M.R.O. 1—77,006—8-6-37.

(1) Number of pages 111

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2929 Press Mis.

442-94.

Dated 20-10 1871.

Not to be folded or roughly handled

No. 442. Read the following letters :—

From J. OUCHTERLONY, Esq., to the Secretary to Government, Public Works Department, Fort St. George, dated London, 25th August 1871.

I HAD the honour to receive your letter of the 9th March last, which the Government was pleased to direct to be written in reply to my letter of the 25th January.

2. The urgency of the subject will, I trust, plead my excuse for again addressing Government regarding the traffic communication between Goodaloor and Areacode on the Beypore river.

3. So long as permanent bridges to span the various streams which cross this route remain uncompleted, the traffic is helplessly dependent on the *temporary* ones that the local Engineers have to erect at the close of each south-west monsoon.

4. In my former letter I had the honour to make a representation on the injury that had accrued from the tardy, and, as it appeared to me, unnecessarily procrastinated erection of these temporary bridges. To satisfy the Government that I did not then, and do not now, write without reason for it, I beg to recapitulate the losses that I encountered almost directly from this cause. These have been—

		Rs.
(1.)	30 carts detained one month at the stream at the foot of the Carcoor Ghaut, three trips, cart hire...	1,200
(2.)	Deterioration from rain during detention	400
(3.)	300 carts coming to my valley turned away on hearing of the detention, and we lost a whole month in getting coffee away. Interest alone lost	700
(4.)	We were thus thrown out of opportunities of shipping (but it is difficult to estimate in money this serious loss)	
(5.)	But above 200 tons had in consequence to be sent to Madras for shipment, the monsoon having closed the Western Coast; extra carriage ...	6,000
	or Rupees	8,300

of actual pecuniary loss from the high road being impassable at a time when it was perfectly practicable to have made it the opposite, independent of the grave commercial inconvenience of property being tied up so long, and amid all the anxiety about its eventual shipment, which must ever be felt in the Western Coast as the season of the south-west monsoon approaches. With an open and free communication with the river from the *beginning* of the season there is no reason why Wynaad coffee corps should not be prepared and shipped from the coast by the month of April. I have now one-fourth of my whole crop unshipped at the end of July.

5. I would beg to observe that I am not seeking to assume that any undue delay will take place in putting up the temporary bridges on (what I believe is styled) the Carcoor road for the coming season; but having already suffered from such, and the matter being one of such vital and critical importance, I venture to solicit the intervention of Government to *ensure* the early and thorough opening

of the whole line of communication. I may mention that I am at this moment precluded from engaging freight to bring home my next season's coffee, because of the uncertainty that attends its being got down to the coast in due time.

6. May I be permitted, in conclusion, to draw attention to the fact that our rivals, coffee planters of Ceylon, have now for some years enjoyed the great advantage of a rail road into the heart of their planting district; and that there has now been sanctioned, and indeed commenced, an extension of this which will tap several remoter portions of their coffee area. It will probably be long before any part of the Wynaad district can hope to enjoy a similar advantage; but I hope that the growing importance of the coffee industry in Southern India may plead for those high roads of communication, through which alone our produce can reach a market, being maintained in a state of such efficiency as not only to ensure this object, but to enable its accomplishment at the earliest period of our peculiar season.

No. 443. From the Special Executive Engineer, Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 9th October 1871, No. 471:—

With reference to Proceedings of Government, No. 50, dated 6th October 1871, I have the honour to reply that every stream on the part of the line of road in question which is under my charge is permanently bridged; those that Mr. Ouchterlony refers to are situated in the Calicut Range of the 7th Division. I may mention that plans for bridging those rivers were received by the Local Board of the Calicut Circle on the 18th ultimo, and were directed to be forwarded for the approval of the Superintending Engineer of the 7th Division, provision being made for as much work as the Range Officer considered he could carry out this season.

2. I take this opportunity, however, of mentioning that, although the Carcoor Ghaut line so far as it runs through Wynaad is perfectly bridged, the other two are not, I mean the Peria and Tambercherry Ghaut lines, and I bring it to notice because the Local Fund Board found it impossible to supplement the grants given from Provincial Funds, the money consequently available for expenditure this year has been cut down 33 per cent. lower than in 1870-71; on the Tambercherry line a balance of barely Rupees 6,580 remains unexpended. I have addressed the President of the Local Fund Board on the subject, and I hope that Government will be able to supplement the grant to the extent at any rate of what I have asked for, though could three or four times the amount be spared, I could easily and most profitably expend it.

