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MADRAS RECORD OFFICE.

Government of Madras.

P. W.

DEPARTMENT.

G.O. No. <u>1164.</u>	Press Mis.
<u>264-5.</u>	
Dated <u>18-4-</u>	<u>1868.</u>

Not to be folded or roughly handled

K.S.A.

*Proceedings of the Madras Government, Public Works Department,
18th April 1868.*

No. 264. Read the following letter from the Special Executive Engineer, Wynaad, to the Secretary to Government, Department Public Works, dated Luckadie, 27th February 1868, No. 123 :—

1. At the request of the Chairman of the Planters' Association of South Wynaad, I have the honor to forward the accompanying Memorial, and in so doing I beg to offer the following remarks.

2. The substance of the Memorial appears to be that certain of the Planters of this district state that they are suffering pecuniary loss owing to the Tambracherry Ghaut not being yet open for cart traffic, and that they consider that the grievance would be removed by offering sufficiently remunerative terms to attract competent contractors to complete the work more rapidly.

3. I believe that such terms would require to be at least four times as large as the work is now being carried on at, and of course unless the Government is prepared to sanction proportionately increased grants and estimates, it will follow that the result will be that where a mile is now completed, only a quarter of a mile will be done, and I do not see that the desired object can be thereby gained.

4. If the amount I have asked for can be granted, my expenditure on the Tambracherry Ghaut, in the current official year, will amount to Rs. 50,000, and I have no hesitation in saying that full value can be shown for the money laid out. During no season, since I have been in Wynaad, has labor been so abundant, and in no equal length of time has anything like the same progress been made, as since the last monsoon ceased.

5. I do not share the fears of the Memorialists that the ghaut will not be ready for the transport of the next Coffee crop in carts, by all who choose to adopt that mode of carriage, nor in saying this do I limit the result to merely making the road simply passable; the condition in which I expect the ghaut to be before I pronounce it ready for use, will comprise the completion of the whole of the earth-work, and a width over rock in no place less than twelve feet, *exclusive* of a parapet making a safe and easy road for any description of traffic.

6. With regard to the lower section of the ghaut I beg to say that a great mistake has been made by the Memorialists in the width assigned to it; instead of a greater width than eight or ten feet being the exception, there is no single spot where it is so narrow; and as to its being passable for carts I can only state, that since the end of November it has been daily used for the transport of materials in carts from the foot to within 300 yards of the junction with the old ghaut. The only obstacle to its practicability to the precise spot referred to being a short piece of blasting now nearly finished. This trifling difference would have been of no account had there been any disposition to make use of the road, and had I seen any such disposition I would have quickly made the spot passable by some temporary expedient; to have done so for no purpose would have been a waste of labor. The fact is, however, (as I have always maintained) that until the ghaut is finished throughout, cart owners will not be induced to use the road, as there are no conveniences, such as grazing, camping ground, or water; and the length of the road precludes their coming up from the foot of the ghaut, loading, resting their cattle, and returning the same day.

7. As regards other points of the Memorial I beg to observe, that with respect to the completion of the Koonuth bridge before the monsoon of 1866 I am unaware of any such promises having been made.

done;

Proceedings of the Madras Government, Public Works Department.
18th April 1868.

8. The failure of contractors to complete bridges and culverts undertaken by them has arisen entirely from their want of knowledge of such work, and their inability to spare time to give it the necessary supervision, not from inadequacy of rates, which are very greatly in excess of those at which work can be carried out departmentally. It is impossible to give rates sufficiently high to cover mistakes of management, want of precaution, and bad manufacture of materials—contingencies which can scarcely fail to happen when the contractors have no experience of the work they undertake; that they themselves acknowledge this in some measure, I think is shown; as in one instance after complaining that terms were inadequate, and after I had offered, indeed asked, that the contract should be given up, the contractors, rather than do so, engaged a gentleman to undertake the superintendence of the work at a monthly salary, and a promise of half the profits; making it reasonable to presume that the previous failure to secure profits was believed by themselves to arise from defective and inexperienced supervision.

