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MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 2673

134-135

Press

Mis.

Dated 8 11

1870.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th November 1870.*

No. 134. Read the following Proceedings of the Board of Revenue, dated 6th October 1870, No. 6,014 :—

Read the following letter from the Officiating Collector of South Canara, to the Acting Secretary to the Board of Revenue, dated Mangalore, 30th August 1870, No. 1,145.

I HAVE the honour to submit the annual report on the operations of the Public Works Department in this district, during the past official year 1869-70.

2. The funds originally allotted in the Budget for expenditure on Imperial works amounted to Rupees 1,03,048 (exclusive of Rupees 12,000, sanctioned for the completion of the Provincial School building, the cost of which is debited to the Educational Fund). To this allotment, Rupees 4,800 were subsequently added on account of Minor New Works to be carried out from the Reserve, and for the cost of Tools and Plant, making a total of Rupees 1,07,848. The Progress Reports of the three Ranges, however, show that only Rupees 90,604-2-11 were available for expenditure in the three Ranges, namely :—

	RS.	A.	P.
Original Works	53,665	13	5
Repairs	36,338	5	6
Tools and Plant	600	0	0
Total...	90,604	2	11

3. The Public Works expenditure having been restricted in consequence of the financial pressure, several of the works in progress were stopped and others not commenced.

4. The amount actually expended out of the allotment as shown by the Progress Reports is given in the subjoined Statement, compared with the outlay in the preceding year :—

Items.	1868-69.	1869-70.	Increase.	Decrease.
	RS.	RS. A. P.	RS.	RS.
<i>Irrigation.</i>				
New Works	...	.....	.....	.....
Repairs	...	.....	.....	.....
<i>Buildings.</i>				
New Works	18,595	18,712 0 0	117	.....
Repairs	1,516	1,714 0 0	198	.....
Total...	20,111	20,426 0 0	315	.....
<i>Communications.</i>				
New Works	28,813	24,554 0 0		4,259
Repairs	38,852	34,454 0 0		4,398
Total...	67,665	59,008 0 0		8,657

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Items.	1868-69.	1869-70.	Increase.	Decrease.
	RS.	RS. A. P.	RS.	RS.
<i>Miscellaneous.</i>				
Tools and Plant	1,012	606 0 0		406
Total...	88,788	80,040 0 0	.....	Net. 8,748
Expenditure by Revenue Department ...	...	*857 7 5	.....	.....

5. *Buildings.*—The expenditure on buildings amounted to Rupees 20,426, and the outlay was distributed as follows:—

Description.	New Works.	Repairs.	Total.
	RS. A. P.	RS. A. P.	RS. A. P.
Civil Buildings	18,256 0 11	†489 8 1	18,745 9 0
Military Buildings	455 13 3	1,224 10 7	1,680 7 10
	18,711 14 2	1,714 2 8	20,426 0 10
Educational	11,747 6 1	.....	11,747 6 1

6. The following buildings received allotments during the year:—

	Allotment.	Expenditure in 1869-70.
	RS. A. P.	RS. A. P.
Coir Godown at Mangalore	8,700 0 0	.....
Subsidiary Jail at Mangalore	...	3,121 7 8
Do. at Beltangadi	5,151 0 0	1,379 14 8
Do. at Bantwal	...	663 15 5
Do. at Uppinangadi	2,856 0 0	2,769 3 6
Do. at Hosdrug	2,399 0 0	2,399 9 6
Do. at Kasargode	2,058 0 0	2,026 6 7
Do. at Udipi	2,005 0 0	2,001 14 1
Do. at Kundapur	1,070 0 0	1,005 4 8
Do. at Karkal	1,169 0 0	1,153 6 8
Police Station-house at Mudbidri	1,000 0 0	.....
Alterations to Talook Cutcherry at Kasargode	370 4 0	369 10 2
Court-house for District Munsiff at Brah- maiver	3,080 0 0	1,365 4 0

Educational Fund.

Government Provincial School at Man- galore	12,000 0 0	11,747 6 1
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7. *The Coir Godown at Mangalore*, with an allotment of Rupees 8,700, and the Police Station-house at Mudbidri, with an allotment of Rupees 1,000, were not put in hand, the grants having been subsequently withdrawn or transferred to other works.