3. I return the copy of Mr. Ouchterlony's letter to save trouble of re-copying.

No. 444. Order thereon, 27th October 1871, No. 2,729.

CIVIL WORKS, No. 33.

Ordered that the foregoing letters be communicated to the Financial Department for consideration in connection with the revised Local Fund Budget of the current year for the Calicut Circle, it

Proceedings of the Madras Government, Public Works Department, 27th October 1871.

being very desirable that so important a line of communication as that from the foot of the Carcoor Ghaut to the coast should be completed, inclusive of bridges, and made ready for wheeled traffic at as early a date as possible.

2. The Superintending Engineer of the 7th Division will be requested to submit a memorandum of the streams crossing the road which are unspanned, showing the probable cost of bridging those streams, and the amount proposed by the Local Fund Board for expenditure in the current year.

(True Extract.)

Captain, R.E.,

Offg. Joint Secretary to Government.

To the Financial Department.
To J. Ouchterlony, Esq.
,, Major R. B. Kennedy.
To the Superintending Engineer, 7th Division.

Exd. S. T. Augustin.

Messrs Budden Jennings & Co
London, August 25th 1871

To
The Secretary to Government
Public Works Department
Fort Saint George

Sir,

I had the honor to receive your letter of the 9th March last, which the Government was pleased to direct to be written in reply to my letter of the 25th January.

2 The urgency of the subject will I trust plead my excuse for again addressing Government regarding the traffic communication between Gundelakare and Arcacode on the Baypoor river.

3 So long as permanent bridges to span the various streams which cross this route remain uncompleted, the traffic is helplessly dependent on the temporary ones that the Local Engineers have to erect at the close of the

of each South West monsoon.

4 In my former letter I had the honor to make a representation on the injury that had occurred from the tardy, and as it appeared to me unnecessarily procrastinated erection of these temporary bridges. To satisfy the Government that I did not then, and do not now write without reason for it, I beg to recapitulate the losses that I encountered almost directly from the cause. These have been:—

(a) 30 Carts detained one month at the stream at the foot of the Barcaar Ghaut. 3 trips cart hire Rs. 1200

(b) deterioration from rain during detention. 400

(c) 300 Carts coming to my valley turned away on hearing of the detention, and we lost a whole month in getting coffee away. Interest alone lost 700

(d) we were then thrown out of opportunities of shipping (but it is difficult to estimate in money the serious loss)

loss)

(e) not above 200 Tons had in consequence to be sent to Madras for shipment, the monsoon having closed the Western coast. Extra carriage ——— 6000

or Rs. 9,300 of actual pecuniary loss

from the high road being impassable at a time when it was perfectly practicable to have made it the opposite, independent of the grave commercial inconvenience of property being tied up so long and amid all the anxiety about its eventual shipment which must ever be felt in the Western coast at the season of the S.W. monsoon approaches. With an open and free communication with the river from the beginning of the season there is no reason why Wynaad Coffee crops should not be prepared and shipped from the coast by the month of April. I have now one fourth of my whole crop unshipped at the end of July.

5 I would beg to observe that

the

that I am not seeking to assume that any undue delay will take place in putting up the temporary bridges on (what I believe is styled) the Carcoar road for the coming season, but having already suffered from such; and the matter being one of such vital and critical importance, I venture to solicit the intervention of Government to ensure the early and thorough opening of the whole line of communication. I may mention that I am at this moment precluded from engaging Freight to bring home my next season's Coffee, because of the uncertainty that attends it's being got down to the coast in due time

6 May I be permitted in connection to draw attention to the fact that our rival Coffee planters of Ceylon have now for some years enjoyed the great advantage of a rail road into the heart of their planting districts; and that there has now been sanctioned and

and indeed commenced, an extension of this, which will tap several remoter portions of their Coffee area. It will probably be long before any part of the Wynaad district can hope to enjoy a similar advantage, but I hope that the growing importance of the Coffee industry in Southern India may plead for those high roads of communication, through which alone our produce can reach a market, being maintained in a state of such efficiency as not only to ensure the object but to enable its accomplishment at the earliest period of our peculiar season.

