Secretary to Government
Fort Saint George.

Sir
The Directors of the Southern India Coffee Company Limited which is very largely engaged in the cultivation of Coffee in South Wynaad, and consequently deeply interested in the speedy completion of the Tambracherry Ghaut and the other imperial lines of road which have been so long in course of construction in that district, desire to bring to the notice of the Right Honorable the Governor in Council the insignificant progress that has been made on these works; more especially the former, during the past year, and with this view they beg to submit for his Lordship's information some extracts from a letter giving an account of the condition of the Ghaut, and of the road between Sackady and the Mysore frontier at the commencement of last month immediately before the setting in of the South West Monsoon. This letter is from one of the principal planters in South Wynaad and was written in reply to one requesting him to be good enough to furnish full and accurate information as to what had been and was then doing on the above works.

Before proceeding to give these however they trust they may be permitted to point out to his Lordship some of the difficulties planters have now to contend with in sending their crops down to the coast, and how important a question it is to the whole planting community of Wynnad that the various Ghauts and the roads on the plateau connected with them bringing the different districts into communication with each other, and with the neighbouring countries of Mysore and Coorg should be completed with the least possible delay.

At the present time the three Ghauts the Peria, Tambracherry and Carivar, leading respectively from the Northern, the Southern and the South Eastern districts of Wynnad to the coast are not ready for through Bandry traffic. There is some probability of the last named being sufficiently finished to let Coffee be conveyed along its entire length in Bandies before the close of the Crop season 1867/68, but not the slightest chance of either of the others being equally advanced. It is possible that the roadways may be so far up and down, but neither of them will be available for Cart traffic to such an extent as to allow any considerable portion of the coming season's Crops being sent over them on wheels. It is evident therefore that the Planters chief reliance for the conveyance of their Coffee to the coast this year

must still be, as on former occasions, on the bullocks brought by the Brinjairies into the district for this purpose.

It is not easy to arrive at an accurate estimate of the quantity of Coffee grown in the three districts of Wynnad and sent down to the West Coast for preparation and shipment, but from the most reliable information we have been able to obtain we believe last year's crops to have amounted to nearly 4000 Tons of which the greater portion found its way to the Malabar coast. This includes about 130 Tons from the Cutchlery Estates despatched by the Carivar Ghaut and shipped from Calicut.

This season the Crops throughout Wynnad promise to be larger than they have been for years, and 7000 Tons are considered by those who have the best opportunities of forming an opinion, a moderate estimate of their probable output.

The shipping season on the Western Coast closes about the end of May, consequently unless the Coffee arrives there at least a month earlier than this, it is frequently impossible to prepare it in time to ship it on that side, and it must in that case be sent over to Madras and thence made to bear the additional cost of 400 miles of Railway Transit. The Directors mention this in order that his Lordship may understand how important it is to the Owners of the Coffee that there should be ample facilities in readiness to remove it from the Estates as soon as it is in a condition to be sent down. Considerable sums

crop of last season. Planters experienced, in many instances, the greatest difficulties in procuring. Dringary bullocks insufficient in number to carry the ware to the coast, and several cases have occurred. The Southern India Coffee Company itself being one of them, in which some portions of the crop have not yet reached the Western coast and will have to be brought over to Madras for shipment. If there was this difficulty in dealing with 4000 Tons, how much greater will it be when it becomes necessary to find the means of transport for 7000 Tons or very possibly even a larger quantity.

His Lordship will better understand how great the difficulty is likely to be from the following figures. Taking the crop at 7000 Tons and assuming that 1000 Tons are sent by Banties down the Caracra Ghaut or by Coolies to the bottom of the other Ghauts and thence by Carts to the coast which is a liberal estimate, it will require about 5000 bullocks to transport the remaining 6000 Tons, taking a bullock load at 4 bushels of Parchment Coffee and supposing each bullock to make three trips to the coast and back again. The Directors consider it scarcely necessary to remark that with the experience of former years before them they feel quite satisfied there is no probability of any such number of bullocks being forthcoming.

Having thus endeavoured to explain the chief difficulties to which planters will probably be exposed during the coming season in procuring

transport for their crops they now proceed to give the extracts from the letter already referred to.

"The Ghaut is passable for Banties up to within a quarter of a mile of the junction of the old and new rivers, the rivetmen up to that point are all permanent but generally the roadway is only just wide enough for Cart traffic, and I am afraid that until it is widened or a wall built at the side it will be very unsafe. The lower portions of the road are in a slightly worse condition and there is every prospect of its being materially injured during the monsoon, as the centre of the roadway being lower than the sides, it acts exactly like a drain on the hill slope and the wash will be very great. A Quarter of a mile from the junction there is a very heavy rivetment not yet commenced although the stone for it is collected. I do not anticipate that it will be passable before the end of 1867. Beyond this to the old Ghaut the work is not very heavy and there are about 100 Coolies employed on it. There is one permanent Culvert here that should shortly be finished, all the other bridges on the Ghaut being temporary ones only. The Upper Five Hundred feet show no great progress in some places the road is barely passable for horse traffic in fact had I known the condition it was in I would not have attempted it. It is possible that it may be widened sufficiently to enable a bandy to pass along its entire length by the end of next May (1868), but it will certainly not be ready for general cart traffic. The Upper

portion also where the road passes along these
tremendous precipices must be widened somewhat
more than is actually necessary, a line of bar-
bancies passing each other and a good revetment
wall must be built to prevent a recurrence of
such accidents as that which occurred there
the other day when a Government Bencher
endeavouring to go along it to fetch stones
fell over the side and both Cart and bullocks
were dashed to atoms.