* *Details of expenditure by Revenue Department.*

	RS. A. P.
Repairs of Travellers' Bungalows	203 0 0
Do. of Revenue Buildings	477 1 4
Do. Postal do.	146 6 8
Compensation for lands taken up for public purposes	30 15 5

Total... 857 7 5

† Exclusive of outlay incurred by Revenue Department.

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8. *Subsidiary Jails at Mangalore.*—The Subsidiary Jail at Mangalore has been nearly completed, and could be occupied at once, where it not that a door to connect it with the Treasury guard has not been opened. No funds are available for this work, so the building must remain unoccupied owing to the difficulty of guarding it.

9. *Beltangadi and Bantwal.*—The expenditure on the Subsidiary Jails at Beltangadi and Bantwal was stopped on account of the financial pressure, and the buildings, therefore, remain incomplete.

10. *Uppinangadi, Hosdrug, and Kasargode.*—Rupees 7,564-13-9 were expended on the Subsidiary Jails at Uppinangadi, Hosdrug, and Kasargode. The buildings are, however, in an unfinished state, and should be completed as soon as possible, as in this wet climate they are liable to rapid deterioration.

11. *Udipi, Kundapur, and Karkal.*—The Subsidiary Jails at Udipi and Kundapur have been completed and handed over to my department. The work at Karkal was suspended pending the sanction of Government to certain alterations proposed in the sites of the out-houses. The buildings at Udipi and Karkal being insecure owing to the wood work of the roof being made of bamboos instead of sawn timber, will require alteration. Government have sanctioned the work being carried out.

12. The Court-house for the District Munsiff at Brahmawar is incomplete, the work having been suspended.

13. *The Provincial School building at Mangalore* has been fully completed, an additional sum of Rupees 11,747-6-1 having been expended on it during the year. The School is now occupied by the boys. It is a fine building, but owing to the proportions of the School-rooms, the echo is so great that hearing is difficult. The tiles used for the roof are of an improved pattern, made by the German Mission at this place. They do not, however, afford sufficient protection from the sun, for I am informed that during the five months the heat in the building is excessive.

14. *Communications.*—Rupees 24,554 were expended on New Works, and Rupees 34,454 on Repairs, the total expenditure being Rupees 8,657 less than the outlay during last year.

15. The following are the different works carried out under the head of "Communications":—

	Allotment.	Expenditure in 1869-70.
	RS. A. P.	RS. A. P.
<i>New Works.</i>		
Minor Bridges below Charmadi or Kodekal	3,012 0 0	3,011 9 1
Ghaut	500 0 0	492 3 10
Approaches to the Ujira bridge on do.	1,460 0 0	1,895 14 5
Chebidi bridge below do.	327 0 0	326 5 0
Charmadi bridge on do.	...	...
Belechar bridge on Mangalore and Agumbi road	1,390 0 0	1,390 10 10
Road from Calicut to Mangalore, No. XX, via Vittal... ..	4,500 0 0	...
Bridges on the above road... ..	9,927 0 0	9,910 15 7
Minor bridges on the road below the Manzerabad Ghaut... ..	1,250 0 0	1,259 7 7

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<i>New Works.—(Concluded.)</i>	Allotment.			Expenditure in 1869-70.		
	RS.	A.	P.	RS.	A.	P.
Parapets to Gundia bridge on Manzerabad Ghaut	126	9	5	126	9	5
Re-construction of Sullya bridge on the Imperial Road No. XXIV	2,500	0	0	2,496	7	2
Renewal of a portion of Timber superstructure of Kabinholay bridge	540	0	0	162	8	6
Repairs to Timber bridge No. 1 near frontier, and the Barchinholay and Kamambila bridges on the Manzerabad road	345	0	0	228	2	1
Constructing a causeway in the bed of the Pani-Mangalore river on the road from Calicut to Mangalore	450	0	0	304	4	3
Sanur bridge on the Imperial Road from Mangalore to Agumba	6,689	0	0	2,949	5	11

16. *Minor bridges below Kodekal Ghaut.*—The whole of the reduced allotment of Rupees 3,112 has been expended. Six out of the fourteen minor bridges below the ghaut were completed, work on the others having been stopped by the restrictive orders.

The *Chebidi Bridge* which was commenced last year has been completed at a cost of Rupees 2,231-10-4, of which Rupees 1,895-14-5 were expended in this year. When I inspected this work I noticed that the roadway still required filling in.