I have the honor to be,
Sir
your most obedient Servant
(signed) J Ouchterlony
(True Copy)
Captain R.E.
Offg. Genl Secretary to Government
P. W. Deptt

the

Read 11th Dec.
at Mr. Buckton's Limehouse
London, August 25-1871

No

To
The Secretary to Government
Public Works Department
Fort St. George

Sir,

I had the honor to receive your letter of the 9th March last, which the Government was pleased to direct to be written in reply to my letter of the 25 January.

2 The urgency of the subject will I trust plead my excuse for again addressing Government regarding the traffic communication between Sadalagam and Arcaude on the Kistnah river.

3. So long as Government bridges to span the various streams which cross this route remain uncompleted, the traffic is helplessly dependent on the temporary ones that the local Engineers have to erect at the c[illegible] of each S[illegible] monsoon

4. In my former letter I had the honor to make a representation on the injury that had accrued from the tardy, and so it appeared to me unnecessarily procrastinated erection of these temporary bridges. To satisfy the

the Government that I did not
threw, and do not now write
without reason for it, I beg to
recapitulate the losses that I
encountered almost directly
from this cause. There have been
(a) 30 carts detained one month
at the stream at the foot
of the Cancon planté. 3 trips
lost: time ——— R. 1200
(b) detention from cane-
running detention ——— 400
(c) 300 carts coming to my
valley turned away on being
of the detention, and we lost
a whole month in getting them
away. Interest alone lost — 700
(d) as were then thrown out
of opportunities of shipping
(which is difficult to estimate
in money the various loss) —
(e) lost above 200 tons lost in
engagements & Contracts to
vessels for shipments, the
Government having closed the
Eastern coast of the Island 6,000
R 8,300
of actual pecuniary loss from
the high road being impassable
at a time when it was perfectly
practicable to have made it
the opposite, independent of
the great commercial incon-
venience of property being lost
during the month and the
anxiety about its eventual ship-
ment which must ever be
felt on the Eastern Coast at
the season of the S.W. monsoon
approaches. With an open for
communication with the town
from the beginning of the season
there is no reason why vessels

ships should not be procured
and shipped from the Coast
the month of April: I have no
one fourth of my whole crop un-
shipped at the end of July.

5. I would beg to observe
that I am not making to
assume that any undue delay
will take place in putting up
the temporary bridges on (what
I believe is styled) the Cancon
road for the coming season;
but, having already suffered from
such, and the matter being one
of vital, critical importance,
I venture to solicit
the intervention of Government
to insure the early and thorough
opening of the Kotaliya
communication. I may men-
tion that I am at this moment
precluded from engaging freight
to bring home my next season's
Coffee, because of the uncertainty
that attends its being got down
to the Coast in due time.

6. May I be permitted to
call attention to
the fact that our rival Coffee
planters in Ceylon have now for
some years enjoyed from
Government the benefit of a Bridle road into
the heart of their Coffee planting
districts; and that this has
now been completed, and
is daily expected, at the
expense of this, which will be the
second or third portion of the

their appearance. It will probably be long before any part of this Wynaad district can hope to enjoy a similar advantage; but I hope that the growing importance of the Coffee industry in Southern India may lead to those high roads of communication, through which alone our produce can reach a market, being maintained in a state of such efficiency as not only to ensure this object but to enable its accomplishment at the earliest period of any peculiar season.

I have the honor &c.

Sir,
Your most Obed.t Servt
Dunlop Cruickshank Esq.

Copy
Madras
24th Aug.t 1871

Read 25th August 1871
Letter from Special Engineer Wynaad
No 1471 dated 9th October 1871

From,
J. Cruickshank Esq.
Special Engineer
Wynaad

To,
The Secretary to Government
Public Works Department
Madras

Sir,
Submits for the information of Government the Estimate for the Bridging of the Rivers Kabbany and Panamaram on the Line of Road from Manantoddy to the Mysore Frontier.

2. The Estimate for the Kabbany River is for a Bridge of 3 Spans of 60 feet each, and for the Panamaram River for a Bridge of 4 Spans of 60 feet each, the Piers and Abutments to be of Masonry and the Superstructure of Timber.

3. The Estimate for the Kabbany River Bridge amounts to Rupees 4,500 and that for the Panamaram River Bridge to Rupees 6,000.

4. The Bridges are required for the Transport of Coffee and Rice, and the Estimates are submitted for the sanction of Government.