9. Of course, the Memorialists have far better means of arriving at the average cost of transport of their crops than I can have; but I think it should have been stated that the ton spoken of by them refers not to the weight as sent off from the estates, but to that after the Coffee has been prepared at the coast and is ready for shipping; the bushel of Coffee, as it leaves the estate, weighs 40 pounds, and so runs 56 bushels to the ton; it takes, however, 92 bushels of the same to produce that weight after being prepared. The comparison of distance between north and south Wynaad has been taken from Vythery, while I fancy the cost per ton in the former case has been estimated from a part of the district, the nearest to the Peria Ghaut, and therefore most accessible; and in the latter, the more distant estates have been taken into computation. The average rate at which Coffee has been carried from Vythery and its neighbourhood has been between 6 and 7 Annas per bushel; taking the higher rate, this would give about Rupees 40 per ton, so that the average is doubtless raised by the cost from considerably greater distances, as would I fancy be also the case in North Wynaad were the same mode of estimate adopted; indeed from the rates given for carts to the coast, I am not sure whether, in estimating the rate per ton, the Memorialists have not inadvertently been led into the error of confounding the ton as it leaves the estate, and as it is when cured; the cost between the two being as between 56 and 92. I can hear of no case in which more than 12 Annas per bushel has been given in South Wynaad; consequently, in giving an average cost of Rupees 60, it must be that it refers to the ton of Coffee shipped; while either the average for North Wynaad is too low, or else the ton as despatched from the estates has been taken into consideration. If I am correct in my surmise the comparison between the two districts is not anything like so disadvantageous to South Wynaad as estimated by the Memorialists.

10. I have thought it my duty to make these remarks, but at the same time I beg to say that I do so in no spirit of opposition to the wishes of the Memorialists, for I should be only too glad to see *really* experienced and competent contractors coming forward with tenders for work in the district; but because I do not think I should be justified in forwarding on such a document silently, when so large a pecuniary demand is sought to be made on grounds of which I am prepared to dispute the validity.

Proceedings of the Madras Government, Public Works Department,
18th April 1868.

From the Chairman of the Planters' Association, South Wynaad, to His Excellency Lord NAPIER in Council, Governor of Madras Presidency.

1. We, the Members of the Planters' Association in South Wynaad, beg to call the earnest attention of your Lordship in Council to the serious loss and inconvenience to which we are subjected by the present unfinished and impassable state of the Tambracherry Ghaut.

2. We may at once state we have no wish in this petition to censure the efforts made by Captain Kennedy, the Officer in charge, but it is clearly obvious, when reviewing the work accomplished during the last eight years, that under the present system there is very little prospect of the work being completed for many years to such an extent as to relieve us from the serious difficulties we have now to contend with in despatching our Coffee to the coast.

3. We are aware that Captain Kennedy is very sanguine that the upper portion of the ghaut will be finished this season, (that is, sufficiently to admit of a bandy passing its entire length,) but we most respectfully warn your Lordship in Council in particular in calculating on this (we are compelled to say) too sanguine an expectation, that portion, viz., to the foot of the upper acclivity, the completion of which was promised by your Lordship when in Wynaad to be rendered passable for bandies by the end of 1867 is not yet finished, and will not be for a long time to come, and as a further illustration of this point we would refer to the Oonkuth bridge, which was promised for the monsoon of 1866, but which is yet not more than half completed. We must now place before your Lordship a fair statement of the loss and difficulties we have been this year subjected to—difficulties which the larger crop of next season will materially enhance.

4. It may be fairly estimated that the crop secured this season in South Wynaad represents (without native Coffee, the quantity of which it is at present difficult to determine) fully 2,000 tons.

5. From this must be deducted 200 tons estimated as the crop of Teriout, which has been despatched down an abandoned ghaut in preference to that of Tambracherry.

6. The average rates ruling this season for the transport of our Coffee to the coast from Wynaad to Calicut, a distance of 40 miles, may be calculated at Rupees 60 per ton; and assuming that the whole of the Coffee is despatched, (of which we cannot but entertain serious doubts,) this on 1,800 tons shows a total outlay of Rupees 1,08,000.

7. In North Wynaad on the contrary, owing to the partial completion of the Peria Ghaut, the cost of transport to the coast, or shipping port of Tellicherry, (the distance being 12 miles greater than from Vythry to Calicut,) has not exceeded Rupees 25 per ton from the Dindamul Valley, or say on 1,800 tons, Rupees 45,000, thus showing a loss entailed by us of Rupees 63,000 this season alone.

