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Government of Madras.

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No. 66. Read the following letter from the Officer in charge of Public Works Operations in Wynaad, to the Secretary to Government, Public Works Department, dated Luckadie, 22nd May 1869, No. 109 :—

My Annual Report, which is expected to be sent in at the end of each working-season, was not forwarded at the usual time, on the account that the rains were so light last year, that our work in Wynaad can scarcely be said to have been interrupted, except in the matter of building operations, and, as it would be useless to send in a retrospective report, when so great and such important progress has been made in the opening up of the communications throughout Wynaad during the last six months, I take it for granted that one showing how matters stand at the present time, will be preferred. I will commence by stating that since the date of my last report until within the last six weeks, the sanitary condition of the district, generally, was good, of course, with the exception of certain localities which are invariably most unhealthy ; such, for instance, as the road leading from Manantoddy to the Coorg frontier, and that part of the one from Sultan's Battery to the frontier of Mysore, which is comprised within the furthest six miles of the same I wish I could speak as favourably at the present moment ; but of late fever has been unusually prevalent, and the number of cases exceeds all my former experience, in fact, in the two localities abovementioned, especially in the latter of the two, work is almost entirely suspended on account of it Ordinary labour has been tolerably abundant, and we have been enabled slightly to reduce the rates for all but artizans the demand for these in the low country seems quite equal to the supply, and, as there is no indigenous labour of that description in Wynaad, and our dependence is entirely on what we can procure from other districts, we have experienced much difficulty in carrying on works dependant on the labour of brick-makers, brick-layers, sawyers, carpenters, and stone-cutters The present condition of the contract law also materially embarrasses us It is, of course, urged with reason by the artizan whom we invite to come from distant parts to Wynaad, that it is impossible for him to leave his family unprovided for, and that he must also have something to meet his travelling expenses, and, consequently, that unless an advance of pay is given, he cannot possibly come. Our necessities and the undeniable plausibility of the plea oblige us to consent. The artizan has not the slightest objection to sign the most stringent agreement that can be drawn out, but in many, I may almost say in the majority of cases, he either consults his own convenience as to the time when he makes his appearance, (all stipulations on the subject notwithstanding,) or never comes near the place at all. In the one case, probably, weeks of most valuable time have been lost ; while, in the other, the law permits a Warrant being taken out. But, in the first place, the man has to be found—no easy matter when the Warrant is entrusted to an ignorant unintelligent Peon,—and the defaulter has probably gone off to work out an engagement in some more agreeable district than Wynaad, then there is the chance of the Peon being bribed, or of returning with the excuse that he was unable to identify the man sought for The latter difficulty may certainly be met, but it is only by sending some departmental employé, perhaps the Overseer who makes the agreement, to point out the man wanted, and this, of course, entails a loss, meanwhile of the services of such employé so inconvenient that the precaution can be rarely resorted to. Supposing, however, the culprit to be caught,

and the case proved, he is subject to a maximum imprisonment of three months, or he may be bound over, on security, to fulfil his agreement, or to return the money. Of course, he is always more ready to elect the second of these alternatives, and, though it is provided that the security shall be good, the complainant ordinarily will consent, under the impossibility of getting good security, to take the personal promise of the man himself; and, as he is now on the spot, there is a slightly better chance of his keeping his engagement than before, but as often as not, the same thing has to be again gone through, and the penalty is no greater than before, while, of course, the trouble and inconvenience caused to the complainant has doubled. I believe that a slight alteration in the law, which would oblige a dishonest recipient of advances, even after punishment, to be still under the obligation of working out the agreement,—on the strength of which money was paid to him—and in case of another default, subjecting him to fresh imprisonment, would almost put a stop to such cases There could be no hardship in it, for the man could always free himself from any renewal of punishment by honestly fulfilling his engagements; while it might, of course, be competent for the Magistrate to show indulgence in cases where sickness or other valid and unavoidable cause could be urged in excuse. I trust I shall be excused for entering on this subject, as it is not by any means extraneous, but, on the contrary, one which has materially affected progress of many important works in the district which under other circumstances, there would have been no difficulty about It also increases most seriously the risks run by contractors who are thereby deterred from tendering for works which we should be very glad to give out on contract to competent parties.

Following the order of my last report, I will proceed to give a summary of progress on each line of road therein mentioned.

2. No 1—Periah Ghaut—Assistant-Engineer Nordmann has been succeeded in the charge of the North Wynaad Range by Mr. Sub-Engineer Hasler, a most efficient good Officer who has carried out the works very much to my satisfaction Under his superintendence the Periah Ghaut was made available for cart-traffic in time for the transport of the Coffee-crop of 1867-68. As I anticipated, the monsoon of 1867 did considerable injury to the new works, both by causing heavy slips and by the destruction of revetment-work; the former were cleared away, and temporary expedients adopted, whereby the injury to the revetments was prevented from stopping the traffic. The ghaut is now open to full width almost throughout its whole length, substantial revetments have replaced those carried away, drainage is being gradually perfected, and the road surface metalled where most necessary; in fact, the only works now to be done are those of improvement, and not of any actual emergency. The expenditure on this work up to the close of the past official year was Rupees 1,22,735, or Rupees 92,173, since the amount last reported.

3. No. 2—From head of Periah Ghaut to Manantoddy—This road forming the approach to the Periah Ghaut is still—not by any means—in a satisfactory condition New traces have been laid out to supersede some of the steepest portions

of the old road, and but one portion remains, the deviation at which has not been finally decided. The Range Officer had laid out an excellent trace so far as gradient was concerned; but as it ran through a line of country not adapted for Coffee cultivation, I was unwilling to adopt it; the more especially as the proprietors of old estates adjoining to the present road, represented the injury it would do their properties were the road to be taken in a direction which would leave their estates at a distance from it. It is, however, a very difficult matter to reconcile these private interests with the necessary engineering requirements of the road. I am in hopes, nevertheless, that a trial trace now being laid out will prove successful; if so, before the close of 1869, this most necessary work of improvement will be carried out, and that without having been compelled to abandon any length of the old line A good deal of work will have to be done in the way of culvert-building, and in replacing the present crazy and ever, decaying small wooden bridges by others of a substantial and more permanent description. The expenditure up to 31st March was Rupees 3,646.

4. No 3—From Manantoddy to Bowally.—The Bowally road has been practicable for use by carts for the last year, and, with the exception of one heavy cutting, it is now completed throughout Until this last piece of work is done, there is necessarily a rather steep gradient for carts to overcome. A short time longer will see the work finished. There was only one bridge on this line, and that was of masonry with timber superstructure; the latter was found decayed and in a dangerous condition, though only put up about eighteen months previously. It has since been removed, the abutments strengthened, and an elliptical masonry arch substituted for the perishable material before used. Expenditure to 31st March, Rupees 10,085.

5. No. 4—Road from Manantoddy to Coorg frontier—This road has been opened out to full width, but nothing permanent has yet been undertaken in the way of bridging. There will be three bridges required of considerable size, and it is proposed to construct them of iron; meanwhile, temporary structures are being provided, which will be ready before the setting in of the monsoon. The road runs through a very jungly country, extremely unhealthy, and the difficulty of obtaining and of keeping labour is of course a natural consequence Progress, therefore, is unavoidably slow. Not much more, however, remains to be done, until funds can be allotted for the construction of the bridges and culverts. Expenditure to 31st March, Rupees 25,720.

