M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3264	Press ~~Mis.~~
1878-79	
Dated 9 10	18 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th October 1869.

No. 178. Read the following letter from the Officer in charge of Public Works Operations in the Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 16th September 1869, No. 309 :—

With reference to G. O., dated 27th August 1869, No. 2,811, I hope I shall be excused for suggesting an alteration in the classification of the Imperial Roads in Wynaad proposed by the Government of India, which will in no way interfere with the principle involved, but, I respectfully venture to submit, will be more convenient and compact.

2. With this view I beg to place side by side the two arrangements, and have prepared two skeleton Maps of the district, which will explain what I propose.

Classification proposed by the Government of India.	*Alterations suggested by Executive Engineer.*
No. 1.—Periah Ghaut and road, *vid* Manantoddy, Sultan's Battery, and Goodalore to the Eastern frontier of Wynaad.	No. 1.—Periah Ghaut road, *vid* Manantoddy to Bowalli on the frontier, being a portion of the line from Mysore to Tellicherry.
No. 2.—Manantoddy to the Tambercherry Ghaut, included latter.	No. 2.—Tambercherry Ghaut and road, *vid* Vythery, Culpathy, and Sultan's Battery to Mysore frontier, being portion of the line for Goondalpett in Mysore to Calicut.
No. 3.—From the Mysore frontier through Sultan's Battery to No. 2 Road.	No. 3.—Carcoor Ghaut, *vid* Goodalore to Tippacadoo on the eastern frontier of Wynaad, forming junction with road from Goondalpett to the Neilgherry Hills, and being frontier of the line, *vid* Nellumboor, the teak plantations, and Areacode, to Beypore and Calicut.

3. The two principal reasons I have to advance for the alteration are, that it would make it geographically easier for one officer, or subordinate, to superintend each line; whereas, in the other case, it would be necessary to apportion the works of each estimate between two or three persons, and of course multiply accounts; the other reason is that I consider that the classification of roads should follow the direction of traffic; and as it would never happen that a single cart, or traveller, would (except for special purpose) take the route No. 1 of the scheme of the Government of India, while all the traffic of, and through, North Wynaad travels by the Periah Ghaut to Tellicherry, it would seem that from Bowalli to the foot of that Ghaut is the natural order in which to class the road. The same may be said of the route viâ the Tambercherry Ghaut; it will take all the traffic from the Mysore country, through Goondalpett and Sultan's Battery, to Calicut, while the local traffic (which in all probability will be all that will use it) on the road between the Tambercherry Ghaut and Manantoddy will divide at Terriote, the one-half keeping to the Tambercherry Ghaut and the other to the Periah.

Still more notably will the line from Tippacadoo, on the eastern frontier, mentioned in No 1, be entirely used by carts going to the coast viâ the Carcoor Ghaut; and I doubt if ever a single one will come so far west or north as even Sultan's Battery, much less to Manantoddy, or the Periah Ghaut.

4. The three routes that I have mentioned in my proposal are undoubtedly those of the greatest utility, whether for local purposes or for through traffic between Mysore and the coast; while the roads from Manantoddy to Goodalore, and from Manantoddy, viâ Terriote, to the Tambercherry Ghaut, are simply connecting lines: one following the Mysore frontier and completing communica-

tion between Coorg and the Neilgherry Hills, and the other running along the edge of the Ghaut, and supplying the wants of the numerous estates opened in its neighbourhood.

I would, therefore, propose to treat those as separate schemes, classifying them as the road from Manantoddy, viâ Panamaram, to Sultan's Battery and Goodalore, and road from Manantoddy to Lackadie (the head of the Tambercherry Ghaut) viâ Terriote.