8. We have stated that the Range Officer is sanguine that the ghaut will be passable for carts this season, but we think it necessary to point out to your Lordship what such completion really means, even if it be effected.

9. Of the lower portion, the first mile and a half is apparently completed to its full width and partially metalled. From this point to the head of the ghaut, (if we except the portions that were simple earth-work,) the road is not more than from 8 to 10 feet in width. Thus, even should Captain Kennedy carry out his professions, and render the upper part passable, it will only be as a bridle-road, not even half completed, dangerous for carts, and therefore not leading to those great and desirable results which have been so long and anxiously looked for.

10. When, therefore, we consider that to produce even this it has taken no less than eight years, we feel that we are justified in earnestly petitioning Government to call on the Range Officer to adopt other and more speedy means to complete this most beneficial undertaking.

11. That such means are obtainable we respectfully submit, and we would urge on the Government the advisability of authorizing and instructing Captain Kennedy to offer portions of the ghaut on contract, at rates sufficiently remunerative to induce practical men to undertake the work—a course which has not hitherto been adopted. It will most probably be argued by Captain Kennedy, that although he has let out contracts on the plateau, the work done has been but slow, and not answering to his expectations; but we would most respectfully submit to your Lordship, that although contracts for some of the bridges and culverts on the plateau have been taken,

done;

*Proceedings of the Madras Government, Public Works Department,
18th April 1868*

and the work partially executed, the rates sanctioned for such work have proved so inadequate, that we can scarcely look forward to any extension of the ghaut-work by these means, unless more proportionately remunerative rates are offered.

12. In conclusion, we would respectfully urge on your Lordship to give our statement your best consideration.

No. 265.

ORDER THEREON, 18th April 1868, No. 1,164.

CIVIL WORKS, No. 35.

1. The Planters' Association of South Wynaad represent the inconvenience to which its members are

subjected in consequence of the non-completion of the Tambracherry Ghaut in time to allow the Coffee crop of South Wynaad of this season to be conveyed to the coast by that route on carts, and, disclaiming any desire to impute blame to the Officer in charge, the Association attributes the backwardness of the works to the system on which they are carried on, and recommends that they be given out on contract at such enhanced rates as will induce parties to take them up and complete the ghaut in the speediest possible manner.

2. On a similar complaint by Messrs. Parry & Co., as the Agents of the Southern India Coffee Company (Limited), of the slow progress of this as well as other ghauts leading into Wynaad, and of the roads on the plateau, the Government, taking into consideration the magnitude of the operations on the extensive series of works that had been simultaneously undertaken for the accommodation of the Planters, and looking to the difficulties that have been encountered, were of opinion that the progress which had been made could not be considered unsatisfactory. The Government are still of that opinion, but nevertheless, though confident that Captain Kennedy will not spare any exertion to bring the ghaut to completion and to open it to wheel traffic at the earliest possible date, His Excellency in Council will not object to any part of the work being entrusted to contractors if any can be found to come forward to undertake it at reasonable rates.

3. With a view to the satisfaction of the Planters the Government have determined to send at a convenient time to the spot a special Officer whose duty it will be to confer with Captain Kennedy and with the Members of the Planters' Association, to make to Government a report on the state and prospects of the works, and to suggest any means which he may deem advisable for securing the desired object beyond all doubt, viz., the opening of the ghaut in some practicable form for cart traffic before the commencement of the next export season. Captain Mullins, of the Royal Engineers, will be requested to undertake the duty in question, and, in order to this, he will proceed to the spot in June or July when, the fever season being over, the climate of the Wynaad will be sufficiently healthy.

4. In embracing this resolution the Government, however, desire to mark their high sense of the spirit and perseverance with which Captain Kennedy has prosecuted a work involving an unusual degree of labor and danger to health.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Chairman of the Planters' Association, South Wynaad.
To Captain Kennedy.
∴ Captain J. Mullins, R. E.