The *Charmadi Bridge* was commenced, but the work was stopped owing to the financial pressure, after Rupees 326-5-0 had been expended.

17. *Belechur Bridge on the Mangalore and Agumba road.*—An estimate for this bridge, amounting to Rupees 3,080, was sanctioned in 1868, and an allotment made in the year's Budget. Owing, however, to restrictive orders only Rupees 1,390 were expended. This is a very necessary work, the nullah being subject to sudden floods, and I trust, therefore, that it will be completed at any early date.

18. *Road from Calicut to Mangalore, via Vittal, No. XX.*—Rupees 10,000 were allotted in the printed Budget for the completion of this road, but part of the grant was surrendered in the course of the year, and part transferred to the Sullya Bridge on road No. XXIV., the remainder owing to the restrictive orders was surrendered.

19. *Bridges on the Calicut and Mangalore road.* A grant of Rupees 10,000 was made for the completion of the bridges on this line, of which Rupees 9,910-15-7 were expended during the year. By this outlay 25 minor bridges, costing between Rupees 57 and 2,920, were completed and materials collected for the commencement of seven others. There is still bridgework, estimated to cost Rupees 5,407, remaining to be executed on this line out of an estimate of Rupees 71,134.

20. *Minor bridges on Manzerabad road.*—The construction of seven minor bridges on this line was commenced. Of these only two at the 38th and 52nd miles have been completed, and the rest are in progress.

21. *Kabinholay Timber bridge.*—The re-construction of a portion of the timber superstructure of this bridge was commenced, and some timber was sawn into planks and carted to the site of the bridge.

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22. Minor repairs were also executed to three other bridges on this road at an aggregate cost of Rupees 228-2-1.

23. *Sullya bridge on Imperial Road No. XXIV.*—The re-construction of this bridge which gave way in July 1869 was undertaken on an estimate of Rupees 4,550, of which Rupees 2,496-7-2 were expended up to the end of the year. The bridge has since been completed, and is now open for traffic. The estimate for the work has been exceeded by Rupees 730, and the excess has been recently sanctioned by Government.

24. A sum of Rupees 450 was placed at the disposal of the Range Officer for constructing a causeway in the bed of the Netravati river at Pani-Mangalore, as suggested by Mr. Thomas in his report for 1867-68. Of this sum Rupees 304-4-3 were expended by the Range Officer.

25. *Sanur bridge on the road from Mangalore to Mysore, via Agumba.*—This is the only work undertaken in the Kundapur Range under the head of "New Works" "Communications." An estimate for the bridge, amounting to Rupees 7,045, was sanctioned by Government in November 1868, of which Rupees 367-7-0 were spent in 1868-69. During the year under report Rupees 6,680 were allotted, of which Rupees 2,949-5-11 were expended, bringing up the total expenditure to Rupees 3,316-12-11. Although nearly half of the amount of the estimate has been expended, the work cannot have progressed much. A note in the Progress Report to the effect that the centrings had been removed, would lead one to conclude that the arch had been turned. I find, however, that, so far from this being the case, the centrings were put up, and, when the restrictive order was received, were removed, and the materials sold by auction. The progress therefore made to this bridge must be confined to the foundations and abutments.

26. *Repairs.*—In repairs, a total sum of Rupees 36,994-13-6 was expended, of which Rupees 1,316-0-1 is the cost of the repair of Civil Buildings, and Rupees 1,224-10-7 that of Military Buildings. The remainder, Rupees 34,454, was devoted to the maintenance of Communications.

	Allotment.			Expenditure in 1869-70.		
REPAIRS.	RS.	A.	P.	RS.	A.	P.
<i>Buildings.</i>						
Repair of Civil Buildings. { By Public Works Department	543	5	6	489	8	1
Do. of Military Buildings { By Revenue Department	826	8	0	826	8	0
Do. of Military Buildings	1,358	0	0	1,224	10	7
<i>Communications.</i>						
Road No. XX. from Calicut to Mangalore	9,330	0	0	9,326	14	8
Do. from Pani-Mangalore to Mysore	4,793	0	0	4,825	13	5
Do. frontier, via the Sumpaji Ghaut	4,160	0	0	4,160	9	4
Do. from Manzerabad ghaut to Mani, via Uppinangadi	4,398	0	0	4,396	13	7
Do. from Pani-Mangalore to Mysore, via Agumba	5,850	0	0	5,848	15	3
Kodekal Ghaut road, via Charmadi to Bantwal.	3,520	0	0	3,519	8	10
Kollur Ghaut road from Wandse to the Mysore frontier	1,760	0	0	1,757	7	9
Branch of do. from Halkal to Baindur	190	0	0	182	3	5
Road from Someshwar at the foot of the Agumba Ghaut to Haladi	436	0	0	435	10	7
Do. from Hospett near Someshwar to Udupi with branch to Baje						