6. No 5—Manantoddy to Vythery, via Terriote road—As will be seen by my last report, the Terriote and Manantoddy road is no favourite of mine, and although it has been available during the past year for cart-traffic, and a very large expenditure has been incurred upon it from first to last, I regret to say that I shall be forced to ask for a considerable further grant, if the communication is to be kept open for traffic. In saying this, I do not mean, for an instant, to propose its abandonment, (for there are large and important estates dependant upon it for their existence,) but simply to prepare for an inevitable contingency. As I have before reported, the trace itself is very bad, most objectionably steep, with many easily avoidable ascents and descents, and equally unnecessary windings; but the chief

defect is in the bridges and culverts. The line is intersected by numerous water-courses and small nullahs, as well as by several very considerable streams; and there is not a single bridge upon it that is not more or less perishable—principally entirely wooden, though some have masonry abutments with wooden platforms; and there is not one of these that does not require repair annually Many of them are now fast approaching total decay, which will necessitate restoration too expensive to be met from maintenance grants. I have forbidden the use of timber, except good seasoned teak, for any more bridges Teak, however, is very difficult to convey to this locality, and I question whether it would not prove more expensive than masonry. I propose, therefore, to retrace some of the most objectionable parts of the road, the expense attending which will not be very great, to replace all culverts now of timber with masonry arches; and where the spans to be crossed are too great for arches, to employ iron. Besides the large river at Manantoddy, there is another river about eight miles from that place, which is unbridged. From the great variableness of its rise and fall, it is a most inconvenient and difficult one for crossing by ferry, and it decidedly ought to be bridged, which it might be at a cost of from Rupees 16,000 to Rupees 20,000 In my last report I referred to an alteration at the Vythery end of this road, and I shall shortly lay before Government the proposed alteration, the survey for which and the trace have now been laid out, and the great saving of distance will at a glance show its advisability. The expenditure on this road has been Rupees 63,146.

7. No. 6—Manantoddy to Panamarom.—The alteration alluded to in my last report as having been originated by Colonel Walker has been carried out; and the three roads from Manantoddy to Panamarom, to Terriote, and Korote, now leave Manantoddy at the same spot, coinciding with each other for about four miles, when the former branches eastward, while the other two still united do not separate for another two miles nearly. The first again falls in with the district road between Panamarom and Korote, and follows it the whole distance to the former place. The cost for maintenance will hereafter be considerably reduced, at least seven miles of the old line from Manantoddy to Panamarom being abolished, four miles of district road between the latter place and Korote merged into the Imperial lines; and the whole district road from Manantoddy to Korote rendered unnecessary; all these, as well as the Manantoddy and Terriote road have hitherto been kept up by separate maintenance grants, which, by this amalgamation and the consequent reduction of mileage, will next year be greatly decreased. From Manantoddy to Panamarom, this road is now practicable for carts The cost has not fallen on Imperial grants, but the alteration has been effected from the maintenance allowance.

8. No. 7.—Panamarom to Sultan's Battery.—Nothing has yet been done towards altering this line, partly because press of other more important work has not allowed time, and partly from want of funds.

9 No 8—Panamarom to Culputty—The same observation applies to this line as the last

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10. No. 9—Tambracherry Ghaut—In the Vythery Range the most important work has been the opening, since 1st January, of the Tambracherry Ghaut for cart-traffic. This was not effected without great difficulty, and at a very large expenditure of money; so much so, as to entirely cripple the resources at my disposal for other much needed works, the further construction of which had to be suspended. This was most particularly unfortunate as, at the time when Government were unable to supply me with increased allotments, I had a very great command of labour; while after the grants for the new official yeas became available, prevalent sickness and the paddy-planting interfered very greatly with the supply. Though practicable for carts, the Tambracherry Ghaut is still by no means near completion: about two-thirds of the necessary drainage has been completed; all earth-work has been cut to full width, and so also has the same been done in a great portion where nothing but rock occurs; but in other places a considerable amount of blasting has yet to be done before the full width will be obtained. One very heavy revetment has to be constructed, and others to be raised; parapet walls have to be built, and the road surface metalled. The grant for the current year will be quite insufficient to provide for the work to be done, coupled as it is by arrears of expenditure from the past year, which, owing to the absence of funds to sufficiently supplement the grant, have necessarily been carried on against the current year's allotment. There are no other works from which at present I see any chance of transferring funds to meet these demands Indeed, there are several bridges, the delay in the construction of which will be attended with much inconvenience, for which also I want money. Should it be possible to supplement the Tambracherry Ghaut Grant to the extent of Rupees 40,000, without encroaching on other grants, there would remain but little work to do, before I could report completion of all absolutely necessary work. It would be a great matter to have this work off our hands, as it engrosses so much supervision and attention as to prevent proper progress in other directions The expenditure on the Tambracherry Ghaut up to 31st March has been Rupees 2,19,246, of which not less than Rupees 83,258 have been expended during the official year just ended This does not include arrears of Rupees 5,405, which I had no public funds of any description at my disposal to meet, and which consequently will have to be carried on to the current year, unless any other arrangement can be made. Before concluding my remarks on the Tambracherry Ghaut, I would beg to suggest that its maintenance should be provided for by a toll Even in its incomplete state there is a considerable traffic upon it, and this, next season, will, I am sure, be so largely increased that the present maintenance grants will be quite inadequate for its up-keep, and the road cannot possibly be maintained in a condition to carry the traffic that it will be required to bear. The number of carts using the other two ghauts—the Periah and Carkur—will not together, I have great reason to believe, from what I am told of the intentions of estate-proprietors in Wynaad, have half the work to do that will fall to the Tambracherry Ghaut, as it appears that the produce not only of South Wynaad for which this ghaut is specially intended, but that of South-East Wynaad as far as Cherambady and Bettermund, and of North Wynaad included within the Terriote District, will all be despatched to Calicut via this route; while the approaching opening up of the through-road to Mysore will also introduce a considerable through-

traffic between that territory and the coast. The Collector informed me that he had recommended a toll from the 1st July next, and I beg to add my strong recommendation to his, and to state that without it, or a very considerable increase to the annual grant, it will not be in my power to keep the road in proper condition.