Exd. F. R. Bantleman.

minutes
I do not know in this case
order submitted with the
I've since your part the
Planters of South Wynaad
has been delayed by
promises which have not
been fulfilled, rising, it
may be, to various causes
which could not be
prevented or foreseen -
I think it would be
very desirable to take an early
opportunity of sending a
practical Engineer officer
in no way connected with

past failures or past criticism
in Wymond & inspect the works at
the Lambourn plant and on
the work being & it from the
inspector from it and to present
forth with a full report on
the present state of the works,
and with any suggestions he
can offer for improving their
execution without materially
increasing their cost.

I would suggest that Captain
Pendergast who has shown
himself an efficient engineer looking

Engineer and who is a man
of whom the Government is justly
proud should be appointed
on this duty as soon as the
free season in Wymond
is over, that is in June or
July, and that the
plant be improved and
be well & work.

G. J. Cunningham

27 April 68
I agree & I have suggested an addition
to the order but I don't think we can
have Capt. Pendergast. I would suggest
Colonel. Connell. - N

No 123.

Special Executive Engineer's
Office, Wynaud, Cuddalore
24th February 1868.

From,
The Special Executive Engineer
Wynaud

To,
The Secretary to Government
Department Public Works
Madras.

Sir,

At the request of the Chairman
of the Planters Association of South Wynaud,
I have the honor to forward the accompanying
Memorial, and in so doing I beg to
offer the following remarks.

2. The substance of the memorial
appears to be that ^{certain} the Planters of this District
state they are suffering pecuniary loss owing
to the Tambcherri Grant not being yet
open for Cart traffic; and that they consider
that the grievance would be removed by
offering sufficiently remunerative terms to
attract competent Contractors to complete
the work more rapidly.

3. I believe that such terms
would require to be at least four times as
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and of course unless the Government is pre-
pared to sanction proportionately increased
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done;

done; and I do not see that the desired object can be thereby gained.

4. If the amount I have asked for can be granted, my expenditure on the Tamborcherry Ghant in the Current Official Year will amount to Rupees 50,000, and I have no hesitation in saying that full value can be shown for the money laid out. During no season since I have been in Wynaad, has labor been so abundant; and in no equal length of time, has any thing like the same progress been made as since the last Monsoon ceased.

5. I do not share the fears of the Memoriatists that the Ghant will not be ready for the transport of the next Coffee Crop in Carts, by all who choose to adopt that mode of carriage; nor in saying this, do I limit the result to merely making the road simply passable: the condition in which I expect the Ghant to be ~~in~~ before I pronounce it ready for use, will comprise the completion of the whole of the earthwork; and a width over rock in no place less than 12 feet, exclusive of a parapet; making a safe and easy road for any description of traffic.

6. With regard to the lower section of the Ghant I beg to say that a great mistake has been made by the Memoriatists in the width assigned to it: instead of a greater width than 8 or 10 feet being the exception, there is no single spot where it is so narrow; and as to its being passable for Carts,

Carts, I can only state that since the end of November it has been daily used for the transport of materials in Carts from the foot to within 300 yards of the junction with the old Ghant. The only obstacle to its practicability to the precise spot referred to being a short piece of blasting now nearly finished. This trifling difference would have been of no account had there been any disposition to make use of the road; and had I seen any such disposition I would have quickly made the spot passable by some temporary expedient. to have done so for no purpose would have been a waste of labor. The fact is, however, (as I have always maintained) that until the Ghant is finished throughout, Cart owners will not be induced to use the road, as there are no conveniences such as grazing, camping ground, or water, and the length of the road precludes their coming up from the foot of the Ghant, loading, resting their cattle, and returning the same day.

7. As regards other points of the Memorial, I beg to observe that with respect to the completion of the Hornum Bridge before the Monsoon of 1866, I am unaware of any such promises having been made.

8. The failure of Contractors to complete Bridges and Culverts undertaken by them has arisen entirely from their want

want of knowledge of such work, and their inability to spare time to give it the necessary supervision, not from inadequacy of rates, which are very greatly in excess of those at which work can be carried out Departmentally. It is impossible to give rates sufficiently high to cover mistakes of management, want of precaution, and bad manufacture of materials, contingencies which can scarcely fail to happen when the Contractors have no experience of the work they undertake; that they themselves are ignorant of this in some measure, I think is shown; as in one instance after complaining that terms were inadequate, and after I had offered, indeed asked, that the Contract should be given up, the Contractors, rather than do so, engaged a gentleman to undertake the superintendence of the work at a monthly salary, and a promise of half the profits; making it reasonable to presume that the previous failure to secure profits was believed by themselves to arise from defective, and inexperienced supervision.