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27. *Road from Calicut to Mangalore, No. XX.*—Rupees 9,326-14-8 have been expended upon this line. As there is but little traffic on the road as yet, a portion of the maintenance grant has apparently been expended in tracing the extension to the Malabar frontier. Nine miles of the remaining twenty-two were opened to bridle-path, and the remaining portion has been traced and fully pegged out. Fifty-four out of the seventy-six miles of this road, commencing from Pani-Mangalore, were completed in the previous years, and opened out to an average width of five yards. With the exception of the Chendragiri river and a few minor streams it is bridged throughout.

28. The road from Mangalore to Pani-Mangalore which forms part of the above line is in fair order, but requires metalling in places. Some portions of the road are too narrow, and the causeways over the paddy fields require side walls.

29. *Road from Pani-Mangalore to the Mysore frontier by the Sumpaji Ghaut.*—This road has a fixed maintenance allowance of Rupees 5,280, but Rupees 4,793 only appear to have been available for expenditure by the Range Officer. The insufficiency of the allotment was brought to the notice of the Board by my predecessor in his Annual Report for 1868-69, and the question of supplementing it by a transfer of the Ferry and Toll collections on Imperial Roads is now under the consideration of Government. Looking to the fact that the road was not originally metalled, the Range Officer has, with the small maintenance allowance at his disposal, done his best to keep it in repair, but the road is rapidly deteriorating, and should be metalled throughout as soon as possible.

30. *Road from Manzerabad Ghaut to Mani, via Uppinangadi.*—The repair of this line cost Rupees 4,160-9-4. The full amount of the sanctioned grant for the upkeep of this road does not appear, from the Progress Report, to have been available for expenditure. I am not aware of the reason. I have not seen this road since my return to this district.

31. *Road from Mangalore to the Mysore frontier, via the Agumba Ghaut.*—The repairs to this road cost Rupees 4,196-13-7. The road is but little used, and the maintenance allowance should, therefore, be sufficient to keep it in good order.

32. *Kodacal Ghaut road, via Charmadi to Bantwal.*—Repairs cost Rs. 5,848-15-3. The road, via Beltangadi and Charmadi to the Mysore frontier, which appears from Mr. Thomas' report of last year to have been in fair order, has not deteriorated. I have not, however, seen the ghaut. The larger bridges alluded to by Mr. Thomas have been repaired, and, as far as I can judge, the wood work appears to be sound. Of the allotment for this road of Rupees 5,850, Rupees 3,567 only have been expended on repairs to the road and metalling, the greater part of the remainder has been taken up for the renovation of the wood work of the Nidgal bridge.

33. (1.)—*Kollur Ghaut road from Wandse to the Mysore frontier.*

(2.)—*Branch from Halkal to Baindur.*

(3.)—*Road from Someshwar to Haladi.*

(4.)—*Do. from Someshwar to Udipi with branch to Baji.*

The two first of these lines received their full maintenance allowances and have been kept in good order.

The maintenance allowances for the last two lines were greatly reduced owing to the money being required for other purposes. I trust that the necessity for

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such transfers may not again occur, for the allowances are by no means greater than are required.

34. Having rejoined the district but lately, I have not had time to inspect many of the roads. I have, however, driven over the three Ghaut roads converging at Mangalore. They are in fair order, considering the inadequacy of their maintenance allowances. In a wet climate like this, metal is absolutely necessary to send heavy traffic, but our main roads were originally unmetalled, and the allowance at our disposal, which I believe would be barely sufficient for keeping in repair well metalled roads, is quite insufficient when expended on unmetalled.

35. I regret to have to furnish such an unsatisfactory report, but the few works completed, the buildings not commenced, and the others left half finished, must be ascribed to the retrenchment rendered necessary by the financial difficulty. Were it not for the completion of the Provincial School and of the Sullya bridge, there would be scarcely any progress to report.