11 No 10.—Road from head of Tambracherry Ghaut to Vythery, Culputty, Sultan's Battery, and Mysore frontier.—In fine weather the whole of this route may be, and is used by carts; though, owing to its still incomplete condition, there is not at present much traffic of that description upon it. During the monsoon, want of bridges between Sultan's Battery and Goodulpett preclude its use. The portion between the head of the Tambracherry Ghaut and Culputty has served during the past season for the transport of the Coffee-crop Contrary to my full expectation the Koonooth bridge is still unfinished. For the last three or four months work has been nearly suspended owing to want of funds, and great delay was experienced previous to that by the failure of two successive contractors who had undertaken to supply the timber for the superstructure. This is one of the works to which I referred when I said that the working of the contract law had a serious effect on progress. As far back as August 1867, I made an agreement with a timber merchant at Calicut for the supply of the necessary material. He was reported a man of substance, and I believe he is so, but like all others, he would do nothing without an advance. The whole of the material was promised to be delivered within three months, but month after month passed, and I could get nothing but promises that the timber was nearly ready, and would soon be delivered, till at length I threatened to apply for a Warrant for criminal breach of contract, and was soon after told that the wood was ready and asked to appoint some one to receive it. I took the precaution of going to Calicut myself to inspect it, and found a quantity of worthless stuff not in any way answering to specifications, and utterly unfit for the required purpose. I of course at once cancelled the contract, and took steps to obtain recovery of the advance; but it was not until some months had elapsed, that I succeeded. I several times sent down to Calicut to try and procure the man's apprehension, but, of course, he was not to be found; and I believe I should never have caught him, had I not myself taken a Peon down with me, and had the Warrant executed in my own presence. The contractor having, with the coolest assurance, come to make terms with me for payment to him of the value of the worthless timber he had collected, quite unsuspicious of the object of my visit to Calicut. A second contractor has treated me much in the same manner; and though in his case I took the precaution of making only a small advance, his failure has added to the delay in completing the work. The greater part of the superstructure of the bridge has, however, been constructed departmentally of timber obtained with great trouble, and under great difficulties as to transport from the Forest Department, and will, in the course of short time, be put up, so as to have the bridge available for the approaching monsoon. The other large bridge on the line, the Culputty bridge, was undertaken by European contractors They completed the masonry last May, and then declined proceeding further, there being no funds available for this work it was necessarily suspended. It is too near the monsoon to make any material progress now; but as the river is

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at present crossed by a temporary bridge, the inconvenience is not felt. There is a bridge between the head of the Tambracherry Ghaut and Vythery, which I am very anxious to obtain funds for during the current official year. Its cost will not exceed Rupees 7,000, and it is a very much needed work I allude to the bridge called the Thalapoya, which will serve the two roads to Culputty, and the improvement I propose to the Terriote and Manantoddy line. A sketch showing the nature and explanatory of the objects of the proposed improvement accompanies this report.

I have this season been employed in building culverts on the portion of the line between Vythery and the head of the Tambracherry Ghaut, and the nullah near the Arrah Mullah Estate is now crossed by a handsome segmental arched bridge of twenty-six feet span which has been substituted for the timber one originally proposed.

The failure of Messrs. Hinde & Co. to carry out the contract they undertook for the construction of the minor bridges and culverts on the section between Vythery and Culputty, has not been attended with any inconvenience. The work done by them was extremely bad, and in one case the brick abutments of a 16-feet bridge have cracked from top to bottom, and must shortly be taken down and replaced; close inspection having convinced me that nothing by way of repair can be any use. Another small work they were engaged on, when induced to close their contract, has been completed departmentally, on terms far cheaper than they would have received. I purpose to make the other culverts on this section the work of the current year, and are now collecting materials for them. The next section of this line, *viz*, from Culputty to Sultan's Battery, was pushed on with great rapidity, till last January, when want of funds compelled suspension of the work. It is now passable for carts, except for a distance of less than half a mile at the Culputty end, the finished part being connected there with the old line by a temporary road, and I have for some months used it for transport of material. Several culverts have been completed on this portion, and the three principal streams been bridged with temporary structures Between Sultan's Battery and the Mysore frontier, no great extent of work has been executed, as there was a great deal of sickness prevailing, and working parties could not be kept together. Mr. Tipping, a Civil Engineer, undertook the contract for the construction of a composite bridge in timber and iron on masonry abutments, and of seventy-five feet span. Severe illness and great difficulties regarding labour of a good description interfered with his successfully completing his undertaking, and he was forced, about two months ago, to give up the contract. I am sorry to say that I was obliged to condemn a very large portion of brick-work, which, owing to the very inferior description of labour, which alone he was able to get, had been exceedingly badly executed. Mr. Tipping had also tendered for the construction of a number of other bridges, which were to be entirely of iron, *viz*, Warren girders on screw piles; but after his tender was accepted, and Contract Bond prepared for signature, he wished to make several utterly inadmissible additions, and the negotiation therefore fell through. Before the close of this month, I expect to have temporary bridges over the only two rivers which remain unbridged, and then

there will be uninterrupted communication for carts from Calicut to the Mysore frontier throughout in all weather: hitherto it has been confined to the dry season. The whole expenditure from first to last on the road from the head of the Tambracherry Ghaut to the Mysore frontier has been Rupees 1,61,473, and of that Rupees 96,988 has been about since date of last report.

12. No. 11.—CARKUR GHAUT, CARKUR GHAUT TO GOODALOOR, GOODALOOR TO TIPPACADOO.—In South-East Wynaad the principal line of road is that from Tippacadoo, on the road to Mysore, to the foot of the Carkur Ghaut, and this has for some time been in use throughout for cart traffic. The Officer now in charge of the Range is Major Raynsford of the Staff Corps, who took it over from Captain Conningham, RE, on the latter proceeding on furlough to England in August last. Major Raynsford's work has hitherto been confined to perfecting what was left nearly finished by his predecessor; he has also this season built four bridges of 30′, 24′, 15′, and 9′ and several culverts and small bridges of various dimensions. In fair weather the whole of this is an excellent driving road; but in the monsoon, the greater part of the section between Goodaloor and Tippacadoo is so muddy as to be scarcely useable. It is very much to be desired that it should be properly metalled as soon as possible. Major Raynsford has done what he can towards this end out of maintenance grants, and is going on improving it, but a small supplementary allotment of three or four thousand Rupees could be most profitably laid out, as maintenance funds are too scanty to permit any great deal of improvement. The traffic on thisroad is rather large, and on completion of the new Neddiwuttam Ghaut, will probably be considerably increased.

13. No. 12 —GOODALOOR TO SULTAN'S BATTERY —Nothing has been done of a permanent nature on the Goodaloor and Sultan's Battery road during the past season, as it is scarcely probable that the old line will be kept up, and it only awaits a time when there is less press of more important work, to be superseded by a better trace The surface has, however, been put into repair where required. A temporary bridge is now nearly completed over the only large stream, and all the other small bridges have been, or are being put into serviceable condition. The expenditure has been met entirely from maintenance grants.

GENERAL REMARKS.

14. Besides the above Imperial roads, a line very useful to a great number of estates, extending from Culputty to the head of the Carkur Ghaut, has been opened by the planters interested, assisted by a Government contribution. I lately went along the road, and can speak most favourably of the way in which it has been traced; it is necessarily rather tortuous, in order that it may serve the requirements of as many estates as possible, and also on account of the hilly nature of the country, but otherwise good. The Public Works Department has had nothing to do with carrying it out, it having been done entirely by private individuals.

15 The Planters in the Tirenhully Valley in North Wynaad have also laid out a line connecting a point on the Manantoddy and Coorg road, with the road to Periah Ghaut, running through a large valley which included within its limits several considerable estates, and will doubtless in time be all under cultivation. As yet, nothing more than a trace has been made; whether more can be done, depends on whether Government assistance can be given. From the great local utility of the line, if my opinion were asked, I should strongly recommend a subsidy in aid.