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13
from the Estates, but to that after the Coffee has been prepared at the Coast, and is ready for shipping; the bushel of Coffee as it leaves the Estate weighs 40 lbs, and so runs 56 bushels to the Ton - it takes however 92 bushels of the same to produce that weight after being prepared; the comparison of distance between North and South Wynnae has been taken from Vythery - while I fancy the cost per Ton in the former case has been estimated from a part of the District the nearest to the Porin Ghant, and therefore most acceptable; and in the latter, the more distant Estates have been taken into computation. The average rate at which Coffee has been carried from Vythery and its neighbourhood has been between 6 and 7 annas per bushel; taking the higher rate, this would give about 40 pice per Ton; so that the average is doubtless raised by the cost from considerably greater distances, as would I fancy be also the case in North Wynnae were the same mode of estimate adopted: indeed from the rates given for Carts to the Coast, I am not sure whether in estimating the rate per Ton the Memorialists have not inadvertently been led into the error of confounding the Ton as it leaves the Estate, and as it is when cured; the cost between the two being as between

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I have thought it my duty to make these remarks, but at the same time I beg to say that I do so in no spirit of opposition to the wishes of the Memorialists, for I should be only too glad to see really experienced, and competent Contractors coming forward with tenders for work in the District, but because I do not think I should be justified in forwarding on such a document silently, when so large a pecuniary demand is sought to be made on grounds of which I am prepared to dispute the validity.

I have the honor to be
Sir,
Your most obedient servant

W. H. Munn
Captain
Special Executive Engineer
Wynaad.

the Officer in Charge,
the Association attri-
butes the backward-
ness of the works to the
depth on which they
are carried on, and re-
commends that they
be given out on con-
tract at such enhanced
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and complete the shunt
in the speediest possible
manner.

Para 2 - On a similar
complaint by Messrs
Parry & Co., as the Agents
of the Southern India
Coffee Company (Limited),
of the slow progress of
this as well as other
shunts leading into
Wynad

19
Wynad, and of the roads
on the plateau, the
Government, taking
into consideration the
magnitude of the opera-
tions on the extensive
series of works that
had been simultane-
ously undertaken
for the accommodation
of the Planters, and
looking to the difficul-
ties that have been en-
countered, were of opinion
that the progress which

20
4

To the Chairman of the
Planters' Association
Sutta Wynad -
Capt. J. Mullins -
Capt. J. Mullins -
Dec 2 18/68

will be agreed to
undertake the work
in question, and in
order to this end
to the extent of the
work, when the Government
are being over-
the climate of the
Wynad will be
sufficiently healthy

the earliest possible
date, His Excellency
no Council will not ob-
ject to any part of the
work being entrusted
to contractors if any
can be found to come
forward to undertake
it at reasonable
rates.

*Paras. The resolution
The gov. however desire to
mark their high sense
of the spirit and patriotism
with which Capt Kennedy
has prosecuted a work
involving an unusual degree
of labour and danger
to health.

advisable for securing the
demerit spirit by and
all due to viz. the
expenses of the. grant
in some quarters the. form
for cart traffic to
the commencement of
the next export
season. Capt

I would add in
place

Place with a view to the
satisfaction of the
Planters, ~~and their~~
~~speedy completion of~~
~~a work so important~~
~~to their interests~~ the
government have determined
to send ^{at an early time} to the spot
a special ^{officer} Engineer
whose duty it will be
to confer with Capt.
Kennedy as with
the members of the
Planters association,
to make to gov. an
report on the state and
progress of the works,
and to suggest any means
which he may deem

259-260
Pub. Works 1868 Septth
Pro. of Govt for April

No 1164

Pro. of the Master's Govt
of 18th April 1868

Passing orders on the
Memorial from the Planters
Association South Trinidad
forwarded by Captain Kennedy
relative to the slow progress of the
Timber cutting & saw work-

No 264 & 265

spe- some can be
in the the
e. to March 1868. Station. D
proper to suggest any means
that he may see