36. Before closing this report, I trust I may be permitted to call the Board's attention to the large sums annually expended in renewing or repairing the wood work of our timber platform bridges. As noticed in former reports, a good part of the expenditure required for this work is taken from the maintenance allowances, which can ill spare it. Former Collectors and Colonel Walker himself, I believe, have recommended iron girder bridges, but owing to the first cost being so high, none have as yet been put up. Iron of course would be infinitely preferable to timber, but I do not think the latter has had a fair chance given it. Owing to the rules of the Department, I am informed that no stock of seasoned timber can be kept. Assuredly none can be purchased in the market. The consequence is that, as soon as a work is sanctioned, timber is cut and put on the bridge before it has had time to season. It rots in a few years, and has to be replaced by equally worthless wood. Were any arrangements possible, by which the Officers of the Department of Public Works could keep a stock of seasoned timber for use when required, I feel pretty sure we should not hear so often of the perpetually recurring repairs to our bridges.

37. As directed in the Proceedings of Government, dated 11th November 1868, No. 2,831, I beg to submit, herewith, a memorandum showing the mileage of Imperial roads maintained in good order, the mileage still under construction, and that not yet commenced upon.

Memorandum showing the mileage of the Imperial Roads maintained in good order, the mileage still under construction, and that not yet commenced upon in the District of South Canara during the official 1869-70.

Name of Road.	Total length in miles.	Number of miles kept in repair during the official year 1869-70.	Number of miles of new road completed in 1869-70.	Number of miles of new road construction during 1869-70.	Number of miles of road not yet commenced upon till 1869-70.	Remarks.
<i>Class I.—Main Lines of Communication.</i>						
XX. Road from Calicut to Mangalore	92	16	..	63	13	The 16 miles of road between Mangalore and Pani-Mangalore are kept in very good order; of the remaining 76 miles from Pani-Mangalore to the Malabar frontier, 54 miles were opened throughout to an average width of 5 yards during previous years, and this portion of the road has been bridged except at the Chendregerry river (which is crossed at Bevinja) and a few minor streams; 9 miles of the remaining 22 between Hosdurg and the Malabar frontier were opened to Bridle-path at the end of 1869-70, and the remaining 13 have been fully traced and pegged. This line is thoroughly bridged. The Sullya bridge, which gave way in July 1869, has since been rebuilt. The maintenance allowance is found to be insufficient owing to the heavy traffic on this road. Condition of road in fair order with the exception of the obstruction caused by want of bridges across the Belechar, Chamgargoondy, Sanur, Yemedohlay, Mathebettoo and Caudhollay streams.
XXIV. Do. from Mangalore to the Mysore frontier by the Sumpaji Ghaut.	48	43	..	..	..	Road in good order. Partly bridged, has numerous small streams to be bridged yet. Road in good order. Not bridged at all. If the Halkal, Sarroor, and Wassereh Mullaha are bridged, the road would be passable for carts in the monsoon. Is bridged throughout except at the Golihulla and Halaudy rivers.
XXV. Do. from Mangalore to the Mysore frontier by the Agumba Ghaut.	63	63	..	..	..	Road in good order. Partly bridged. The Shivapur and Puttige streams have to be bridged yet. As far as the maintenance can go, the road is in fair order up to Charnady, and the ghaut is passable for traffic. The Charnady stream requires bridging, as also some of the minor streams. The road is fully bridged and the few minor bridges that remained to be constructed on the line were completed during the year.
<i>Class II.—Ghaut and exceptional Roads.</i>						
11. (1.) Kollur Ghaut Road from Wandse to Mysore frontier.	33	33	..	..	..	Road in good order. Partly bridged. The Shivapur and Puttige streams have to be bridged yet.
(2.) Branch of the above from Halkal to Bydur.	16	16	..	..	..	As far as the maintenance can go, the road is in fair order up to Charnady, and the ghaut is passable for traffic. The Charnady stream requires bridging, as also some of the minor streams.
(3.) Road from Someshwar at foot of Agoomby ghaut to Halaudee.	18	18	..	..	..	The road is fully bridged and the few minor bridges that remained to be constructed on the line were completed during the year.
(4.) Road from Hospett near Someshwar to Udipi with branch to Baje.	28	28	..	..	..	
(5.) Kodekal ghaut road, via Charnadi to Bantwal.	42	42	..	..	..	
(6.) Manzerabad ghaut to Mani, via Uppinangadi.	40	40	..	..	..	
<i>Class III.—Salt Roads.</i>						
1. A road three yards wide from the Salt Cotaurs at Arobett, in the Waderhobly division and the river.	379	303	..	63	13	
	Yards. 330	330	..	..	..	