16 Besides works of communication much has been done this season in providing for the wants of the Judicial and Revenue Departments, for Police Lines, Public Bungalows, and what was perhaps as much needed as anything, for Chuttrums for Native travellers. A plan I submitted for these very useful buildings was approved of, and has been adopted as a standard Chuttrums are now either built, or building at Nadaganny, Tippacadoo, Sultan's Battery, Luckadie, Terriote, Manantoddy, and Periah. Of these, all but the second and last are new; others have been sanctioned for Bhowally, Culputty, and Vythery; and I should much like to see added to these, others on the Coorg frontier, at Korote, Panamarom, Nellialum and at the Mahwanhulla river, the boundary of Mysore. I believe they would be the means of saving many a life now lost from the inclemency of the monsoon weather, and the entire absence of shelter, but as we have already got one at Tippacadoo, the extremity of one line of road, and are about to build one at Bhowally, comprising two out of three of the roads into Mysore, I think the Government of the latter territory might justly be asked to undertake the third one required, *viz*, that at Mahwanhulla, and relieve the already over-worked members of the department in Wynaad from the task of its construction. In the same manner bungalows for European travellers on the two above lines fall to the share of the Madras Government; and as one of these buildings also is very greatly needed at Mahawanhulla, it too might fairly be asked from Mysore.

17 The Civil Dispensary and Hospital at Goodaloor, an institution built partly by private contribution, and partly by Government grant, has proved a great success, and an incalculable blessing to members of poor people who would otherwise have had no aid but that of native quacks; and when this is the only resource dead coolies at the sides of the roads too often show the almost certain result Mr. Wade, the Apothecary in charge, cannot be improved upon by any one that I have ever met in Wynaad in suitability for the post he fills, the duties of which he discharges with equal attentiveness and skill. I only wish that both institution and Officer in charge could be paralleled at Vythery, where with a larger European population, and more numerous estates, it has been found impossible to obtain sufficient subscriptions to erect a Hospital: many planters owning estates comprising hundreds of acres putting their names down as contributors of such insignificant donations, as Rupees 5, 10, or 20, while others will give nothing.

18. At Manantoddy there has always been a Hospital, it having formerly served for the use of the Detachment of Native Infantry that used to be stationed there. It is now in very bad condition, but I hope shortly to see work in progress

for its improvement. While I am on this subject, I cannot help remarking that I think at Manantoddy too many of the public buildings are crowded closely together. Concentration no doubt is an advantage, but it is rather doubtful whether where one of the buildings is a Hospital, it has not also its disadvantages On one small hill there are, in addition to the Hospital, the residence of the Public Works Range Officer, his Office, that of the Forest Department, the School, the Deputy Collector's Cutcherry and house, the Tahsildar's Treasury and Cutcherry, the Bungalow of the Inspector of Police, and the Police Station, and Lines The Hospital is in very close proximity to several of these, especially to the last, and to the residence of the Range Officer, so that should any cases of contagious diseases be admitted, the consequences would most probably be felt by the inmates; such crowding also tend to a great deal of dirt and filth being accumulated, notwithstanding every care; the number of servants, women, children, and followers of all sorts being difficult to keep observant of any sanitary regulations. As a new Cutcherry has been sanctioned for the Deputy Collector, I would strongly recommend that a fresh site should be chosen, and also that no more Police Lines should be permitted to be built on this same hill.

19. In conclusion, I have to beg that I may be excused for bringing to favourable notice the Officers of the department serving in Wynaad.—Major Raynsford, Mr. Pringle, and Sub-Engineer Hasler: and I hope I may mention a fact that is much to their credit, *viz*, that neither of them has ever been absent from his post during the sickly season, though one and all have suffered more or less All leave of absence has been taken during the slack season of the year, when their services, owing to the necessary partial suspension of work, could best be spared its end. The credit due for this can well be appreciated by any one who has spent a month in Wynaad during the sickly season, (though no body does do who can help himself,) and at no time since I have been in the district—a period extending over more than nine years—has fever been so prevalent as for the last six weeks of this season I do not know a single instance of a European who has entirely escaped, and the extent of sickness amongst the native population must be seen to be realised, in fact, it is more like a pestilence than anything else. Unfortunately, too, on no previous occasion have we been so badly off for medical aid, no one above the grade of Hospital-Assistant being available for duty here. The Detachment of Sappers suffered so severely as to necessitate its removal; not a single man, woman, or child in the two Companies, and families of the men comprising them, having escaped. The disease has not been quite so universal amongst the other departmental work-people, but, nevertheless, it has prevailed to an unprecedented extent. Every Overseer and Maistry has been laid up; several obliged to leave, and resignations are daily coming in from them and from members of the various Range Establishments. In claiming credit for persevering determination to stick to their duties, I should not be just were I not to mention the members of my own Office Establishment, who have all suffered grievously, but nevertheless have remained at their posts and done their best.

No. 67. ORDER THEREON, 3rd July 1869, No 2,161.

CIVIL WORKS, No. 11

THE Government have perused this report with interest, and observe with pleasure the good progress that has been made with the construction of roads in Wynaad notwithstanding the prevalence of much fever in certain localities, and the difficulty experienced in obtaining skilled labour.

2 Considering the large sums that have been appropriated from year to year to roads in Wynaad, and the liberal provision made for them in the current year's Budget, and looking to the demands for money for necessary works of all description throughout the Presidency, the Government regret that they cannot supplement the current year's Budget grant for the Tambracherry Ghaut. The construction of that ghaut being so far advanced as to permit of its being opened for wheeled-traffic, its completion may be proceeded with in accordance with the means at the disposal of Government without causing any unreasonable inconvenience to the public, and Major Kennedy will therefore restrict his expenditure to the Budget assignment.

3. With reference to the concluding portion of paragraph 10 Major Kennedy will be referred to the Proceedings of Government in the Revenue Department, under date the 4th June 1869, No. 1,577, from which he will observe that sanction has been accorded to the imposition of tolls on the Periah, Tambracherry, and Carkur Ghauts.

4 Major Kennedy's suggestion in paragraph 18 that a fresh site should be selected for the Deputy Collector's Cutcherry at Manantoddy, will be considered in the Revenue Department.

5. Copy of paragraph 16 will be forwarded to the Mysore Government, who will be requested to take into consideration the expediency of constructing a Travellers' Bungalow and a Choultry at Mahwanhulla on the road leading from the head of the Tambracherry Ghaut into Mysore, viâ Culputty and Sultan's Battery.

6 Ordered that a copy of the report above recorded be forwarded to the Right Honourable the Secretary of State for India with reference to paragraph 4 of his letter, dated 15th November 1867, No 36

(Here enter No. 2,162, dated 3rd July 1866)

(True Extract)

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

To Major R B Kennedy
To the Revenue Department.

Exd. F R. Bantleman.

Govt. of [1869] Madras

PUBLIC WORKS.

To

MAJOR R. P. KENNEDY

&c., &c.

Dated [illegible]

Read

[illegible]

JULY.

Nos. 66-67

Read.—Passing orders on the report from Major Kennedy on the progress which has been made in the construction of roads in the Wynaad

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 3rd *July* 1869.