5. I would add that complete estimates for the lines as proposed by me can be submitted with little delay, whereas it will be a considerable time before anything can be definitely settled in case the other arrangement is adhered to, as the proposed alteration of that portion of No. 1 of that scheme, which lays between Panamaram and Goodalore, has not yet been even traced, while as the whole of the wooden bridges on No. 2 have fallen into decay, they will all have to be re-estimated for; and I propose also to ask sanction for certain much required alterations to supersede some very objectionable portions of the present line, but illness amongst the Range Officers and subordinates, and the consequent press of work on those who are fit for duty, interposes obstacles to a speedy submission of the necessary surveys and estimates.

6. I hope I shall be excused for mentioning, that one reason for estimates having been sent in for sections of roads has been that certain portions of those lines were more emergently required, and it would have delayed work had they been made to wait for complete schemes, the preparation of which, owing to the excessive unhealthiness of the climate, and the consequent illness and continued change of officers and subordinates, would have been indefinitely delayed.

No. 179. ORDER THEREON, 9th October 1869, No. 3,264.

CIVIL WORKS, No. 24.

UNDER the explanations furnished by the Officer in charge of Public Works Operations in Wynaad, His Excellency the Governor in Council accords his sanction to the classification of roads recommended by Major Kennedy in lieu of that suggested by the Government of India, and directs that estimates for completing the lines may be put in hand and submitted as early as possible.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To Major R. B. Kennedy.
To the Controller of Public Works Accounts.

Exd. S. T. Augustin.

Special Exec: Engineers Office
Wynaad Vythary
6th September 1869.

No. 309.

From

The Special Executive Engineer
Wynaad

To,

The Secretary to Government
Department Public Works
Fort St George

Sir,

With reference to G. O dated 24th August 1869 No. 2810 I hope I shall be excused for suggesting an alteration in the classification of the Imperial Roads in Wynaad proposed by the Government of India, which will in no way interfere with the principle involved, but I respectfully venture to submit, will be more convenient, and compact.-

2 With this view I beg to place side by side the two arrangements, and have prepared 2 skeleton Maps of the District which will explain what I propose.-

Classification proposed by the Government of India.-	*Alterations suggested by Executive Engineer.-*
No. 1 Periah Ghaut Road	*No. 1 Periah Ghaut road via*

2

Classification proposed by the Government of India	Alterations suggested by Executive Engineer
via Manantoddy Sultans Battery and Goodalore to the East-ern frontier of Wynaad.—	Manantoddy to Bowalli on the frontier being a portion of the line from Mysore to Tellicherry.—
No 2. Manantoddy to the Tamberecherry Ghaut includ-ded latter.—	No 2. Tamberecherry Ghaut and Road via Cythery Pulpathy and Sultans Battery to Mysore Frontier being portion of the line for Condalpett in Mysore to Calicut.—
No 3 From the Mysore frontier through Sultans Battery to No 2 Road.—	No 3 Carcoor Ghaut via Goodalore to Tispacadoo on the Eastern frontier of Wynaad forming junction with road from Goondalpett to the Nilgherry Hills, and being frontier of the line via Nellamboor the Teak Plan-tations and Peacocke to Beypore and Calicut.—

3 The two principal reasons I have to advance for the alteration are that it would make it geographically easier for one officer or subordinate, to superintend each line; whereas, in the other case, it would be necessary to apportion the works of each Estimate between two, or three persons, and of course multiply accounts.— the other reason is that I consider that the classification of Roads should follow the direction of traffic.— and as it would never happen that a single Cart, or traveller would (except for special purpose) take the route No 1 of the scheme of the Government of India, while all the traffic of and through North Wynaad travels by the Periah Ghaut to Tellicherry, it would seem that from Bowalli to the foot of that Ghaut is the natural order in which to class the road.— the same may be said of the route via the Tamberecherry Ghaut.— it will take all the traffic from the Mysore country through Goondalpett, and Sultans Battery to Calicut; while the local traffic (which in all probability will be all that will use it) on the road between the Tamberecherry Ghaut and Manantoddy will divide at Terriole, the one half keeping to the Tamberecherry Ghaut, and the other to the Periah.—