(Signed) A. McC. WEBSTER,
Officiating Collector.

MANGALORE;

30th August 1870.

Proceedings of the Madras Government, Public Works Department,
8th November 1870.

THE Collector's report on the works executed by the Department of Public Works in South Canara, during the past official year, will be submitted for the information of Government.

2. The Budget grant, including the allotment for the Provincial School at Mangalore (Rupees 12,000), amounted to Rupees 1,19,848. But considerable retrenchment occurred, and the total expenditure amounted to Rupees 80,046, being slightly less than that of the previous year.

3. There are no irrigation works in the district.

4. BUILDINGS.—Rupees 22,173 were spent on buildings. The Provincial School at Mangalore was completed and is now occupied. The inconveniences noticed by the Collector in paragraph 13 of his letter will doubtless receive attention from the Educational Officers.

5. Of nine Subsidiary Jails already in hand, two were completed; the other seven, and the Munsiff's Court-houses at Brahmaiver, are in an unfinished state, and subject to rapid deterioration in the climate of the Western Coast. No time should be lost in introducing the inexpensive doorway which is all that is required to make the Subsidiary Jail at Mangalore fit for use.

6. COMMUNICATIONS—*New Works*.—A considerable number of useful bridges and minor masonry works were completed on the Southern line, and on the Kodekal, Agumba, and Manzerabad Ghaut lines, and the bridge at Sullya on the Coorg Ghaut road was restored. The cost of these works was Rupees 24,554.

7. COMMUNICATIONS—*Repair*.—Rupees 34,454 were spent on repairs under the head of Communications. The road from Buntwal (Pani-Mangalore) to North Malabar has been partially extended and the remainder of the line is traced. But trunk line to Coorg, via Sumpaji, is rapidly deteriorating and should be efficiently metalled throughout. The Manzerabad, Agumba, and Kodekal Ghaut lines are

Kollur (with two branches.) reported to be in fair order, and the wooden bridges on the last have been partially repaired. But the maintenance allowances are everywhere inadequate to the wants of the roads and require to be supplemented. A proposition that this should be done out of the tolls levied on Imperial lines is now under consideration.

8. The Collector again draws attention to the costly mistake of using unseasoned wood for the construction of bridges in that district.

No. 135. ORDER THEREON, 8th November 1870, No. 2,673

ESTABLISHMENT, No. 16.

COMMUNICATED to the Superintending Engineer of the 7th Division.

(True Extract)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
" Revenue Department.
" Board of Revenue.
Exd. S. T. Augustin.

ENCLOSURE No. 1.
Memorandum showing the mileage of the Imperial Roads maintained in good order, the mileage still under construction and that not yet commenced upon in the District of South Canara during the official year 1869-70.

Name of road.	Total length in miles.	Number of miles kept in repair during the official year 1869-70.	Number of miles of new road completed in 1869-70.	Number of miles of new road under construction during 1869-70.	Number of miles of road not yet commenced upon till 1869-70.	Remarks.	
Class I.—Main Lines of Communication.							
XX. Road from Calicut to Mangalore ...	92	16		63	13	The 16 miles of road between Mangalore and Pani Mangalore are kept in very good order, of the remaining 76 miles from Pani Mangalore to the Malabar frontier, 54 miles were opened throughout to an average width of 5 yards during previous years, and this portion of the road has been bridged except at the Chendragerry river (which is crossed at Bevuja) and a few minor streams, 9 miles of the remaining 22 between Hosdurg and the Malabar frontier were opened to Bridle path at the end of 1869-70, and the remaining 13 have been fully traced and pegged. This line is thoroughly bridged. The Sullys bridge which gave way in July 1869, has since been rebuilt. The maintenance allowance is found to be insufficient owing to the heavy traffic on this road. Condition of road in fair order with the exception of the obstruction caused by want of bridges across the Belechar, Chamgargoondy, Sanur, Yennecholsay, Mathebetoo and Caudhohay streams.	
XXIV. Do. from Mangalore to the Mysore frontier by the Sumpalji Ghaut.	48	45	.....	.....	.....		
XXV. Do. from Mangalore to the Mysore frontier by the Agumba Ghaut.	68	63	.....	.....	.....		
Class II.—Ghaut and exceptional Roads.							
11. (1.) Kollur Ghaut Road from Wandse to Mysore frontier.	33	32	.....	.....	.....		
(2.) Branch of the above from Halkal to Bydur.	16	16	.....	.....	.....		
(3.) Road from Someshwar at foot of Agoombay ghaut to Halaudee.	18	18	.....	.....	.....		
(4.) Road from Hospett near Someshwar to Udipi with branch to Beja.	23	23	.....	.....	.....		
(5.) Kodikal ghaut road via Charamadi to Bantwal.	43	42	.....	.....	.....		
(6.) Manzerabad ghaut to Mani via Uppensangadi.	40	40	.....	.....	.....		
Class III.—Salt Roads.							
1. A road three yards wide from the Salt Cotours at Arebetti, in the Waderhoby division and the river.	379	303		63	13	As far as the maintenance can go, the road is in fair order up to Charamady and the ghaut is passable for traffic. The Charamady stream requires bridging as also some of the minor streams. The road is fully bridged and the few minor bridges that remained to be constructed on the line, were completed during the year.	