No. 2,162.

No. 68.

To

THE CHIEF COMMISSIONER OF MYSORE.

SIR,

CIVIL WORKS, No. 12.

In forwarding the accompanying extract from a report from Major Kennedy on the condition of the roads in Wynaad, I am to request that, under the circumstances brought to notice by that Officer, the Mysore Government will take into consideration the expediency of constructing a Travellers' Bungalow and a Choultry at Mahwanhulla for the accommodation of European and Native travellers respectively.

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

Colonel, R. E.,
Secretary to Government.

Exd F R Bantleman.

No 109

Special Executive Engineer's
Office. Wynaad Thekadi
22nd May 1869

Sirs

The Special Executive Engineer
Wynaad

To,

The Secretary to Government
Department Public Works
Madras

Sir,

My annual report which is expected to be sent in at the end of each working season was not forwarded at the usual time on the account that the rains were so slight last year that our work in Wynaad can scarcely be said to have been interrupted, except in the matter of building operations; and as it would be useless to send in a retrospective report when so great and such important progress has been made in the opening up of the communications throughout Wynaad during the last six months, I take it for granted that one shewing how matters stand at the present time will be preferred. I will commence by stating that since the state of my last report until within the last six weeks, the

sanitary constitution of the District generally was good, of course with the exception of certain localities which are invariably most unhealthy; such for instance, as the road leading from Manantoddy to the Coorg frontier; and that part of the Cut from Sultans Battery to the frontier of Mysore, which is comprised within the furthest 6 miles of the same. I could speak as favorably at the present moment, but of late, fever has been unusually prevalent, and the number of cases exceeds all my former experience in fact in the two localities above-mentioned, especially in the latter of the two, work is almost entirely suspended on account of it. Ordinary labor has been tolerably abundant, and we have been enabled slightly to reduce the rates for all but Artizans, the demand for these in the low country seems quite equal to the supply, and as there is no indegenious labor of that description in Wynaad, and our dependance is entirely on what we can procure from other Districts, we have experienced much difficulty in carrying on works dependant on the labor of

of Brickmakers, Bricklayers, Sawyers, Carpenters, and Stone Cutters. The present Constitution of the Contract Law also materially embarasses us; it is of course urged with reason by the artizan whom we invite to come from distant parts to Wynaad, that it is impossible for him to leave his family unprovided for, and that he must also have something to meet his travelling expences, and consequently that unless an advance of pay is given, he cannot possibly come. Our necessities, and the undeniable plausibility of the plea, oblige us to consent, the Artizan has not the slightest objection to sign the most stringent agreement that can be drawn out, but in many, I may almost say in the majority of cases, he either consults his own convenience as to the time when he makes his appearance (all stipulations on the subject notwithstanding) or never comes near the place at all. In the one case, probably weeks of most valuable time have been lost, while in the other the Government a warrant being taken out, but in the first place, the man has to be found,

no

mr. lady matter when the warrant is entrusted to an ignorant, unintelligent Person, and the defaulter has probably gone off to work out an engagement in some more agreeable District than Wynaad, then there is a chance of the Person being broken, or of returning with the expense that he was unable to identify the man sought for. The latter difficulty may certainly be met, but it is only by sending some Departmental employé, perhaps the Overseer who makes the agreement, to point out the man wanted, and this of course entails a loss meanwhile of the services of such employé, so inconvenient that the precaution can be rarely resorted to. Supposing, however, the culprit to be caught, and the case proved, he is subject to a maximum imprisonment of three months, or he may be bound over on security to fulfil his agreement, or to return the money; of course he is always more ready to elect the second of these alternatives; and though it is provided that the security shall be good, the Complainant ordinarily will consent under the impossibility

of getting a Security to the personal premises. The man himself, as he is now on the spot, there is a slightly better chance of his keeping his engagement than before; but if he is not, the same thing has to be again gone through, and the penalty is no greater than before, while of course the trouble, and inconvenience caused to the Complainant has doubled. I believe that a slight alteration in the law which would oblige a dishonest recipient of advances even after punishment to be still under the obligation of working out the agreement on the strength of which money was paid to him, and in case of another default subjecting him to fresh imprisonment would almost put a stop to such cases. There could be no hardship in it for the man could always free himself from any renewal of punishment by honestly fulfilling his engagements, while it might of course be competent for the Magistrate to show indulgence in cases where sickness or other valid and unavoidable cause could be urged in excuse. I trust I shall be excused for entering on this subject, as it is not by any means extraneous, but on the contrary one which has

had materially affected progress of many important works in the District which under other circumstances there would have been no difficulty about. It also increases most seriously the risks run by Contractors, who are thereby deterred from tendering for works which we should be very glad to give out on Contract to competent parties.

Following the order of my last Report I will proceed to give a summary of progress on each line of Road therein mentioned.

Assistant Engineer Nordmann has been appointed in the charge of the Central Wynaad Range by Mr Sub Engineer Hasler, a most efficient good Officer who has carried out the works very much to my satisfaction. Under his superintendance the Periah Ghaut was made available for Cart traffic in time for the transport of the Coffee crop of 1867-68. As I anticipated the Monsoon of 1867 did considerable injury to the new works, both by causing heavy slips, and by the destruction of revetment work; the former were cleared away, and temporary expedients adopted, whereby the injury to the revetments was prevented from stopping the traffic. The Ghaut

No 2. Sprong Lead of Periah Ghaut to Manantoody.

Ghaut is never open to full width almost throughout its whole length; substantial revetments have replaced those carried away, drainage is being gradually perfected, and the road surface metalled where most necessary. In fact the only works now to be done are those of improvement, and not of any actual emergency. The expenditure on this work up to the close of the last Official year was Rupees 122,735 or £12,273 since the amount last reported.

This road forming the approach to the Periah Ghaut is still not by any means in a satisfactory condition; new traces have been laid out to supersede some of the steepest portions of the old road, and but one portion remains the deviation at which has not been finally decided. The Range Officer had laid out an excellent trace so far as gradient was concerned, but as it ran through a line of country not adapted for Coffee cultivation I was unwilling to adopt it the more especially as the proprietors of the estates adjoining to the present road represented the injury it would do their properties were the road to be taken in a direction which would

would clear their estates at a distance from it. This, however, is a very difficult matter to reconcile with their private interests with the necessary engineering requirements of the road; I am in hopes nevertheless that a trial trace now being laid out will prove successful, so that before the close of 1864 this most necessary work of improvement will be carried out, and that without having been compelled to abandon any length of the old line. A good deal of work will have to be done in the way of Culvert building, and in replacing the present temporary decaying timber bridges by others of a substantial, and more permanent character. The expenditure up to 31st March was £3,646.