As to the road between the top of the
Ghaut and the Mysore frontier, on the portion
between Lackahy and Vythery there are four
bridges and one Culvert partially constructed
to be finished, and various culverts to be built.
Between Vythery and Culpully as you are
no doubt aware, Messrs. Hindle, Ferguson &
Young contracted to build all the bridges,
Culverts and tunnels, the North Bridge
only excepted, but the terms on which they
undertake to do so have proved so unfavorable
that they propose as soon as they have used
up their present materials to terminate the
arrangement. Supposing them to finish the
bridges this will leave to be completed on this
portion of the road, two bridges of 20 feet span,
one of 16 feet span, two Culverts arched, and
thirteen tunnels, - besides the North Bridge
which is the largest on the whole line and
being carried out under Captain Hindle's
immediate supervision. Of this which
has now been in progress for a long time in progress.

part of the west abutment has yet to be built, the
East abutment to be raised, the West Pier to be
raised and the East Pier to be entirely built,
the foundations not having been laid when I
last saw it.

Between Culpully and the Mysore
frontier there are all the bridges, some very large
ones, together with the Culverts and tunnels to
be built. - Messrs. Hindle, Ferguson & Young took the con-
tract to build the Culpully Bridge, but as in
the case of that of Messrs. Hindle & Co already
referred to, now find the terms on which they
undertook the work so unfavorable that they
do not intend to carry it out beyond a certain
point. Captain Kennedy admits that the
road between Sultan's Battery and the Mysore
frontier will never be passable for bandies
until it is properly bridged, owing to the
spongy nature of the soil.

If we consider how little Capt Kennedy
had accomplished this season under very favor-
able circumstances, with an abundant supply of
labor and working on ground close to his
head Quarters we cannot but act with serious
misgivings how long it will be likely to take
him to complete all the work he has on hand,
much of which will necessarily have to be carried
out under very different conditions.

The Directors have every reason to
believe that the above extracts give a most accu-
rate account of the state of the work on this
Ghaut and the branch road connecting it with

the Mysore frontier as they were a month since;
and they trust his Lordship will not consider
them representing as they do a large body of
share holders deeply interested in the early comple-
tion of these works, unreasonable if they continue
to express their great disappointment at so little
progress having been made in them during
the late four seasons, a disappointment which
if they are able to state is fully shared in by the
whole of the planters of South Wynnad.

The Directors would here beg respectfully
to call his Lordship's attention to that para-
graph in his reply to the address of the Estates
of South Wynnad on the occasion of his visit
to the District in November of last year, in which
he made allusion to these very works and after
expressing his regret that Sir William Denison's
instructions in regard to them had not been
adhered to with greater accuracy, and that they
had not been prosecuted with greater activity,
went on to say, "orders will be immediately
given to finish the new Road for cart traffic
to the foot of the last acclivity in the Ghaut with
the least possible delay. Before the end of the
working season of 1868 the whole of this arduous
undertaking will be completed, and will be
delivered in a sufficiently advanced state to
public use."

The Directors have no hesitation in express-
ing their belief that if these orders had been
carried out as they might have been without
difficulty, looking to the great abundance of labor

available during the whole of this year, that
the roads, and more especially the lower part
of the Ghaut from the bottom to the foot of the
last acclivity, would have been in a very different
condition to that in which they now are.

Though the Directors have only alluded
to the inconvenience and difficulties connected
with the transport of their crops to the coast,
which the delay in completing the Ghaut
entails on planters, they feel it is scarcely
necessary for them to point out to his Lordship
that it is also a cause of very serious loss
and inconvenience to them in many other
ways, tending greatly to retard the progress
of the District by increasing the cost of procuring
many articles so much, that no one unless
possessed of considerable capital can attempt
to get them up.

For instance there can be no doubt that
if the Ghaut were practicable for land cars,
machinery and artificial manures would
be very generally made use of, but at present
the one is so difficult to carry up and the
other with cost of transport added to its price
on the coast so much too expensive, that scarcely
a planter attempts to procure either of them.

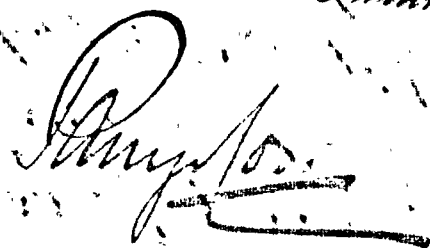
The Directors submit this statement to His
Lordship the Governor in Council in the warmest
hope that taking into consideration the various
circumstances they have brought to his notice,
he will see fit to issue instructions to the
Officer in charge of the Road in Wynnad to

have the orders given by his Lordship during
his tour in November last carried out in the
spirit in which they feel assured it was his
intention they should be.