(Signed) **A. McC. WEBSTER,**
Officiating Collector.

MANGALORE,
30th August 1870.

THE Collector's report on the works executed by the Department of Public Works in South Canara, during the past official year, will be submitted for the information of Government.

2. The Budget grant including the allotment for the Provincial School at Mangalore (Rupees 12,000) amounted to Rupees 1,19,848. But considerable retrenchment occurred, and the total expenditure amounted to Rupees 80,046, being slightly less than that of the previous year.

3. There are no irrigation works in the district.

4. BUILDINGS.—Rupees 22,173 were spent on buildings. The Provincial School at Mangalore was completed and is now occupied. The inconveniences noticed by the Collector in paragraph 13 of his letter will doubtless receive attention from the Educational Officers.

5. Of nine Subsidiary Jails already in hand, two were completed; the other seven, and Munsif's Court-house at Brahmaiver are in an unfinished state, and subject to rapid deterioration in the climate of the Western Coast. No time should be lost in introducing the inexpensive doorway which is all that is required to make the Subsidiary Jail at Mangalore fit for use.

6. COMMUNICATIONS—*New Works*.—A considerable number of useful bridges and minor masonry works were completed on the southern line, and on the Kodekal, Agumba, and Manzerabad Ghaut lines, and the bridge at Sullya on the Coorg Ghaut road was restored. The cost of these works was Rupees 24,554.

7. COMMUNICATIONS—*Repair*.—Rupees 34,454 were spent on repairs under the head of Communications. The road from Buntwal (Pani Mangalore) to North Malabar has been partially extended and the remainder of the line is traced. But trunk line to Coorg via Sumpaji is rapidly deteriorating and should be efficiently metalled throughout. The Manzerabad, Agumba, and Kodekal Ghaut lines are reported to be in fair order, and the wooden bridges on the last have been partially repaired. But the maintenance allowances are everywhere inadequate to the wants of the roads and require to be supplemented. A proposition that this should be done out of the tolls levied on Imperial lines, is now under consideration.

8. The Collector again draws attention to the costly mistake of using unseasoned wood for the construction of bridges in that district.

(True Copies and Extract.)

To the Secretary to Government, Public Works Department.

Copy to the Acting Secretary to Government, Revenue Department.

.. to the Collector of South Canara.

Exd. G. A. Turton.

Acting Secretary.

1870. *Adm. Secy.*
BOARD OF REVENUE,
(11) MADRAS. *22/11/70*

PROCEEDINGS, 6TH OCTOBER 1870, No. 6,014.

22/11/70
OCT. 15

Encl.

22/11/70
Review of *Col. Secy.*

OCTOBER
No. 6,014.

Public Works—executed in South Canara District during 1869-70.—Collector's report on, submitted to Government, with remarks.

No 2673-8
Not an order

✓ C/4/166

Govt. of 1870: 31/10/70

PUBLIC WORKS.

To The Superintending Engineer
of the Division

Dated

Recd.

G. O. 8/10/70 No. 2673.

Nos. 134 & 135

Public Works Mr. The Bank

of Rev. on the Director's report
on the Public Works
executed in the South
Canara District during
1869/70, Comd. The Engineer
of the 7th Div.