The Donvally Branch has been practicable for timber carts for the last year, and with the exception of one heavy cutting it is now completed throughout; until this last piece of work is done there is necessarily a rather steep gradient for carts to overcome; a short time longer will see the work finished. There was only one Mine on this line; and that was of Masonry with timber superstructure; the latter was found decayed, and in a dangerous condition, though only put up about eighteen months previously, it had since

163. From Mamon to Donvally.

in fact, it is more like a pestilence than anything else. Unfortunately too, on no previous occasion have we been so badly off for Medical aid, no one above the grade of Hospital Assistant being available for duty here. The Detachment of Sappers suffered so severely as to necessitate the removal of a single man, woman, or child in the 2 Companies, and families of the men employed there, having escaped. The disease has not been quite so universal amongst the other Departmental workpeople, but nevertheless it has prevailed to an unprecedented extent. Every Overseer, and Mastry, has been laid up; several obliged to leave, and resignations are daily coming in from them, and from Members of the various Range Establishments. In claiming credit for persevering determination to stick to their duties, I should not be just were I not to mention the members of my own Office Establishment, who have all suffered severely, but nevertheless have remained at their posts, and done their best.

I

I have the honor to be
Sir,
Your most Obedient Servant
Robt. B. Kennedy, Major
Special Exe: Engineer Wynaad

[illegible]
From
The Special
Executive Engineer
Wynaad
To
The Secretary to
Government
Public Works
Madras
Dated 22nd
Recd 28th May 1869
No. 109.
Enclosure 1.
Reports on the progress of roads in Wynaad with certain remarks.

No 66

C 1122 June 1869 Pr. 17th

Nos 2161-62 July /69

since been removed, the abutments strengthened, and an Elliptical Masonry arch substituted for the perishable material before used. Expenditure to 31st March Rs 10.085.

No. 4 Road from Manantoddy to Coorg frontier.

This road has been opened out to full width, but nothing permanent has yet been undertaken in the way of Bridging. There will be three Bridges required of considerable size, and it is proposed to construct them of Iron: meanwhile temporary structures are being provided which will be ready before the setting in of the monsoon. The road runs through a very jungly country, extremely unhealthy, and the difficulty of obtaining and of keeping labor, is of course a natural consequence; progress, therefore is unavoidably slow: not much more, however, remains to be done until funds can be allotted for the construction of the Bridges, and culverts. Expenditure to 31st March 25.720.

No. 5 Manantoddy to Vythery via Terriote Road.

As will be seen by my last report the Terriote and Manantoddy Road is no favourite of mine, and although it has been available during the past year for Cart traffic, and a very large expenditure has been incurred upon it from first to last. I regret to say that I shall be forced to ask for a considerable further grant if the

white the other two still united do not separate for another two miles nearly. the first again falls in with the District Road between Panamarom and Koorte and follows it the whole distance to the former place. The cost for maintenance will hereafter be considerably reduced, at least 3 miles of the old line from Manantoody to Panamarom being abolished; 4 miles of District Road between the latter place and Koorte merged into the Imperial lines. and the whole District Road from Manantoody to Koorte rendered unnecessary all these, as well as the Manantoody and Tekroote Road, have hitherto been kept up by separate Maintenance grants, which by this annalgamation, and the consequent reduction of mileage, will next year be greatly decreased. From Manantoody to Panamarom this road is now practicable for Carts. The cost has not fallen on Imperial grants, but the alteration has been effected from the Maintenance allowance

Nothing has yet been done towards altering this line, partly because pressing other more important work had not allowed time, and partly from want of funds.

No. Panamarom to Sultan's Battery

The same observations applies to this line as the last

No. Panamarom to Batpathy.

Sq. Tambrecherry Grants.

By the Factory, Rangpore the most important work was brought to a close 1st January of the Tambrecherry Grants for Coal Transport. This was effected without great difficulty, and at a very large expenditure of money, & much labor, as to entirely cripple the resources and energies for other much needed works, the further construction of which was perforce suspended. This was most particularly unfortunate at the time when Government were unable to supply me with increased allotments. I had a very great command of labor, while after the grants for the new Official Year became available, prevalent sickness, and the paddy planting interfered very greatly with the supply. Things practicable for Carts. the Tambrecherry Grant is still by no means near completion; about two thirds of the necessary drainage had been completed; all earthwork has been cut to, & will with, and is also have the same been done in a great portion where nothing but forest occurs. but in other places, a considerable amount of blasting has yet to be done

done before the full width will be obtained; one very heavy revetment has to be constructed, and others to be raised; parapet walls have to be built, and the road surface metalled. The grant for the current year will be quite insufficient to provide for the work to be done, contemplated as it was by arrears of expenditure from the past year, which owing to the absence of funds to sufficiently supplement the grant have necessarily been carried on against the current year's allotment. There are another work, viz. which at present I see [illegible] chance of there being funds to meet these demands; indeed there are several bodies the delay in the construction of which will be attended with much inconvenience for which also I want money. Should it be possible to supplement the Sambreebery Ghaut grant to the extent of Rs 10,000 without encroaching on other grants, there would remain but little work to do before I could report completion of all absolutely necessary works. It would be a great matter to have this work off our hands as it engrosses so much supervision and attention as to prevent proper progress in other directions. The expenditure on the Sambreebery Ghaut up to 31st March last amounts Rs 21,2[illegible] of which not less than Rs. 8,3238 has been expended during the official year just ended this does not include arrears of Rupees 540 which would not public funds of any description at my disposal to meet them which consequently will have to be carried on to the current year, unless any other arrangement can be made

Before entering my remarks on the Sambreebery Ghaut I would beg to suggest that its maintenance should be provided for by a toll; even in its incomplete state there is a considerable traffic upon it, and this next season will, I am sure, be largely increased, that its present maintenance grants will be quite inadequate for its upkeep; but the Road cannot possibly be maintained in a condition to carry the traffic that it will be required to bear. The ministers of Ghauts during the other two Ghauts, the Peria and Varicoor will put together I have great reason to believe, from what

what I am told of the intentions of Estate proprietors in Wynaad Land by the next to do that will fall to the Tamberchery Ghaut as it appears that the produce not only of South Wynaad for which this Ghaut is specially intended, but that of South East Wynaad as far as Cherambady and Vettermund, and of North Wynaad included within the Sernett District, with all the despatches to Calicut via this route; while the approaching opening up of the through road to Mysore will also introduce a considerable through traffic between that Territory and the coast. The Collector informed me that he had recommended a Sole from the 1st July next and I beg to add my strong recommendation to this, and to state that without it, or a very considerable increase to the annual grant it will not be in my power to keep the road in proper condition.