I have &c.
Sd/ J. Cruickshank
Special Engineer

No 1472

Copy
Madras
24th Aug.t 1871

Read 25th August 1871
Letter from Special Engineer Wynaad
No 1471 dated 9th October 1871

From,
J. Cruickshank Esq.
Special Engineer
Wynaad

To,
The Secretary to Government
Public Works Department
Madras

Sir,
Submits for the information of Government the Estimate for the Bridging of the Rivers Kabbany and Panamaram on the Line of Road from Manantoddy to the Mysore Frontier.

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3. The Estimate for the Kabbany River Bridge amounts to Rupees 4,500 and that for the Panamaram River Bridge to Rupees 6,000.

4. The Bridges are required for the Transport of Coffee and Rice, and the Estimates are submitted for the sanction of Government.

I have &c.
Sd/ J. Cruickshank
Special Engineer

No 1472

15 P. 13

No 1471

Special Executive Engineer
Office Wynaad Vythery
9th October 1871

From,
The Special Executive Engineer
Wynaad

To,
The Secretary to Government
Department Public Works
Madras

Sir,
With reference to Proceedings of Government No 50 dated 6th October 1871, I have the honor to reply that every stream on the part of the line of Road in question which is under my charge is permanently bridged, those that Mr Cruickshank refers to are situated in the Nilgiri Range of the 7th Division. I may mention that Plans for Bridging those Rivers were received by the Local Board of the Nilgiri Circle on the 18th Ultimo and were directed to be forwarded for the approval of the Superintending Engineer of the 7th Division, provision being made for as much work as the Range Officer considered he could carry out this season.

2. I take this opportunity, however, of mentioning that, although the Mysore Ghaut line so far as it runs through Wynaad is perfectly bridged, the other two are not. I mean the Perea and Tambracherry Ghaut

Grant Irvine and Strong etc to notice because the Local Fund Board found it impossible to supplement the grants given from Provincial Funds, the money consequently available for expenditure this year had been cut down 33 per cent lower than in 1870. 71. on the Cambrecherry line, a balance of barely Rs 6500 remains unexpended. I have addressed the President of the Local Fund Board on the subject, and I hope that Government will be able to supplement the grant to the extent at any rate of what I have asked for, though could three or four times the amount be spared, I could easily, and most profitably expended.

3. I enclose the copy of Mr Pitcherley's letter to save trouble of precopying.

I have the honor to be
&c,
Your most Obedient Servant
Wm S Kennedy Major
Special Cor: Cap[t] Wyllard

6th Oct 71. 509 Mins. Public Works 1871 Nº 2729 Proceedings

from Govt. of Madras Nº 883 of

The Spl. Ex. Engineer

Wynaad

to

The Secy. to Govt. P.W.D.

Madras

Dated 4th Oct. 1871

Rec'd 11th Oct. 1871

Encl: one. V

No 1471

Returns Mr. Ouchterlony's Survey letter and office Nº plan of roads regarding the road between Goodalore and Devarshola

Nº 443

6 Oct 71

Nº 2729 P.W.D.

Proceedings of the Madras Government

Read the following

From.

J. Ouchterlony Esqre (No. 6. dated 30th Sept 1871)

The Special Ex: Engr Wynaad (No. 6. dated 30th Sept 1871)

Ordered that the foregoing letter be communicated to the Judicial Department for consideration in connection with the revised Local Fund Budget of the Current year for the Calicut Circle, it being very desirable that so important a line of communication as that from the Port of the Carcoor Ghaut to the coast should be completed

completed including of
Bridges and Culverts ready
for wheeled traffic at an
early date as possible.

The Supt Engineer
of Division will be
requested to submit
an Items of this Streams
crossing the roads which
are recommended, showing
the probable cost of
bridging these streams
and the amount pro-
posed by the Local
Fund Board for expen-
diture in the current
year.

38
5

19 Oct

Financial Departt
J. Duchlerlany Esquire
Major R. B. Kennedy
Supt Engr & Y. Dw
Depe 30/1/71

c. hon. 4397 483.

Govt. of {1871} Madras.

PUBLIC WORKS.

To The Financial Department

Dated

Read. Encl.

G. O. 27 Oct. No. 2729.

Nos. 442-443 & 444

Coconanghaul-road Aqueduct

Letters from the Special Executive Engr. Aqueduct & Surface Drainage communicating the Financial Despatches of the Secretary of State approving the construction of the Aqueduct, crossing the road which is now flooded during the rainy season & proposing the cost of bridging there. The amount and the amount proposed to be borrowed from Local Fund Board for expenditure in the current year.

Ordered 16 Oct 71