They would beg to state in conclusion
that the opinions and feelings they have expressed
with reference to the unsatisfactory progress
and present position of the roads in the district
of South Wymond are not confined to themselves
alone but are equally those of every planter in
the country.

We have the honor to be
Sir

Your most obedient servants



Agents & Treasurers
Southern India Coffee Company Limited.

Proceedings of the Madras Government
Under date the 18th July/67

Read the following

From Messrs Parry & Co.
Agents & Manager of the
South India Coffee Co. (Limited)
Here enter No. dated 3rd July/67

The Government
have perused with much
attention the foregoing
representations of the
supposed to have been made
slow progress which was
made last year on the
construction of the ghats
and roads in Wynnaad;
but, on looking to the
Returns of the expendi-
ture on those works for
the period in question,
and on examining the
detailed description of
the year's operations
throughout that pro-
vince

Transferred to the Public Works De-
partment for disposal.

Received

To the Public Works Department

By Chief Secretary

No. 1026

18th July 1877

18th July 1877
1877-78
From Messrs Parry & Co.
Agents & Manager of the
South India Coffee Co. (Limited)

Complaining against
the non-completion of
the work in the Wynnaad
especially that on the
Wynnaad Ghats.

2161-1877 July 1877

Transmitted.

views, which has been
sent before Government
by the Officer in charge
of them, His Excellency
the Governor in Council
cannot take the same
unfavorable view as
that expressed by the
Directors of the Southern
of India Coffee Company
of the result of the exertions
which have been made
to push forward those
works, and to hasten the
completion of all the
communications which
are necessary thoroughly
to open up the country.

2. The Government,
fully appreciating the
difficulties which the still
imperfect state of the
communications ^{of Wynad} occa-
sions the Planters, have
endeavoured year by
year to make as large
assignments for the

now

improvement of those
communications as the
urgent claims of equally
important Districts
would allow; and so
long as those appropri-
ations can be shown to
have been worked out
with care, and with an
intelligent view to the
progressive advancement
of the final object of
providing Wynad with
a complete system of
roads within a reason-
able period of time,
there appears to His Ex-
cellency in Council to
be little real ground of
dissatisfaction, or for
complaint. There is no-
thing before Government
to show that, considering
the very great obstacles
which the deficiency of
labor

labor, the scarcity of materials, and the nature of the climate oppose to the progress of all public works in Wynad, either the attention of the Officers employed on those works has been misdirected, or the money at their disposal mis-applied. It ~~is to be regretted that,~~ must be remembered that, at the instance of the Planters, the Government consented to undertake the simultaneous construction of three new ghats and ~~such a~~ ^{big} large extent of road ~~as~~ ^{which} is required to lay open the whole of the plateau; but this ~~was the~~ ^{course having} ~~been committed~~ ^{been} His Excellency in Council, making allowances for all the difficulties which

course, having been entered upon which is the opinion of many was one of question the expediency

the

+ Rs: 1,47,549

& Rs: 1,50,208.

the Executive Officers have met with in collecting labor and in being disappointed of the assistance which they had the expectation held out to them of obtaining from local contractors, and, seeing that the year's expenditure fell little short of the large assignment, cannot but think that the progress should be considered satisfactory notwithstanding that the apparent result, especially towards opening the Sambracherry ghaut, is not such as to meet the emergent necessities of the Planters for transport for their coming crops. Operations on the Sambracherry ghaut were much retarded

by

by sickness in the usually healthy season of the year - from August 1866 to January 1867 - and by the rains extending to a very late period, and thereby detaining labourers below the ghauts; but it is to be hoped that, with the increased efforts which will be made, the ghaut will be opened to a width sufficient to enable it to be made use of by carts by the end of 1868.

3. It is the anxious desire of Government to fulfil with the least loss of time their undertaking to provide sufficient means of communication to Wynaiid, and they have therefore this year made

Rs. 2,154.97
 Rs. 2,37,178 out of an aggregate allotment of Rs. 6,65,000 for the entire Presidency

Specialty charge
 for execution charge

still larger assignment than heretofore for the purpose, and they will now press upon the Officer in executive charge the necessity of urging on operations to the utmost of his ability.

W. H. P.

Mepr Parryt Co.
 Capt. Kennedy

Sept 1867

16
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Pub. Works 1867 Report

Pro. of Govt. for July

No. 2161

Pro. of the Madras Govt.
Of 18th July 1867

Having addressed
the representations made by
the Agent and Manager
of the Southern India
Coffee Company (Limited)
of the slow progress
supposed to have been
made last year in the
construction of Ghauts
and Roads in Mysnad.

No. 446-467

c. 12th July 1867. No. 15th