In fine weather the whole of this route may be and is used by Carts through, owing to its still incomplete condition there is not at present much traffic of that description upon it. During the monsoon want of Bridges between Sultan's Battery and Goodulsett preclude its use. The portion between the Head of the Tamberchery Ghaut and

Sp. Road from Head of Tamberchery Ghaut to Pyatherry Culpatta Sultan's Battery and Mysore frontier.—

and Goodalsetty has served during the last season for the transport of the Coffee crop. Contrary to my full expectation the Hooter Bridge is still unfinished, for the last three or four months work has been nearly suspended owing to want of funds, and great delay was experienced previous to that, by the failure of two successive Contractors who had undertaken to supply the timber for the superstructure: this is one of the works to which I referred when I said that the working of the Contract law had a serious effect on progress: as far back as August 1867 I made an agreement with a Timber merchant at Calicut for the supply of the necessary materials he was represented a man of substance and I believe he is, but like all others, he would do nothing without an advance, the whole of the material was promised to be delivered within three months, but month after month passed, and I could get nothing but promises that the Timber was nearly ready, and would soon be delivered, till at length I threatened to apply for a warrant for

for criminal breach of Contract, & was
soon after told that the wood was ready
and asked to appoint some one to receive
it. I took the precaution of going to Calicut
myself to inspect it, and found a quantity
of worthless stuff not in any way answering
to specifications, and utterly unfit for the
required purpose. I of course at once can-
celled the Contract, and took steps to obtain
recovery of the advance, but it was not until
some months had elapsed that I succeeded.
Several times that claim to Calicut to try
and procure the man's apprehension, but
of course he was not to be found and I believe
if he'd never have caught him had I not
myself taken a Peon down with me, and had
the warrant executed in my own presence.
The Contractor having with the coolest apearance
come to make terms with me for payment to him
of the value of the worthless timber he had collected,
quite undue sensible of the object of my visit to
Calicut. A second Contractor has treated
me much in the same manner, and though in
this case, I took the precaution of making only
a small advance, his failure has added to the
delay in completing the work, the greater
part

part of the superstructure of the Bridge has,
however, been constructed departmentally
of Timber obtained with great trouble & under
great difficulties as to transport, from
the Forest Department, and will in the course
of short time be put up, so as to have the
Bridge available for the approaching Monsoon.
The other large Bridge on the Line, the Calicut
Bridge, was undertaken by European Contractors;
they completed the Masonry last May, and
then declined proceeding further, there being no
funds available for prosecuting with the work
it was necessarily suspended, & is for some
time to come but at the River is at present crossed by
a Bridge the superintendence of which I also
a Bridge between the Head of the Sanitarium
Ghaut and Vycherry which I am very anxious
to obtain funds for during the current
official year, the cost will not exceed Rupees
and it is a very much needed work, I also de
to the Bridge called the Thalapuzha which will
serve the two roads to Mulpathy and the im-
provement I propose to the Terrace and
Manantoddy line, a Sketch shewing the nature
and explanatory of the objects of the proposed

improvement accompanies the report.

Share the season been employed in finishing Culverts on the portion of the line between Bytheay and the head of the Lambricherry Ghaut and the nullah near the Arrack Mallah estate is now crossed by a handsome segmental arched Bridge of 20 feet span which had been substituted for the timber one originally proposed.

The failure of Messrs Hinde & Co. to carry out the contract they undertook for the construction of the Minor Bridges and Culverts on the Western Sections of Bytheay and Caltpathy has not been attended with any inconvenience, the work done by them was extremely bad, and in one case the brick abutments of each foot bridge have cracked from top to bottom, and must shortly be taken down and replaced, close inspection having convinced me that nothing by way of repair can be any use. Another small work they were engaged on when pressed to close their contract, has been completed Departmentally, on terms far cheaper than they would have received. I purpose to make the other Culverts on the Section the work of the Current year, and are now collecting materials for them. The next Section of this line

west from Caltpathy to Sultans Battery was pushed on with great rapidity, till last January, when want of funds compelled suspension of the work, it is now passable for Carts except for a distance of less than ½ a mile at the Caltpathy end, the finished part being connected there with the old line by a temporary road, and Share for some months used it for transport of material. Several Culverts have been completed on this portion, and the three principal streams been bridged with temporary structures. Between Sultans Battery and the Wynaad frontier, no great extent of work has been executed, as there was a great deal of sickness prevailing, and working parties could not be kept together. ... Lt Topping a Civil Engineer undertook the contract for the construction of a composite Bridge in Timber and Masonry abutments, and of 175 feet span, severe illness, and great difficulties regarding labor of a good description, interfered with his successfully completing this undertaking, and he was forced about 2 months ago to give up the contract. I am sorry to say that I was obliged to condemn

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a very large proportion of brickwork, which owing to the very inferior description of labor which alone he was able to get had been executed very badly executed. All tenders had also been received for the construction of a number of other bridges which were to be entirely of Iron viz Warren girders on screw Piles; but after his tender was accepted and contract bond prepared for signature he wished to make several utterly inadmissible additions and the negotiation therefore fell through. Before the close of this month I expect to have temporary bridges over the only two Rivers which remain untrodden; and then there will be uninterrupted communication for Carts from Calicut to the Mysore frontier throughout, in all weather. Hitherto it has been confined to the dry season. The whole expenditure from first to last on the road from the Head of the Sambreeherry Ghaut to the Mysore frontier has been Rupees 161473 and of that Rs 96,988 has been spent since date of last Report.

The South East Wynaad part of the principal line of Road is that from Tippacadoo on the road to Mysore, to the foot of the Karcoor Ghaut; and this has for some time been in use

Karkoor Ghaut
Karkoor Ghaut to Gordaloor.
Gordaloor do Tippacadoo.

throughout for Cart traffic. The Officer now in charge of the Range is Major Raynsford of the Staff Corps, who took it over from Captain Cunningham R.E. on the latter proceeding on furlough to England in August last. Major Raynsford's work has hitherto been confined to perfecting what was left nearly finished by his predecessor; he has also this season built four Bridges of 80, 24, 15 & 9 and several Culverts and small bridges of various dimensions. In fair weather the whole of this is an excellent driving Road; but in the Monsoon the greater part of the section between Gordaloor and Tippacadoo, is so muddy as to be scarcely passable. It is very much to be desired that it should be properly metalled as soon as possible; Major Raynsford has done what he can towards this end, out of Maintenance grant and is going on improving it, but a small supplementary allotment of three or four thousand Rupees could be most profitably laid out, as maintenance funds are too scanty to permit any great deal of

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improvement; the traffic on the Road is rather large and on completion of the new Neddiwattan Chaut will probably be considerably increased.

No. 12. Goodaloor Sultans Battery.

Nothing has been done of a permanent nature on the Goodaloor and Sultans Battery Road during the past season, as it is scarcely probable that the old line will be kept up, and it only awaits a time when there is less press of more important work to be superseded by a better trace. The surface has, however, been put into repair where required, a temporary bridge is now nearly completed over the only large stream; and all the other small bridges have been, or are being put into serviceable condition. The expenditure has been met entirely from Plantation grants.

General Remarks.

Besides the above Imperial Roads, a line very useful to a great number of Estates, extending from Galpathy to the Head of the Carcoor Chaut has been opened by the Planters interested, assisted by a Government contribution. I lately went along

along the road, and can speak most favorably of the way in which it has been traced; it is necessarily rather tortuous in order that it may serve the requirements of as many estates as possible, and also on account of the hilly nature of the country, but otherwise good. The Public Works Department has had nothing to do with carrying it out, it having been done entirely by private individuals.