Still more notably will the line from Tispacadoo on the eastern frontier mentioned in No 1, be entirely used by carts going to the coast via the Carcoor Ghaut and I doubt if ever a single one will come so far West or North as even Sultans Battery, much less to Manantoddy,

or

or the Peria Ghaut.-

4 The three routes that I have mentioned in my proposal are undoubtedly those of the greatest utility, whether for local purposes, or for through traffic between Mysore and the coast; while the roads from Manantoddy to Goodalore, and from Manantoddy via Periote to the Cambercherry Ghaut, are simply connecting lines, one following the Mysore frontier, and completing communication between Iruppu and the Vellcherry Hills, and the other running along the edge of the Ghaut, and supplying the wants of the numerous Estates opened in its neighbourhood.-

I would therefore propose to treat these as separate schemes, classifying them as the Road from Manantoddy via Panamaram to Sultan's Battery, and Goodalore; and Road from Manantoddy to Packadie (the head of the Cambercherry Ghaut) via Periote.-

5 I would add that complete estimates for the lines as proposed by me can be submitted with little delay, whereas it will be a considerable time before anything can be definately settled in case the other arrangement is adhered to; as the proposed alteration of that portion of No 1 of that scheme, which lays between Panamaram and Goodalore, has not yet been even traced.-

and

While the whole of the wooden Bridges on No 2 have fallen into decay, they will all have to be re-estimated for, and I propose also to ask sanction for certain much required alterations to supersede some very objectionable portions of the present line, for fulness amongst the Range Officers and Subordinates, and the consequent success of work on those who are set for duty, interposing obstacles to a speedy submission of the necessary surveys, and estimates.-

6 I hope I shall be excused for mentioning that one reason for estimates having been sent in for sections of Roads that been, that certain portions of those lines were more emergently required, and it would have delayed work had they been made to wait for complete schemes, the preparation of which owing to the excessive unhealthiness of the climate, and the consequent illness, and continual change of Officers and Subordinates, would have been indefinitely delayed.-

I have the honor to be
Sir,
Your most Obedient Servant
Rt. B Keeling Major
Special Duc: Engineer Wynaad

Public Works Department

No 3249

Proceedings of the Madras Government

Under date the 9th Oct 1869

Read the following

From The Special Executive Engr Wynaad. — M.P.W. No 309 of 16th Septr 1869

1869

Under the explanations furnished by the Officer in charge of Public Works Operations in Wynaad, His Excellency the Pres. in Council accords his sanction to the classification of roads recommended by Major Kennedy in lieu of that suggested

Copy of Letter from the Special Executive Engr Wynaad
No 309 dated 16th September 1869.

Submitting for the orders of Government the annexed Classification of Roads recommended by Major Kennedy in lieu of that suggested by the Executive Engineer.

From The Secretary to Government
Public Works Department
No 3249 dated 9th October 1869.

Enclosure 2.

Submitting for the orders of Government the annexed Classification of Roads recommended by Major Kennedy in lieu of that suggested by the Executive Engineer.

No 3249 P. W. Dept 9th Oct 1869

Ex 2.5.5 Bd Proc Oct 1869

suggested by the
Govt of India, and
directs that estimates
for completing the
lines may be put
in hand and sub-
mitted as early as
possible.

8

To
Major Kennedy
The Contr of P.W. Accts
Dehra 11/10/69

C-25 A. 80/10/1869 CR-3000

Cav. 3974

Govt. of 1869: 2Q.adtus.

PUBLIC WORKS.

To Major. W. D. Kennedy

Dated

Rec'd

Off'ce Inst. No. 3216

Nos. 178-179

Road. The classification of the roads in the Wynaad recommended by Major Kennedy in lieu of that suggested by Sir Walter Raleigh, sanctioned, and the estimated sum for completing them ordered to be submitted as early as possible.