The Planters in the Srienkally Valley in North Wynaad have also laid out a line connecting a point on the Manantody and Coorg Road, with the road to Peria Chaut, running through a large valley which includes within its limits several considerable estates, and will doubtless in time be all under cultivation: as yet, nothing more than a trace has been made; whether more can be done depends on whether Government assistance can be given. From the great local utility of the line, if my opinion were asked, I should strongly recommend

H. a further grant and

Besides works of Communication much has been done this season in providing for the wants of the Judicial and Revenue Departments, for Police Lines, Public Bungalows, and what was perhaps as much needed as anything, for Chuttrams for native Travellers; a Plan I submitted for these very useful buildings was approved of, and has been adopted as a standard. Chuttrams are now either built, or building at Nadagauny, Seppacadoo, Sultan's Battery, Lukkadie Serrode, Manantoody and Perriah. Of these, all but the second and last are new; others have been sanctioned for Bowally, Cuttathy and Pytherry, and I should much like to see added to these, others on the Coorg frontier, at Koote, Panamarum, Nellalum and at the Mahiranhulla River the boundary of Mysore, where they would be the means of saving many a life now lost from the inclemency of the monsoon weather, and the entire absence of shelter; but as we have already got one at Seppacadoo the extremity of one line of Road, and are about to build one at Bowally, comprising two out of three of the Roads into Mysore, I think the Government of the latter Territory might justly be asked to undertake the third one required, viz. that at Mahiranhulla; and relieve the already overworked members of the Department in Wynaad from the task of it's construction. Do the same manner Bungalows for European Travellers on the two above lines fall to the share of the Madras Government, and as one of these buildings also is very greatly needed at Mahiranhulla it too might fairly be taken from Mysore.—

The Civil Dispensary and Hospital at Gooty an institution built partly by private contribution, and partly by Government grant, has proved a great success, and an incalculable blessing to numbers of poor people who would otherwise have had no aid but that of native quacks, and when this is the only resource dead bodies at the sides of the roads too often show the almost certain result.— Mr. Wade's theory of the easy pie chart cannot be improved upon by any one that I have ever met in

Woman in suitability for the post she fills, the duties of which she discharges with equal attentiveness and skill. Only wish that both institution and Officer in charge could be paralleled at Vythery, where with a larger European population, and more numerous estates, it has been found impossible to obtain sufficient subscriptions to erect a Hospital; many Planters owning estates comprising hundreds of acres putting their names down as contributors of such indignificant donations as Rs 5, 10 or 20, while others will give nothing.

At Manantoddy there has always been a Hospital, it having formerly served for the use of the Detachment of Native Infantry that used to be stationed there: it is now in very bad condition, but I hope shortly to see work in progress for its improvement. While I am on this subject, I cannot help remarking that I think at Manantoddy too many of the Public Buildings are crowded closely together, concentration no doubt is an advantage, but it is rather doubtful whether where one of the buildings is a Hospital, it has not also its disadvantages. On one small hill there are, in addition to the Hospital, the residence of the Public Works Range Officer, his Office, that of the Forest Department, the School, the Deputy Collector's Cutcherry and House, the Tahsildar's Treasury and Cutcherry, the bungalow of the Inspector of Police, and the Police Station and Lines. The Hospital is in very close proximity to several of these, especially to the last, and to the residence of the Range Officer, so that should any cases of Contagious diseases be admitted, the consequences would most probably be felt by the inmates; such crowding also tends to a great deal of dirt and filth, being accumulated notwithstanding every care, the number of servants, women, children, and followers of all sorts, being difficult to keep observant of any sanitary regulations. As a new Cutcherry has been sanctioned for the Deputy Collector, I would strongly recommend that a fresh site should be chosen, and also that no more Police Lines should be permitted to be built on this same hill.

On

In conclusion I have to beg that I may be excused for bringing to favorable notice the Officers of the Department serving in Wynaad Major Raynesford, Lt. Pringle and Sub Engineer Hasler, and I hope I may mention a fact that is much to their credit, viz that neither of them has ever been absent from his post during the sickly season, though one and all have suffered more or less. All leave of absence has been taken during the slack season of the year, when their services, owing to the necessary partial suspension of work, could best be spared it's end. The credit due for this can well be appreciated by any one who has spent a ~~season~~ month in Wynaad during the sickly season, (though nobody does do who can help himself,) and at no time since I have been in the District, a period extending over more than nine years, has fever been so prevalent as for the last six weeks of this season; I do not know a single instance of an European who has entirely escaped, and the extent of sickness amongst the native population must be seen to be realized,

in

Public Dept

No 2161

Proceedings of the Madras Government

Under date the 3rd July 1869

Read the following

From the Special Executive Engineer Wynaad, (Nilgiris) dated the 22nd May 1869

The Govt have perused this report with interest, and observe with pleasure the good progress that has been made with the construction of roads in Wynaad notwithstanding the prevalence of much fever in certain localities and the difficulty

experienced in obtaining
skilled labor.

Considering the
large sums that have
been appropriated from
year to year to roads
in Nyanza and the
liberal provision
made for them in the
current year's Budget,
and looking to the
demands for money
for necessary works
of all description
throughout the Presidency

the Govt regret that
they cannot supplement
the current year's Budget
grant for the Jambra-
cherry shamba. The
Construction of that
shamba being so far
advanced as to permit
of its being opened
for wheeled traffic
its completion may
be proceeded with
in accordance with
the means at the
disposal of Govt
without causing

any irreconcilable
inconvenience to the
public, and Major
Kennedy will therefore
restrict his expenditure
to the Budget assignment.

With reference to
the concluding portion
of para 12, Major Kennedy's
will be referred to
the Proc.s of Govt. in the
Revl. Dept. under date
the 4th June 1869 A.D. 1877
from which he will
observe that sanction
has been accorded

to

to the imposition of
follow the Peria, Tam
-bracherry and Carkur
Ghauts, ~~putting~~ ~~road~~.

Major Kennedy's
suggestion in para 18
that a fresh site
should be selected for the
Deputy Collector's
Cutcherry at Manantoddy
will be considered
in the Revl. Dept.

Copy of para 10
will be forwarded
to the Mysore Govt.
who will be requested
to take into consideration

the expediency of constructing Travellers Bungalows and Sachoultry at Mahwarhulla on the road leading from the head of the Lambracherry Ghaut into Mysore via Culpully and Sultan's Battery.

Ordered that a copy of the report above recorded be forwarded to the Rt Honorable the Secy of State for India with reference to para 4

To Major Kennedy
the Resr Mysore

Dept 6/7/69.

of his letter dated 15th November 1867 No 336.

No 2162

The Commissioner for the Territories of His Highness the Maharajah of Mysore.

Sir,

In forwarding the accompanying Extract from a report from Major Kennedy on the condition of the roads in Wynaad, I am to request that, under the circumstances brought to notice by that officer the Mysore Govt will take

to Rexpts consideration
the expediency of constructing
a Travellers Bungalow
and a Choultry at Mich.
- wanhalla for the
accommodation of
European and Native
travellers respectively.

15/2

Despe 7/7/69 with an extract of para 16 of the Report.

ex 25 June 69 Q.R. 17a

Rec 2241

Govt. of {1869} Madras.

PUBLIC WORKS.

To Major R. B. Kennedy

Dated

Read

G O 3rd July 1869 No 2161 & 2162

Nos. 66-67 & 68

Road Papers orders on the report from Major Kennedy on the progress which has been made in the construction of roads in the Wynaad.

Travellers' Bungalow and Choultry at Mahawanhally Mr Jot of Rupees required to be taken into consideration the expediency of constructing a Travellers' Bungalow and a Choultry at Mahawanhalla for the accommodation of European and other Travellers